

NOISE AND TRACK SUB COMMITTEE

**Minutes of the meeting of
20th February 2006
at**

14.00hrs Putteridge Bury Conference Centre

Present:	Mr D Brown	Chairman
	Mr S Bailes	Hertfordshire County Council – Environment
	Cllr N Brook	Hertfordshire County Council
	Mr A Burke	NATS – Terminal Control
	Mrs K Goodman	Airfield Environment Officer, LLAO
	Mr R Hiscock	Aylesbury Vale District Council Environmental Health Officer
	Mr P Hunt	LADACAN
	Mr R Koller	Bedfordshire County Council
	Mr M Nidd	LLATVCC
	Mr M Muir	North Herts District Council
	Cllr I Reay	Dacorum Borough Council
	Ms W Rousell	Luton Borough Council
	Cllr D Rowlands	Buckinghamshire County Council
	Mr P Templeman	NATS – Luton
	Mr N Thompson	Airfield Environment Manager, LLAO
	Mr S Turner	Casella Stanger - Noise Consultants to LLAO
	Mr G Twiss	PAIN

Apologies:

Mr J Charles	Bickerdike Allen & Partners
Mr I Jopson	NATS – Terminal Control
Sir Beville Stanier	Aylesbury Vale District Council
Cllr P Swaisland	Bedfordshire County Council

1. Minutes and Matters Arising from the NTSC Meeting on 7 November 2005.

After debate the consensus of the NTSC was for LLAO (the Environment Manager and the Project 2030 Manager) to re-establish the Night Noise Policy Working Group after April the 1st .to report to the 20th May NTSC and June LLACC. Outcomes from the London Airports/ Government second phase consultation, night quota limits, bands for night noise penalties and the growth of area covered by the night 48dB(A) contour should be considered for the Agenda.

At para 2 of the WAE Agenda Item 3 “it is anticipated that adherence to CDA would be achieved by around 70 per cent of WAE arrivals, increasing as the air space is operated” is to be replaced by the NATS statement “NATS Terminal Control stated that key performance indicators (KPI’s) have yet to be set, but NATS and London Luton Airport are currently working together to establish systems to provide

comprehensive reporting that is in line with the methodology of reporting at the other three major London Airports. The monthly reports will be disseminated to NATS for feedback and reported to controllers, as well as in the Airfield Environment Office Quarterly Report to the NTSC and Flight Operations Committee meeting". The LLACC had agreed that this did not change the LLACC decision accepting the WAE which did not need variation.

At para 4 on Project 2030 and the Draft Master Plan the Chairman stated that consultation was completed on January 27th 2006 and answers for the Project Team to the NTSC questions at para 4 and I–VIII delivered by January 4th. Exceptionally for community understanding the Chairman advised that two notes seeking further explanation on Table 5.3 and the PSZ charts could be sent to the Project 2030 Manager by the NTSC community representatives with responses provided, if possible, for the LLACC meeting on the 20th March 2006.

Resolved

The NTSC accepted as an accurate record the Minutes and Matters arising from the NTSC meeting 7 November 2005.

2. LLAO Quarterly Environment Report – October, November, December 2005.

The LLAO Quarterly Environment Report highlighted a 13% rise in movements, 14% increase in passengers and a period of 24% easterly and 76% westerly conditions. In particular complaints for the quarter were up by 97%, from 94 to 185, reported by a total of 161 complainants. Of those reporting concerns to the Airfield Environment Office 34 individuals (29%) were first time new complainants. The number of events eliciting a complaint increased by 31% to 305 compared to 232 for the same period in 2004. Night complaints were up by 68% to 47 compared with 28 during the period Oct to Dec 2004, although night movements increased only 24%, an additional 4 operations per night on average.

101 out of the 185 complaints were clearly correlated to specific aircraft types with a single total of 19 complaints related to one daytime departure of a hushkitted 727 Executive Jet which registered 90dB(A). 14 complaints were correlated to easyJet 737-300 and 737-700 aircraft and 10 to A300 MNG night cargo departures.

An increase in the 48dB(A) movements contour area was directly related to the rise in 737-800 movements during the night shoulder periods. It was noted that an overall increase in frequency of movements was likely to be a major factor in increased complainant numbers. It was also recognised that a percentage of the complaint increase was related to the Exhibition/Community Newsletter consultation programme involving the 2030 Project (Draft Master Plan) and there was an indicator of correlation between the location of exhibitions and new complainants.

Recommendations:

- i. The 68% night time complaint increase, from 28 to 47, to be reviewed by the Night Noise Policy Working Group for options for control and noise abatement procedures.
- ii. Recognise the new noise band for departures at day and night to include maximum noise levels below 70dB(A) and request standard banding in the AMR and Quarterly reports at the higher levels.

- iii. Acknowledge that statistics in the Report require ratification through use of accounting audit procedures.
- iv. Note that increase in frequency of movements has consistently led to an increased number of complaints; in this quarter up 97%, on average 2 complaints per 24 hours.

3. Review of AMR 2005

LLAO presented the AMR 2005 (Draft) for chapters 2–7; this was welcomed by NTSC members and was the 2nd (2004 1st edition) of the revised and progressively improved synopsis of annual data relating to Airport Operations. The LBC input was forecast for week ending February 25th and the target for delivery from the outsourced printers was the 20th March; it was hoped to present a final printed copy to LLACC members at the March meeting. However timescales were tight.

Recommendations:

- i. A number of typographical and minor amendments were agreed and these will be incorporated in the printed edition.
- ii. The LLACC Independent Noise Consultant – Bickerdike Allen - will produce the Executive Summary for sections 2–7 by February 28th.
- iii. Note key data in the AMR 2005 in that aircraft movements in 2005 compared with 2004 saw a 14% increase, passengers a 21% increase and night movements an increase of 18% (26 movements per night compared with 22 in 2004)
- iv. Acknowledge AMR 2005 incorporates the data from the Quarterly Environment Reports reviewed by the LLACC and NTSC at the quarterly meetings.
- v. LBC will update on the Luton Town Plan progress through Luton Borough Executive Council and advise on appropriate matters.

4. Reports (enclosed)

- a) Bickerdike Allen Note on B737-800 at Luton Airport

NTSC welcomed the report in particular the values of Aircraft noise levels (EPNdB) in take off, side line and approach. The LLAO Environment Manager had been most co-operative in the provision of permanent noise monitoring data.

Recommendations for the LLACC to note

- i. On night noise quota classification the 737-800 is similar in arrival noise to the aircraft it replaced and to the other common aircraft used at Luton.
- ii. With respect to departures the 737-800 is quieter than the aircraft it replaced, and similar to the other common aircraft used at Luton.

- iii. In respect of Boeing 737-800 variants the aircraft is always powered by CFM56-7B engines though there are engine variants that do signify small differences. The variations do not affect approach noise but affect the relative noise levels at sideline (close to the airport) and at take off (6.5km from start to roll).
 - iv. On measured noise at Luton the replacement of the Boeing 737-200 aircraft by a fleet of 737-800 aircraft has made a significant improvement to departure noise levels but no significant effect on landing levels. The departure noise levels are now similar to those arising from operation of other modern 737 aircraft at Luton.
- b) Calibration of noise model B737-800 analysis by Bureau Veritas.

The NTSC again welcomed the above analysis carried out because of the recent increase in B737-800 movements and their subsequent contribution to the noise contour areas.

Recommendations for the LLACC to note

- i. In terms of departures currently the B737-800's are modelled for stage lengths 1-4 depending on destination. Modelled and measured departure noise levels correspond well.
- ii. In terms of arrivals the average measured SEL is within 1 dB(A) of the modelled value.

Overall the NTSC acknowledged that on the basis of these results no adjustments to the model are proposed.

5. The Brief from Flight Operations Meeting December 8th 2005.

The NTSC and the LLACC highlight that a large majority of noise complaints correlate to only a small number of aircraft types, namely Gulfstream 2/3 Executive Jets and Airbus 300 operated by MNG Cargo. The NTSC appreciate the attention given to the matters at the Flight Operations Meeting on 8th December 2005.

Recommendations for LLACC Members to note:

- i. The Airfield Environment Team in dialogue with Signature and Harrods Aviation on the operation of Gulfstream 2/3 aircraft types and have supplied additional documentation relating to noise abatement procedures; these will be included within the flight briefing packs provided to flight crews before each departure.
- ii. The improvements in general aircraft noise levels at Luton, particularly during the night, when historically the vast majority of violations related to Boeing 727 aircraft. MNG Cargo management has raised awareness to the Airbus 300 flight crews concerning noise abatement procedures.
- iii. With the introduction of the Ryanair Boeing 737-800 (189 seats) the Dublin five times daily schedule has been reduced to four times daily. Ryanair have since introduced new routes from Luton continuing to use the B737-800; this is a larger aircraft type and departure noise levels are considerably quieter

than those generated by the hushkitted B737-200 and similar to the Boeing 737-700 operated by easyJet (149 seats).

6. PRNAV routes

LLAO stated it was hoped that in the near future a Trial will be reintroduced on existing SIDs at Luton. Track keeping will be monitored and as appropriate “fine tweaking” applied. The aim is to convert existing SIDs to PRNAV routes.

7. Date of next Meeting

22nd May 2006.