



Minutes

Meeting of Noise & Track Sub Committee

Monday 26 November 2007 - 14.00hrs. Rushton House Training Room

Attendees

Mr J Bailey	-	LLACC Chairman
Mr S Bailes	-	Hertfordshire County Council
Cllr R Berry	-	South Bedfordshire District Council
Mr M Burlyn	-	NATS
Mr J Charles	-	Bickerdike Allen & Partners
Mr F Cusden	-	NATS
Mrs K Goodman	-	LLAO (Airfield Environment Officer)
Mr R Hiscock	-	Aylesbury Vale District Council
Mr P Hunt	-	LADACAN (substitute)
Mr A Judge	-	LLAO Operations Director;
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)
Capt L Smith	-	easyJet
Mr N Thompson	-	LLAO (Airspace & Airfield Environment Manager)
Mr S Turner	-	Bureau Veritas (Consultant to L.L.A.O)
Mr G Twiss	-	P.A.I.N
Cllr R Webb	-	BALC (By invitation of the Chairman)

1 Apologies for absence and substitution

- i Mr A Burke - NATS
- Dr J Davis - LADACAN (substituted by Mr P Hunt)
- Cllr Sir Beville Stanier - Aylesbury Vale District Council
- Cllr P Swaisland - Bedfordshire County Council
- Mr B Webb - LLATVCC (substituted by Mr M Nidd)

ii Following on from the proposals of the NTSC Working Group Meeting the Chairman welcomed Captain Louise Smith to the meeting. The Group were informed that Captain Smith has many years flying experience and for the last 10 years has been flying with easyJet.

iii Prior to the last LLACC meeting Cllr Rachel Webb had asked a number of questions relating to CDA procedures. The Chairman had invited her to this meeting as CDA's are on the agenda.

2 Minutes and matters arising from NTSC meeting 3 September 2007

- i. Item 2ii. The Committee were informed that work on the assessment of the affects of track dispersal on the summer noise contours in both INM Versions 6 and 7 should be completed by the end of 2007 and results will be reported to the NTSC meeting in March 2008. It is thought that Version 7 contours will be closer to those from the Ancon model used by the CAA and possibly larger than the Version 6 contours.

- ii. Item 2iii. The Committee were advised that there has been no further progress on a 220 knot departure speed restriction due in particular to the NATS move to Swanwick which has now taken place. The Airport will continue to progress this trial.

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NATS advised the Committee of the current 250 knots maximum speed restriction within the London TMA to assist with flow capacity. However, ATC can lift that speed restriction at any time.

- iii Item 2v. LBC confirmed that the area of land being used by Airparks at Slip End is 5.97hectares
- iv Item 2ix. The Chairman thanked LLAO for producing expanded sample flight tracks. It was **agreed** to revert to the normal scale in the future but noted that alternative scales can be requested.
- v Item 2xii. Following debate at the last LLACC meeting in September and further explanation by NTSC members it was felt that the first sentence should be reworded to read: "It was suggested that pilots, on occasion, lower their aircraft undercarriage early to slow the aircraft down."
- vi Item 3i. The latter part of the 1st sentence should read:31st July various recommendations are being made to LLACC.
- vii Item 4. The Chairman enquired if members were happy with the new style being used to report the Environment Report in the minutes. Members of the NTSC **agreed** with the new style of reporting.
- viii Item 4iii. The Committee were advised that a similar annex will be produced to cover the 4th quarter when night closures occurred for resurfacing in 2006. For the 3rd quarter 2006 the runway was open 24/7.
- ix Item 4 viii - para 1. Night contours were again brought to the attention of the Committee and, as the levels are progressively getting higher, LLAO were asked if they have given any thought to further controlling the increase. LLAO confirmed that the growth of the night contour will continue to be monitored and if there is a need, an action plan will be put in place as described within the Night Noise Policy. It was further highlighted by the Committee that the current controls do not have any effect as there is sufficient headroom within the permitted contours. LLAO stated that the current Night Noise Policy only has a 2 year time period and a working group will need to resume towards the end of next year.
- x Item 5i. The Committee were advised that the VRPs for helicopter routings were finally published on 25 October and the new procedures to use the route will be implemented by week ending 30th November once Risk Assessments have taken place. A Question & Answer document along with an informative letter will be sent out to all affected Local Authorities and Consultative Committee Members as soon as the new procedures are in operation. NATS informed the Committee that helicopters follow Visual Flight Rules (VFR) but there are occasions when pilots will deviate from these routings. Deviations will be monitored by LLAOL and where appropriate contact will be made with NATS and/or the operators.
- xi Based on a letter of complaint to the Vice Chairman, the Committee asked if more information could be made available regarding helicopter movements in and out of Luton as it was felt that many of those people affected by the helicopter flights, particularly over Harpenden, do not realise that a proportion are not Luton flights. LLAO confirmed that details on Luton helicopter movements are published within the Quarterly and Annual Monitoring Report and limited information is available on non-Luton flights although the Police Helicopter can be easily identified from radar information. LLAO reiterated that they are aware if a helicopter goes off track and investigate the reasons why. Every time a complaint is received a full response is given. It was **agreed** that a letter of explanation should be sent to the Vice Chairman for him to send on to his constituent.

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- xii Members of the Committee were again invited to the airport to see how aircraft activity is monitored at Luton.
- xiii Item 6i LBC informed the Committee that as of Friday 23 November 79% of firms have responded to the employment survey.
- xiv The Minutes of the 3 September 2007 meeting were **agreed** as a true record with the appropriate changes made.

3 LLAO Quarterly Environment Report – July, August & September 2007

i 1. INTRODUCTION

No comment, although it was noted that, as earlier agreed, the report had been sent out to all LLACC members at the same time as to NTSC members so that they had the opportunity to comment prior to NTSC consideration.

ii 2. AIRCRAFT MOVEMENTS/PASSENGERS - Key points to note are:

Para 2.1 & 2.2

- Table 2.1 does incorporate helicopter movements, although these could be within any of the commercial categories.
- There was a 2% increase in movements and a 7% increase in passenger numbers compared to the same period last year.
- July saw the first ever month when 1 million passengers passed through the airport.

Para 2.3

- With regard to runway usage, the percentage of easterly operations was very low over the summer months. This is typically the quarter when easterly operations are generally at their highest.

Para 2.4

- The night movements for the quarter (using the Night Noise Policy definition) are down by 3% compared with the same quarter last year, however it was pointed out that the figures reported by Bureau Veritas for the 8 hour night are 6% higher which relate to a higher number of movements in the early morning period (0600-0700).

Para 2.6

- **LLACC to note** the 84% average for all CDA arrivals.

iii 3. NOISE MONITORING DATA - Key points to note are:

Paras 3.1 and 3.2

- **LLACC to note** that there were no day or night noise violations for the period.
- The percentage of aircraft between 76<79dB(A) was noted as being higher at night time than during the day. This is mainly due to low cost carriers who have modern fleets and generally operate during the day. At night there are a small number of older types of aircraft, a pattern that is consistent with cargo movements, and therefore gives rise to the increase in percentage.
- At night only 1 movement was recorded above 82dB(A), but during the day there were 36. This is directly attributable to the Night Noise Policy and its restrictions on noisier aircraft. The **LLACC to note** the higher percentage of noisier aircraft during the day.
- LLAOL advised that strong wind and rain make it harder to correlate aircraft noise events with recorded noise data from the permanent monitors, particularly at the lower levels. There is also a difference between the conditions associated with westerly and easterly operations. Typically easterly winds are associated with stiller air conditions.

iv 4. COMPLAINTS - Key points to note are:

The LLACC to note that complaints are heavily influenced by weather conditions. In 2006 complaints were higher than in 2007. This relates to the warm sunny weather of 2006 compared to the poor weather conditions for the same period in 2007

- Para 4.1.5
LLAO contacted the operators of the 6 aircraft that were found to be flying outside the stipulated swathes below the vectoring altitude and explained full details of the track keeping violations. The dialogue with the aircraft operators was very positive and has the aim of improving track keeping.

It was recognised that there are more aircraft flying off track than are the subject of complaints. LLAO stated that generally there may be 2 or 3 aircraft a week, which for some reason have flown off track. LLAO speak to operators and NATS to establish reasons for deviations. The Committee asked if these could be reported in future to give a more balanced picture. LLAO explained this is quite a complex procedure but **agreed** to consider the request.

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- Para 4.4
It was noted that in the previous quarter there were a number of complaints emanating from Berton that seem to have disappeared for this quarter. Whilst LLAO confirmed that complaints had been received from Berton, reduced numbers could be associated with the low amount of easterly operations. It was noted that typically complaints from the Berton area are generated by one person.

v 5. COMPLAINTS ADMINISTRATION
No comments.

vi 6. COMMUNITY RELATIONS
No comments.

vii NIGHT NOISE CONTOURS - Key points to note are:

- Para 1. **LLACC to note** the growth over time in the size of the contours. The July to September contour is bigger on a year by year basis but is still within the consented levels of the Night Noise Policy. It was **agreed** that the policy would be summarised in future reports so as to allow easy comparison with the reported figures.

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- Para 3. **LLACC to note** the increase in the total number of movements compared with the previous quarter, due to normal seasonal pattern increase.

- Para 6. **LLACC to note** the new section that highlights that the increase in movements mostly occurs in the first and last hour of the 8 hour night period.

viii APPENDIX A- Key points to note are:

- Due to the first phase of night time runway closure during April to June 2006 comparative data has been provided for Quarter 2 (April to June) for 2005, 2006 and 2007.

- Para 2.3 **LLACC to note** the reduction in night movements in 2006 because of the night closures, and similarly in table 1 para 3.2 the smaller contour which also reflects the smaller number of movements.

- Para 3.2 table 2. **LLACC to note** a large number of GA movements during 2006 which related to the Football World Cup in Germany.

4. CDA Analysis

- i. Following a request by NTSC members at the September meeting additional analysis on Continuous Descent Approaches was provided by LLAO so that members had a better understanding on when CDA cannot be flown. LLAO broke down CDA's into various categories by hour, season, aircraft type and airline.
- ii. **LLACC to note** that this is the first time this data has been broken down in this way in particular to individual airlines. LLAO will continue to monitor CDA performance.
- iii. It was highlighted by a member that the compliance rate for CDA performance at night is around half that achieved during the day. NATS advised that 20.00 to 00.00hrs is the busiest period around the Lorel Hold and the interaction between Luton and other traffic could account for the high number of aircraft that fail to perform a CDA.
- iv. Comment was made whether it was possible if further flexibility was available during night time hours if not following a standard track. **The Committee noted** that CDA from a pilot's point of view is only as accurate as the information that is being given by the controller.
- v. On behalf of the communities that lie beneath the inside of the swathe of the Western Airspace it was questioned whether CDA was being flown as it was felt by some that this was not happening. An explanation of a CDA approach was given by Capt Smith. Communities in this area expected that arrivals would be much quieter than they appear to be however, monitoring has shown that the actual levels monitored are slightly lower than the predicted levels in the ERCD report as part of the Western Airspace Extension environmental assessment.
- vi. **LLAO agreed** to include the results of this year's noise monitoring in a report for the next meeting. **NT**
- vii. **The LLACC to note** that low power/low drag is a separate procedure to CDA.
- viii. Members questioned the failure rate of CDA compliance for easyJet (18%) as opposed to Ryanair (5%). Members were informed that the ratio of easyJet flights compared to Ryanair at Luton is much higher, however it was noted that Ryanair also achieve a very high compliance rate at Stansted. easyJet have recently sought to improve compliance at Luton and any non-adherence may be caused by a variety of factors including poor weather conditions. **LLACC should note, and welcome,** that all airlines are actively pushing to achieve 100% CDA adherence.
- ix. **LLACC to note** the current reports. It was agreed that that LLAOL would continue to monitor performance and update the report in 12 months time, hopefully show an improving trend. **NT**
- x. LLAO **agreed** to assist the BALC member to plot the profile of flights and show the points to aid her with her report back to the rural communities she represents. **NT**

5 Attitudes to Noise from Aviation Sources in England (ANASE)

- i. The Chairman informed members that from his point of view, as a member of the DfT Steering Group, the whole process of the ANASE study was far less than adequate with consultants continually rebutting the concerns of the Steering Group who themselves struggled to understand some of the very technical work without, initially, the support of the Peer Review Group.
- ii. The Study resulted in 2 key conclusions:
 - First that people are more annoyed by all levels of aircraft noise than they were in 1982 (erroneously reported in the DfT statement as 1985) when the last major study was carried out;
 - Second, that there is no identifiable threshold at which noise becomes a serious

problem, even relatively low levels of noise can cause some annoyance, which rises as the noise increases.

- iii. It was noted that associated detail within the study needs to be treated with caution as even the penultimate draft did not have the graphs correct.
- iv. It was suggested that LLACC need to decide how much comment they want to make on the results of the ANASE Study and in terms of going forward there may be a case for the LLACC to write to the DfT asking what they are going to do.
- v. The LLACC Noise Consultant view was similar to that of the DfT's Chief Economist who has suggested more work should be done on several areas, with the help of other experts.
- vi. The LLACC Noise Consultant suggested that the LLACC should write to the Minister to endorse the advice from Chief Economist and impress on the Secretary of State that someone has to take the process forward urgently so as to assist in decision making on airport proposals and the preparation of noise action plans.
- vii. Comment was made regarding the difficulty in quantifying the levels of noise annoyance, as no monetary contribution can compensate for the loss of tranquillity.
- vii. **LLACC is recommended** to write to DfT expressing concern and requesting that urgent work be put in hand to assess how to rectify the problems.

6 Environmental Noise Directive

- i. **LLACC to note** that LLAO have carried out noise mapping to fulfil the obligations under the terms of the Environmental Noise Regulation 2006. The data and a supporting report has been submitted to, and accepted by, the DfT. In due course they will be forwarded to the European Commission as part of the UK's obligations. Generally airports were required to provide a description of the airport and the control measures in place.
- ii. The mapping looks at an annual average 24 hour day for 2006 and is thus different to the routinely produced 'annual' contours produced in the AMR for an average summer day/night.
- iii. **The LLACC to note** that the maps will shortly be published by DEFRA who will also be publishing guidance on the production, by airports, of action plans. These should be produced by the end of April although this date could move to the end July 2008.
- iv. The subcommittee asked that they are kept informed of the airports plans and look forward to the Airport Action Plan.

7 Any Other Business

No other business was discussed and the meeting closed at 5.30pm

8 Date of Next Meetings

Monday 10 March 2008 at 2.00pm.
Monday 16 June 2008 at 2.00pm.
Monday 15 September 2008 at 2.00pm.