

NOISE AND TRACK SUB COMMITTEE

**Minutes of the meeting of
22nd May 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 J Charles	Bickerdike Allen & Partners
	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
	Ms W Rousell	Luton Borough Council
	Cllr D Rowlands	Buckinghamshire County Council
	Cllr P Swaisland	Bedfordshire County Council
	Mr N Thompson	Airfield Environment Manager, LLAO
	Mr S Turner	Bureau Veritas - Noise Consultants to LLAO
	Mr G Twiss	PAIN
	Mr M Wilson	North Herts District Council (substitute)

Apologies:

Cllr I Reay	Dacorum Borough Council
Sir Beville Stanier	Aylesbury Vale District Council
Mr M Burlyn	NATS – Luton
Cllr M Muir	North Herts District Council

The Chairman briefed the Sub-Committee that the Night Noise Working Group had met and would do so again on 4th September; minutes from the meeting would be available for the 17th July LLACC.

1. Minutes and Matters Arising from the NTSC Meeting 20th February 2006.

Resolved

The NTSC accepted as an accurate and true record the minutes and matters arising from the NTSC meeting on 20th February 2006.

2. LLAO Quarterly Environment Report – January, February & March 2006.

The Airfield Environment Officer presented the report and highlighted that the January 2006 period had seen a 51% easterly and 49% westerly modal split; because of runway closures for resurfacing there was an average of 17 movements

per night (compared with 21 in 2005) and 1 night noise violation – 88-91dB(A) an executive jet. On total complaints of 174 (89 in 2005) there was an increase of 96% - an average of 2 complaints per 24 hours; however the easterly departures increase of 55 complaints (32% of complaints) was high. During the quarter a total of 41 complaints reported night disturbance (24% of overall complaints) in comparison with 21 for the same period last year; an increase of 95% - on average 3-4 night noise complaints per week. Overall Harpenden (20) Kimpton (8) and Whitwell (17) showed increased numbers of complaints.

Members recognised that the total number of complaints (174) for the first quarter 2006 against 89 in the first quarter of 2005 was to a degree the outcome of LLAO briefings throughout the region on consultation matters relating to the LLAO Master Plan; 91 (of the 174 complaints) were correlated to a specific aircraft type with GLF 2 and GLF 3 private jets along with private helicopters picking up 6% each of the total the main source of complaints.

The NTSC noted a decrease in the area enclosed by the 48dB(A) night contour compared to the previous quarter; this was because of a decrease in total movements, which in turn was the result of runway maintenance work that commenced in March 2006; there was at night a decrease in both movements and contour area.

Recommendations:

LLACC note the comprehensive Environment Report that had been statistically influenced by both recent Exhibitions and Presentations relating to the Master Plan consultation. NTSC emphasised the need to identify and exercise options for control to be discussed in the forthcoming Night Noise Working Group discussions with LLAO, in particular, on any Part I plans submitted in 2006.

3. Low Level Helicopter Flights

The Committee noted the attached note from the Safety Regulation Group – General Aviation department dated 19th May 2004 on Rule 5 Low Flying following the second stage of consultation dated June 2003. The LLACC were not a consultee. In particular the 500ft rule, 1000ft rule, land alarm rule and Police Air Operator's Certificate were noted. These were relevant in the Police Chiltern Support Unit site problem, South Lane helicopter operations and increased frequency of helicopters at LLA. The Quarterly Environment Report – Jan, Feb, March 2006 – saw an increase in helicopter complaints and frequency of movements.

Recommendations:

NATS were asked to comment at the 17 July LLACC meeting on any future changes to LLAO South Lane helicopter operations under the 1000ft rule and the likely effect on the noise environment of the increase in frequency of helicopter flights.

4. a) Arrivals Reporting

Members took a Arrivals Monitoring Report (enclosed) from LLAO that identified the Topsonic System enhancement that had been commissioned; this will automatically check the radar track for CDA compliance of every arriving aircraft. In the future, though the LLAO will report total arrivals by runway directions, the Report is unable currently to provide any additional details on arriving aircraft. In synopsis the report will identify if there is a

section of level flight of 2.5nm (beneath 5000ft) which will classify the arrival as non – CDA (tolerance 100ft). Topsonic will then report total number of arrivals, runway direction, day/night split and total number of CDAs along with percentage of CDAs compared with total number of arrivals.

b) Western Airspace Extension (WAE)

The NTSC concurred with the DAP condition for WAE approval that LLAO monitors CDA compliance and provides evidence of the compliance rate achieved to DAP on a regular basis or when requested. WAE arrivals will be identified by Gateway (reporting line on the map) in the location of the new airspace through which all arriving aircraft using the new arrivals route should fly.

The debate then focused on where possible noise monitoring would occur at a number of locations beneath the new route. Pre and post approval agreed sites were at Cublington, Cheddington, Long Marston, Wing and Wingrave. Members asked to add Mentmore, Standbridge/Billington and Stewartby.

Recommendations

- a) That LLAO report in line with the 3 regulated London Airports at night where a key performance indicator (KPI) is set for CDA compliance.
- b) LLAO continue to review, where possible, the current inability to provide only limited additional details on arriving aircraft.
- c) That Mentmore, Stewartby, Stanbridge/Billington be added to the portable monitoring list.
- d) The six month DAP CDA report on WAE be presented at the 6th November NTSC meeting.

5. AMR Comments

The NTSC accepted, from the LLAVTCC report presented, that since the AMR constitutes one of the material considerations when LBC determines applications in respect of the airport, accurate and balanced content, independently verifiable is essential.

The debate centred on the 2005 AMR employment estimates based on the Halcrow Study commissioned in relation to “Project 2030” which in turn incorporated the statement “the study took as a baseline the LBC 2004 Employment Survey results”. The Committee believed that in the AMR (a key planning document) caveats such as +/- 10% need to qualify questionable employment data sources; whilst the Committee understood the difficulties of securing reliable survey detail unqualified data did not induce confidence.

Recommendation

- a) Employment surveys are a problem for the current AMR and require a LBC Research and Development paper for a more reliable way ahead on forecasts.

- b) Appropriate caveats appear in future AMRs on the reliability of surveyed employment data.
- c) LBC Head of Planning response to questions on the 2006 AMR (enclosed) be noted by all LLACC members.

6. Analysis of complaints 2000 - 2006

The LLAO Environment Manager produced a researched paper (enclosed) in response to a Buckinghamshire County Council Statement that the number of complaints relating to aircraft had increased significantly year on year. The chart on page 3 of the report highlighted the significant reduction in general aircraft noise levels at Luton over the period 2000 – 2005; the narrative supported the reasons for this. The figures related to the annual total number of departing aircraft registering maximum noise levels of 80dB(A) and above, together with the number of noise violations in excess of 87dB(A) at night and 94 dB(A) during the day.

Recommendation

Statements for the years 2000/2004 identify a general decrease in the number of complaints. Complaint figures began to increase during 2005, relevant to increased frequency of movements; this trend also coincided with the publication of the LLAO Draft Master Plan and a number of public exhibitions held within the communities in relation to Project 2030 proposals.

7. Update on Government legislation and Consultation with London Airports

The brief on the above will not be available before the May 31st 2006 when it is expected the House of Commons will respond to a House of Lords amendment on the Civil Aviation Bill; the consultation with the London airports will follow on post the Government action.

Recommendation

The LLACC will be updated at the 17 July meeting and from the minutes from the Night Noise Working Party.

8. Date of Next Meeting

Monday 6th November 2006