

**Minutes**

**Meeting of Noise & Track Sub Committee**

Monday 16 June 2008 – 14.00hrs Putteridge Bury

**Attendees**

Mr J Bailey	- LLACC Chairman
Mr S Bailes	- Hertfordshire County Council
Mr A Burke	- NATS
Mr J Charles	- Bickerdike Allen & Partners
Mr P Dawson	- NATS Luton
Mrs K Goodman	- LLAO (Airfield Environment Officer)
Mr P Hunt	- LADACAN (substitute)
Capt S Kneller	- EasyJet
Mr R Koller	- Bedfordshire County Council
Cllr B Lloyd	- Hertfordshire County Council
Cllr M Muir	- North Hertfordshire District Council
Mr M Nidd	- LLATVCC (substitute)
Mr C Oake	- NATS Engineering Group Supervisor
Cllr Dr I Reay	- Dacorum Borough Council
Ms W Rousell	- Luton Borough Council (Planning)
Cllr Sir Beville Stanier	- Aylesbury Vale District Council
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
Ms L Wood	- Dacorum Borough Council

**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)
	Mr R Hiscock	- Aylesbury Vale District Council
	Mr A Judge	- LLAO Operations Director
	Mr F Cusden	- NATS
	Mr G Farley	- NATS

**Action**

- 1.2 A comment was made by some members that printing their own copies of the agenda papers is very time-consuming and expensive. It was **agreed** that those members who require an alternative method of receiving the papers should contact the Administrator.

**2 Minutes and matters arising from NTSC meeting 10 March 2008**

- 2.1 Item 2.3. The visit by NTSC members to the Airfield Environment Office had not been arranged as the Topsonic system had been down. It was **agreed** that it should be arranged prior to the next meeting.

**Secretariat**

- 2.2 Item 3.2. Following the comment about access to the complaints section of the LLAO website the Chairman advised that he had trialled the section and

found no difficulty. Another member of the Committee concurred with the Chairman's findings. The Chairman informed that once the LLACC website is complete there would also be a link to the Airport's complaints section.

**2.3** Item 6.2 final sentence. It was reported that NATS are routing transiting helicopters via VRP's. NATS informed that at least 50% of helicopter traffic is transit and if traffic conditions permit VFR helicopter traffic may transit the Class D Luton controlled airspace.

**2.4** Item 7.3. Should read Runway 26 not 026.

### **3 LLAO Quarterly Environment Report – January, February, March 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. **LLACC**

**3.2** CDA analysis. The Committee questioned why the percentage of CDA night time figures was significantly lower than the daytime figures. It was explained that for the quarter, westerly operations were more predominant and Luton shares the airspace with Stansted traffic.

**3.3** On behalf of the airlines it was explained that with some deep night flights pilots can be offered direct approaches to reduce the noise foot print and fuel use. It was noted that the pilots need to work more closely with the airport and that there should be no inconsistency between direct approaches and CDA approaches.

**3.4** NATS informed that they are disappointed with the lower night percentage at Luton and will continue to monitor to establish the reason and will report through this group. The Airport, NATS and Airlines are all looking to improve the achievement rate.

**3.5** Noise Monitoring. The Committee were advised that strong wind can mask noise and if bad weather is experienced this can reduce the number of recorded noise events. The weather and runway usage is also generally related to complaints and it was noted that the complaint figures for the 1<sup>st</sup> Qtr 2008 were generally lower.

**3.6** The breakdown of the noisiest aircraft at night was noted. The noise events of the individual aircraft types, in particular the complaints relating to the MD80's as the highest, were highlighted. It was suggested that some kind of relationship between aircraft type and proportions would also be helpful.

**3.7** Special Flight Route diagram: page 13. Following a request from a member of LLACC, details of where an aircraft joins the final approach (7nm during the night and 8nm during the day) were highlighted. On average 50% of aircraft will be coming in from LOREL approaching the runway north of the airfield.

**3.8** The question of lowering the undercarriage at an early stage was debated as it was felt that this creates additional noise, or at least the perception of more noise. The Committee were advised that if an aircraft has its wheels down over Pitstone it will be too high for anyone to notice additional noise. However the increase in noise normally comes during level flight. An aircraft on profile and on speed does not need to lower its undercarriage early. The ideal profile for coming into land is 3 degrees.

- 3.9 It was **agreed** that LLA would carryout additional noise monitoring in the Pitstone area. **Action LLA**
- 3.10 It was questioned whether, in order to achieve a CDA approach, lowering of the under carriage would help. NATS advised that Dr Darren Rhodes' paper, dated December 1999, gives the recommended code of practice and definitive figures.
- 4 NATS Consultation on TC North**
- 4.1 The Chairman thanked several members of the Committee who helped in the preparation of the response document to NATS and also Jeff Charles who co-ordinated much information and drafted the very useful report.
- 4.2 The Committee were given a brief update of the current position regarding the LLACC's response following the Special Meeting on 12 May where it was agreed that the response would be further developed before being submitted for the 19 June deadline. In discussion various changes were suggested (not being minuted) and it was **agreed** that they would be incorporated in the final version. It was also **agreed** that the conclusions should be included in the covering letter to NATS. **JC and Chairman**
- 4.3 Some points of general interest that came from the discussion are noted below:
- Tranquillity has not been adequately considered by NATS.
  - It may be preferable for routes over rural areas not to be a single line but spread over a swathe.
  - Appropriate height for vectoring needs consideration as it may be defeating the objective of defining routes that turn around urban areas.
- 5. Implementation of the new powers in the Civil Aviation Act 2006**
- 5.1 Members were advised that a Working Group had met to draft a response for LLACC to consider at the July meeting. DfT have agreed to a closing date of the end of July.
- 6 Update on Topsonic Noise Monitoring**
- 6.1 NTSC were advised by NATS that from 25 April to early June the radar feed was lost due to the closure of West Drayton. The relocation of NATS to Swanwick was a major operation and the radar link was part of that move. NATS confirmed that the transition planning for the radar could have been carried out better and the knock on effect was not anticipated – however, NATS stressed that there was no impact on the radar to the VCR operation.
- 6.2 The impact has been that LLAO have not been able to investigate complaints in as much detail as normal and it is unfortunate that during May there has been a record number of easterly movements, resulting in numerous complaints. However NATS will be looking at other contingencies to ensure the problem will not happen again.
- 6.3 NTSC were informed that the Topsonic System is now portable on a laptop and is transportable to demonstrate in the local community.

	<b>Action</b>
<b>7. Date of Next Meetings</b>	
7.1 Monday 15 September 2008 at 2.00pm. Monday 1 December 2008 at 2.00pm. Monday 9 March 2009 at 2.00pm.	<b>All</b>

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

**PERIOD: JANUARY TO MARCH 2008**

**KEY FACTS**

**2008  
CURRENT**

**2007  
PAST**

**TOTAL Aircraft Movements**

28,088	6% INCREASE
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26,540
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**TOTAL Passenger Statistics**

2,215,371	10% INCREASE
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2,019,600
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**Runway Usage**

Easterly 22%	Westerly 78%
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Easterly 23%	Westerly 77%
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**Day/Night Ratio**

Day 93%	Night 7%
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Day 93%	Night 7%
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**Total Night Movements (23.00-07.00)**

2883	4% INCREASE
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2,780
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**Departure Route Analysis % on Routes:**

Clacton 38%	Compton 41%	Olney 18%
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Clacton 34%	Compton 41%	Olney 22%
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**Continuous Descent Achievement: Daytime (Night-time)**

RWY 08	RWY 26
93%	79%
(75%)	(58%)

RWY 08 <sup>(1)</sup>	RWY 26 <sup>(1)</sup>
86%	78%

[N.B. <sup>(1)</sup>Previous years results did not separate CDA for day or night]

**Noise Monitor Results**

Number of Departures >85 dB(A)

DAYTIME	3
NIGHT-TIME	1

DAYTIME	13
NIGHT-TIME	0

**Noise Violations**

DAYTIME	0
NIGHT-TIME	1 (MD-83)

DAYTIME	0
NIGHT-TIME	0

**Night-time Contour (48 dB L<sub>Aeq,18h</sub>)**

27.92 km <sup>2</sup>	4% INCREASE
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24.03 km <sup>2</sup> <sup>(2)</sup>	(26.90 km <sup>2</sup> ) <sup>(2)</sup>
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[N.B. Planning Conditions: Action Level 60.6 km<sup>2</sup>, Limit 85.0 km<sup>2</sup>]

[N.B. <sup>(2)</sup> Previous years area assessed using earlier version of INM and different departure tracks, ( ) figure uses same methodology as for 2007 contour]

**2008  
CURRENT**

**2007  
PAST**

**Numbers of Complaints**

161	43% DECREASE
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282
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**Numbers of Complainants**

78	43% DECREASE
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136
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**Numbers of Events**

896	3% DECREASE
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914
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**Source of Complaints**

Helicopter Operations	19%
Westerly Departures	38%
Easterly Departures	4.5%
Westerly Arrivals	7%
Easterly Arrivals	6.5%

34%
25%
12%
2.5%
5%

**Aircraft most complained about**

Helicopters	30%
Cargo Aircraft	29%
Passenger Aircraft	30%
Private Aircraft	13%

34%
18%
12%
9%

**Origin of Complainants (Locations with >5)**

Locations
Harpenden
Luton

Locations
Harpenden
Luton
Kimpton
Whitwell

**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 10%, traffic movements increased by 6%, albeit this year's first quarter figures include an additional day because of the leap year.
- The total movements in the night period, 23.00-07.00, increased by 4%.
- The airlines achieved Continuous Descent Approaches, CDA, for 80% 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. CDA achievement was approximately 20% worse at night than during the day (about 3 aircraft per night). This is an unexpected result when experience at other Airports is considered. The Airport, the Airlines and NATS are working to improve achievement rates and LLAO will present a further report to the next meeting.
- The noise monitor results show an improvement from last year with less aircraft producing departure noise levels greater than 85 dB  $L_{Amax}$  in this quarter. There was however one noise violation during night-time by an MD83 (ad hoc Charter) aircraft.
- The night-time noise contour area has increased by 4%.

- The number of complaints reduced from 282 last first quarter to 161 in the same period this year.
- The number of complainants reduced from 136 last first quarter to 78 this year.
- The number of events eliciting a complaint was similar to last year, 896 (2008) compared to 914 (2007).
- The complaints over helicopters, which have formed the largest % of complaints, recently reduced. The Airport put in place new arrangements for helicopters using the Airport to mitigate impact. The largest % of complaints now relates to Westerly departures.
- The Airport Environment Office continues to discuss issues directly with local residents, and in this period met with residents from Hitchin, Harpenden, and six people from PAIN.

LLACC:NTSC