

Minutes

Meeting of Noise & Track Sub Committee

Monday 21 September 2009 – 14.00hrs Rushton House, London Luton Airport

Attendees

Mr M Routledge	- LLACC Chairman
Mr S Bailes	- Hertfordshire County Council
Mr J Charles	- Bickerdike Allen Partners
Mr P Dawson	- NATS Luton
Mr S Earles	- LLAO (GM Planning & CSR)
Mrs K Goodman	- LLAO (Airfield Environment Officer)
Mr R Hiscock	- Aylesbury Vale District Council
Mr P Hunt	- LADACAN (substitute)
Mr T Lee	- LLACC – Airline Operator
Cllr M Muir	- North Hertfordshire District Council
Mr M Nidd	- LLATVCC (substitute)
Miss S Pearce	- LLAO (Community Relations Executive)
Ms W Rousell	- Luton Borough Council (Planning)
Mr N Thompson	- LLAO (Interim Ops Director)
Mr E Weston	- Bureau Veritas (Consultant to LLAO)
Mr R Wood	- PAIN (substitute)

1 Apologies for absence and substitution

1.1 Mr A Burke	- NATS Terminal Control
Dr J Davis	- LADACAN (substituted by Mr P Hunt)
Cllr Dr I Reay	- Dacorum Borough Council
Cllr Sir B Stanier	- Aylesbury Vale District Council
Mr G Twiss	- PAIN (substituted by Mr R Wood)
Mr B Webb	- LLATVCC (substituted by Mr M Nidd)

Action

- 1.2 SE introduced Sian Pearce the new Community Relations Executive who replaces Adam Divney.

Minutes and matters arising from NTSC meeting 8 June 2009

2

- 2.1 Confirmation was sought from members that the minutes reflected statement of fact of the previous meeting. **Agreed**

- 2.2 Item 2.2 – The invitation to NATS to meet with LLACC members still remains open.

- 2.3 Item 3.3 – Bureau Veritas confirmed that work was ongoing regarding investigation into the slight changes in the departure swathe and that an error has been found. A revised contour and report will be available for the next NTSC meeting. Members noted that the error will not impact on the Draft Noise Action Plan. **LLAO**

DRAFT

2.4 Item 3.8 – PH/JC requested LLAO if they could review the results of the noise monitors to identify if there were any differences between 2008 and 2009 levels, and suggested that the best way to report would be to produce an average noise level table for the next NTSC meeting as statistics indicate that the higher levels appear to be dropping away but the lower levels have increased by a factor of 2 suggesting that the numbers of recorded noise events has increased.

2.5 Item 4.9 – Comment was made regarding the cancellation of services by one carrier at Dortmund Airport due to the impact of the recent night ban there; it was felt that the statement might be misleading as the carrier appeared still to operate from Dortmund. Members felt that the statement should be removed from the minutes to avoid confusion. It was **agreed** that the statement be removed.

2.6 Item 6.4 and 7.3 – Letters were written and sent by the Chairman

2.7 The Minutes were agreed subject to any changes stated.

3. **LLAO Quarterly Environment Report April, May and June 2009**

3.1 The Committee were briefed on the content of the Airfield Environment Report and noted that statistics within the report identified that runway movements were down compared to the same period last year.

3.2 The Committee were advised that CDA compliance statistics were improving, however night time CDA performance remains lower than day time despite continued improvement over the last 3 years. The Environment Office continues to discuss the issue with airline operators and NATS to try and improve figures which are nevertheless good in comparison to many airports.

3.3 Daytime noise levels remain consistent with the majority of departures falling in the lower bands between 70dB(A) and 76dB(A) with no violations. Night time noise levels are similarly the same as daytime with no violations; very few events above 80dB(A); and with the majority being at 76dB(A) or below.

3.4 There had been a significant drop in complaints compared to the same period last year. Members were reminded that the 2nd quarter last year coincided with the TCN consultation which highlighted awareness during that period. It was noted by members that there was still one individual from Harpenden who continued to report a large number of events during the quarter; in order not to distort the statistics these reports are no longer included in the statistics.

3.5 The Committee noted that the majority of complaints received relating to helicopter movements did not relate to LLA traffic, but helicopters transiting the airspace.

3.6 It was further noted that 43% of complainants once they have complained and received a response from the airport and an information pack do not make further complaint.

Action

3.7 It was noted by members that complaints on easterly arrivals and departures were due to the high percentage of easterly operations during the quarter.

3.8 Members acknowledged the usefulness of the table shown and 4.3.3.

3.9 Reference was made regarding the calibration exercise of the Noise contours. Members were informed that a full report will be presented to the next NTSC meeting. A full year of recalibrated contours will be in the 2009 AMR and a verbal update to this effect will be given at the next LLACC meeting in October.

LLAO

3.10 It was **agreed** by members that the summary of key facts (attached as Annex A) highlighting key information should continue to be submitted to LLACC for their consideration.

4 Noise Action Plan pre-consultation Draft

4.1 The Committee were advised that following the last meeting LLAO requested an alternative timetable that would present a final draft NAP by the end of February 2010. DEFRA declined the request and will be expecting a final draft to be presented by the end January 2010.

4.2 A public consultation of 16 weeks on LLAO's NAP will be launched on Monday 28th September running to 17 January 2010. LLAO encouraged LLACC and NTSC members to submit early comments due to the tight timetable imposed on LLAO by DEFRA.

4.3 LLAO thanked NTSC members for support in preparing the Draft Noise Action Plan and advised that the majority of the comments and suggestions from the Noise Action Plan Working Group had been incorporated into the draft consultation document. The Chairman emphasised that the Working Group was formed to help the Airport with their approach to the Action Plan, but reminded the NTSC that the NAP was primarily the airport's document.

4.4 The Airport has based the NAP on the data that was supplied by DEFRA in their data pack.

4.5 Further comments were made by members for consideration by LLAO in their final draft.

4.6 The NTSC view of the pre-consultation draft document was that the document was a good start but that more could be done. It would benefit from a better definition of the problem areas and by including more definitive actions and targets. There was debate over whether the DEFRA guidance required the need for the NAP to address, or not, protection of quiet areas. On behalf of LLAO, SE **undertook** to investigate this issue further and to see what changes could be made at this stage to improve the consultation document. It was **agreed** that further work in those areas could be taken at LLACC following advice from NTSC and that initial responses would be reviewed at the next NTSC.

LLAO

Chair

4.7 LLACC will still have opportunity to raise comments during the consultation process.

DRAFT

5. Annual Monitoring Report (AMR)

- 5.1 NTSC members noted the factual content of the document and felt that the document was of great value.
- 5.2 It was agreed that the model used to produce the AMR 2008 contours should be verified by Bureau Veritas and noted that the population count did not take into account the calibration exercise, which is currently ongoing.
- 5.3 Members noted that within the night time contour area the population affected has increased from 9588 in 2007 to 12859 in 2008 even though the contour area has decreased.

6. Noise Preferential Routes

- 6.1 The Chairman had received a letter from LADACAN on Noise Preferential Routes and a paper from LLATVCC on Track Keeping. The first had been tabled for discussion but unfortunately had not been circulated. The latter was received while the Chairman was abroad and had not been formally tabled for discussion. However, the Chairman felt that as neither issue was new, Members might feel able to debate them in broad terms.
- 6.2 The track keeping concerns from members mainly centred on the overflying of Hitchin and Harpenden on easterly departures and South Luton and Hemel Hempstead on westerly departures.
- 6.3 LLAO emphasised that NPRs are only valid up to 3000ft during the day and 4000ft during the night. LLAO further clarified the reasons to members why aircraft are vectored above these altitudes and that at all times aircraft follow the instructions given by ATC at Swanwick to integrate Luton traffic with flights from other airports in extremely busy airspace.
- 6.4 To change NPR routes would require a full CAA consultation process and with the current TC North consultation it was acknowledged it was unlikely NATS would support route changes outside of this process.
- 6.5 Members discussed the difficulty many departing aircraft seemed to have with making turns to comply with the procedures and thus follow the tracks drawn on the relevant maps. Some felt the maps, while a true representation of the routes as described, might mislead the public over the ground tracks more likely to be followed. It was noted that slight variations from the pure ground tracks were inevitable as a result of differences in aircraft performance, loads, and meteorology. However it was **agreed** that the issue of track keeping during departure should be raised with the soon to be formed Airport Operators' Group.

LLAO

7. Any Other Business

- 7.1 LLAO informed that due to the replacement of the ILS, the system has been out of use in one direction for the past 5 weeks. The total replacement programme time is around 14 weeks.
- 7.2 LLAO referred to the Stirling Place planning application and informed that the Secretary of State would not be calling it in for his determination.

7.3 No further business was discussed and the meeting closed at 17.25

Action

8. Date of Next Meeting

8.1 Monday 14 December 2009 at 14.00 – Rushden House

Admin