

Minutes

Meeting of Noise & Track Sub Committee

Monday 19 February 2007 14.00hrs. Putteridge Bury

Attendees:

Mr J Bailey	Chairman
Mr S Bailes	Hertfordshire County Council
Mr A Burke	NATS Terminal Control
Mr M Burlyn	NATS Luton
Mr J Charles	Bickerdike Allen Partners
Cllr M Edmonds	Aylesbury Vale District Council
Mrs K Goodman	LLAO Airfield Environment Officer
Mr R Hiscock	Aylesbury Vale District Council
Mr P Hunt	LADACAN
Mr A Judge	LLAO Operations Director
Mr R Koller	Bedfordshire County Council
Cllr M Muir	North Hertfordshire District Council
Mr M Nidd	LLATVCC
Cllr I Reay	Dacorum Borough Council
Ms W Rousell	Luton Borough Council
Cllr D Rowlands	Buckinghamshire County Council
Mr N Thompson	LLAO Airfield Environment Manager
Mr S Turner	Bureau Veritas
Mr G Twiss	PAIN
Mrs T Harris	Committee Administrator

1. Apologies for absence and substitution:

Cllr N Brook	Hertfordshire County Council
Dr J Davis	LADACAN – substituted by Mr P Hunt
Mr B Webb	LLATVCC – substituted by Mr M Nidd
Cllr P Swaisland	Bedfordshire County Council

2. Minutes and Matters Arising from NTSC 6 November 2006

Action

Confirmation was given that the Executive Summary for the AMR 2006 will be completed by Bickerdike Allen.

JC

Page 3 Item 4 para 4 should read Lorel Hold not Gate.

Further to the Committees request for a visit to West Drayton, NT informed that this would not be possible at the moment due to their operational changes; however NATS have agreed to give a presentation at the next NTSC meeting which would describe how the London TMA operates.

NT

The Committee were informed that operators of the A300 have been contacted regarding minimising the impact of their aircraft during the night period. In particular cargo operators have agreed to look at their normal

operating procedures with awareness of the impact of noise disturbance and have offered to report back to LLAO any outcome.

NT

NT informed that the wording on CDA within the AIP is in the process of being updated.

Portable noise monitoring for easterly arrivals will continue over the summer months at Mentmore and Cheddington.

Minutes from 6 November 2006 were agreed as a true record.

3. LLAO Quarterly Environment

The Quarterly report for October, November & December 2006 was presented to the Sub Committee. The report highlighted a 2% increase in movements compared to the same period last year. The figures for the Police helicopter have declined since December due to them relocating their base from Luton to RAF Henlow on the 19 December 2006.

A total of 2,116,729 passengers (excluding GA) passed through London Luton Airport during the period of October to December.

During November 2006 there were, unusually, no easterly operations. For October the ratio was 30% easterly/70% westerly and December 14% easterly/86% westerly.

95% of noise events fall within the levels of the lower 3 bands with very few in the higher bands and there were no day or night violations for the quarter.

Complaints are fairly high for the quarter with October showing particularly high figures. During the quarter a total of 49 complaints reported night disturbance (17% of overall complaints) compared to 47 for the same period last year and increase of 4%.

It was queried as to whether there had been any changes in complaints since the introduction of the Western Airspace. The Committee were informed that the Western Airspace did generate complaints from a number of new complainants although some complaints concerned non-Luton overflights. There has been an increase in general complaints relating to helicopters flying over Harpenden compared to 2 to 3 years ago. Further increases in complaints have been seen over the last 12 months, possibly due to public awareness following the Government's White Paper proposal as well as the Master Plan public exhibitions. The warmer weather over the past 12 months may also have increased public sensitivity to aircraft noise. The Committee were advised that other UK airports are also experiencing similar increases in complaints than seen in previous years.

Following discussion regarding the registering and monitoring of complaints the Committee were informed that every complaint received by LLAO is investigated by the Airfield Environment Office in detail.

It is recognised that CDA compliance is generally worse over the winter months than during the summer months. Currently the timescale for monitoring CDA is too short to start making comparisons with other

airports. Discussions will take place between NATS and the Airport Authority to set targets which will be in line with the other airports within the UK. **NT**

The Committee were advised that LLAO were happy with current day noise bands which are in line with other London Airports and have no proposals to change. Night time levels will change in line with the new Night Noise Policy.

The Chairman advised members if they have not seen the Topsonic system in operation at LLAO to arrange for a visit as he felt every member of the Committee should see the context in which the Airfield Environment Office work. **All**

4. Track Keeping Report

Following the NTSC meeting in November LLAO prepared a number of plot density diagrams for easterly and westerly operations showing landing and departing traffic for London Luton Airport over a 92 day summer period. The diagrams give a better indication of track usage over a longer period compared to the radar plots which can differ on a daily basis due to a number of variables. The diagrams show the density of tracks below 8000ft with the brighter colours showing more concentrated tracks. It was recognised that once P-RNAV departures routes are introduced within the next couple of years a much tighter swathe than is seen today will be possible.

Helicopter routes are currently the biggest cause for complaints over Harpenden. Currently there is only one Visual Reference Point (VRP) to north of Harpenden. LLAO are in discussion with NATS and the CAA for a solution and are looking to change the current situation as soon as possible.

An explanation was given to the Committee regarding NPR routes. Once an aircraft has completed the standard instrument departure and passed above the ceiling of the route (3000ft daytime, 4000ft at night) it can be vectored off the route at any time. On westerlies aircraft reach this height just beyond noise monitors NMT02 and 03. It was questioned as to how far a P-RNAV route could go. NATS advised that this is dependant on the route structure for the flight and other aircraft flying within the airspace. NT agreed to have further discussion with NATS to identify if it is practical for aircraft to stay on the defined route longer, even though not a requirement. This would enable them to stay further away from communities such as Hemel Hempstead and St Albans. **NT**

Following a meeting with NT, PH commended NT for his diagrammatic illustrations of the SID and requested that, in future, information of any changes is given in advance of implementation. NT informed that it was only the Airport diagram of the route that had been amended and not the actual flight route, which would have required consultation. Concern was expressed that contours may not be reflecting the true picture due to the wide dispersal of flight tracks immediately after departure on westerlies. It was noted that this is monitored each year and dispersal is taken into account. ST agreed to investigate using information from Topsonic and data from actual tracks flown. **ST**

5. Western Airspace Extension Report

Since its implementation in May 2006 further discussions have been ongoing with NATS and DAP resulting in clarity that the airspace over and to the north of Leighton Buzzard should only be used on the occasional times when it is tactically unavoidable. If it is not possible for aircraft to be routed south of Leighton Buzzard the controllers will preference positioning aircraft over Leighton Buzzard as opposed to routing north of the town.

6. Intersection Departures Report

A brief study has been undertaken into the differences of noise impact between aircraft using the normal location for departure as opposed to a few aircraft that carry out intersection departures. A comparison of data from noise monitors 2 and 3 shows that noise levels based on the larger type aircraft generally have less than 1 dB(A) difference.

Intersection departures can only be requested by the pilot and ATC and is a procedure that requires less time at the hold point and less fuel burn.

7. AMR Update

The AMR is now complete in draft format. JC is to draft the Executive Summary and it is the intention to issue the AMR at the LLACC in March.

The employment survey achieved a 64% response rate and LBC have used other data sources to supplement the study.

8. Environmental Noise Directive (2002/49 EC)

NT advised that flight data for the whole of 2006 has been provided to Bureau Veritas for contour production in line with the new Environmental Noise Directive. Defra will then run population counts on the range of contours that have been produced. Results have to be reported to the European Commission by Christmas and airport operators then have to produce an action plan.

The Government has undertaken the responsibility to analyse the data in the same way throughout the country so that, for the first time, one airport can be compared with another on a like-for-like basis. The crucial difference from current practice is that it is annual contours that are to be reported and not the 92 day summer period. It was recognised that the time between the end of the year and the end of March deadline for submitting the contours to Defra was a very tight timescale. A report on the contours will be provided at the next NTSC.

NT

9. Date of Next Meeting

21 May 2007 14.00hrs.