

**Minutes**
**Meeting of Noise & Track Sub Committee**

Monday 6 September 2010 – 14.00hrs Rushton House, London Luton Airport

<b>Attendees</b>		
Mr M Routledge	-	LLACC Chairman
Mr J Charles	-	Bickerdike Allen Partners
Mr S Bailes	-	Hertfordshire County Council
Mr P Dawson	-	NATS Luton
Mrs K Goodman	-	LLAO (Airfield Environment Officer)
Mr P Hunt	-	LADACAN (substitute)
Mr R Koukkoullis	-	LLAO (GM Airfield Operations)
Mr T Lee	-	LLACC - Airline Operator
Cllr B Lloyd	-	Hertfordshire County Council
Cllr M Muir	-	North Hertfordshire District Council
Mr M Nahvi	-	Central Bedfordshire County Council
Mr M Nidd	-	LLATVCC (substitute)
Mr D Rowlands	-	Buckinghamshire County Council
Ms W Rousell	-	Luton Borough Council (Planning)
Mr N Thompson	-	LLAO (Ops Director)
Mr G Twiss	-	PAIN
Mr S Turner	-	Bureau Veritas (Consultant to LLAO)
<b>1</b>	<b>Apologies for absence and substitution</b>	
<b>1.1</b>		
	Dr J Davis	- LADACAN (substituted by Mr P Hunt)
	Mr A Burke	- NATS Terminal Control
	Mr R Hiscock	- Aylesbury Vale District Council
	Cllr Dr I Reay	- Dacorum Borough Council
	Cllr Sir B Stanier	- Aylesbury Vale District Council
	Mr B Webb	- LLATVCC (substituted by Mr M Nidd)
		<b>Action</b>
<b>2</b>	<b>Minutes and matters arising from NTSC meeting 14 June 2010</b>	
<b>2.1</b>	Cllr Rowlands informed that he was at the last meeting in June and requested that his attendance be recorded.	
<b>2.2</b>	The draft minutes of the previous meeting were agreed as a true record with the above inclusion and would be published as such.	
<b>2.3</b>	LLAO confirmed that the airport had taken delivery of the new mobile Noise Monitor and this was now available to be placed at secure community locations. It is proposed that the monitor is relocated approximately every 4 weeks.	
<b>2.4</b>	LLAO informed that additional information regarding the aircraft operator and aircraft type have now been included in the Quarterly Report.	

<b>3.</b>	<b>LLAO Quarterly Environment Report for April, May &amp; June 2010</b>	
<b>3.1</b>	The Committee noted the decrease of 11% in both the total number of passengers and total traffic movement for the period. It was highlighted the disruption from the Volcanic Ash also fell within this period.	
<b>3.2</b>	Despite the reduction in the overall activity for the period an increase in night activity was noted compared to the same period last year. Following debate LLAO agreed to provide some detailed analysis for the next quarterly report.	
<b>3.3</b>	The difference in LLAO and the CAA's definitions of aircraft movements were discussed. The CAA do not recognise certain classifications and different classifications for GA movements. LLAO report all movement details to the CAA, who interpret the data slightly differently, the main difference being air taxis, which they do not report. The Chairman suggested that the numbers produced by LLAO would be more significant to LLACC members, as these include all aircraft movements.	
<b>3.4</b>	Members were advised that there had been a high percentage of easterly operations (49%) for the period, in line with the same quarter last year.	
<b>3.5</b>	LLAO informed that a problem had been identified within the report providing Day/Night ratio figures, affecting a small number of movements. LLAO advised that the report will be updated with the correct information for the LLACC reports. It was verified that the quarterly contour figures were correct.	
<b>3.6</b>	The increase of 14% in the number of nightly movements compared to the same period for last year was highlighted by members. Members noted that departing traffic remained fairly static. Concerns in respect of the increase were noted when comparing with the total aircraft movements which had decreased by 11% in the same period. LLAO explained despite the drop in movements Luton still has the same amount of based operators with overnight parking facilities and although the percentage for arriving traffic was higher the increase generally occurred between 2300hrs and midnight and that the core period between midnight and 0600 is still the quieter period of time.	
<b>3.7</b>	The Chairman stated that the figures would have remained similar to those of the previous year if the numbers had not dropped due to the Ash event.	
<b>3.8</b>	Suggestion was made to identify any trends (ie. commercial or running late) and the associated times of day (morning or evening), however it was stressed that there would be a risk of duplicating many of the statistics already being provided. It was further recognised by some members that the percentage of night operations is a very small figure and should only need further investigation if there are any dramatic increases.	
<b>3.9</b>	LLAO agreed to carry out analysis of the scheduled and actual time of arrivals.	
<b>3.10</b>	Following further debate the Chairman summarised and noted points highlighted by members:	

	<ul style="list-style-type: none"> <li>• Night activity was returning more quickly than expected</li> <li>• The value of analysis of planned versus actual movements</li> <li>• To understand the need for planning action</li> <li>• To consider the impact of the ash cloud</li> <li>• To ensure the shoulder period stays within the same parameters</li> </ul>	
<b>3.11</b>	Statistics showed that airlines were achieving CDA for 90% of all arrivals and continued to make a concerted effort to improve results. This achievement was a result of a better understanding by NATS and the Airlines of the importance of CDA and a direct intervention by LLAOL to improve the situation.	
<b>3.12</b>	The impact of the new night noise violation limit resulted in four violations during the quarter (which would not have been fined previously), all involved A300 aircraft which exceeded the new Night Noise Policy threshold of 82dB(A) and were fined accordingly.	
<b>3.13</b>	Members noted that the number of complaints had decreased from 241 for the same period last year to 187 along with the number of complainants, down from 148 to 94.	
<b>3.14</b>	It was highlighted by the Committee that an increase in the number of complaints has been seen from the residents of Harpenden. LLAO gave further explanations regarding the nature of complaints received from Harpenden.	
<b>3.15</b>	Reference was made to a previous meeting when it was suggested that following a complaint and response, LLAO follow up with a further communication to the complainant to see if they were happy with the information given or still remain dissatisfied but feel that any further contact would not result in resolution. LLAO stated rather than following up with individual complainants they would offer to conduct noise monitoring within the local communities, hold noise workshops followed with community engagement.	
<b>3.16</b>	Item 4.3.3 the Chairman asked members if they felt that the table was of use and relevant and suggested that if the information is not going to be used on a quarterly basis to omit it from the quarterly report but keep in the AMR. Members agreed that the information on its own is misleading but suggested to keep in the AMR. LLAO agreed to adjust the reports in future	<b>LLAO</b>
<b>3.17</b>	Questions were raised regarding the increase in the number of A300 and A320 movements and in particular why there had been an increase in the night movements. It was noted that easyJet, Monarch and Wizz all operate the A320, however LLAO agreed to investigate further and report back.	<b>LLAO</b>
<b>4.</b>	<b>Annual Monitoring Report – questions received since last meeting</b>	
<b>4.1</b>	The Chairman advised only one set of questions and comments had been received.	
<b>4.2</b>	Detailed points raised by LADACAN were discussed and responded to by LLAO and LBC.	

<b>4.3</b>	Page 36 - Reference was made to the daytime movements and the associated noise level bands and the fact that an increase in the number of aircraft in the lower bands has been noted. Members were advised that many operators have upgraded their fleets with quieter aircraft types.	
<b>4.4</b>	Discussion ensued regarding the booking of aircraft slots and refusal of non compliant aircraft.  LLAO confirmed that slots for all Luton traffic are allocated by ACL, who are also responsible for slot coordination at other airports, including those where bans on certain Quota Count classified aircraft are in place. They have a dedicated database, incorporating aircraft registration and QC classification and will reject any slot request at Luton for any aircraft above QC2 at night.	
<b>4.5</b>	Members acknowledged that noise was cited as the main disturbance in 82% of complaints. LLAO reiterated to members that a charging mechanism is in place to penalise older and noisier aircraft types.	
<b>4.6</b>	Employment figures were discussed and members questioned the usefulness of the data against the number of responses received and time and energy spent in gathering the data via an annual survey. Members were advised that for future AMR reports statistics from other sources will be used to compile the report as discussed previously at LLACC.	
<b>4.7</b>	Following debate regarding the traffic monitoring survey points, LBC informed that they will be reduce the monitoring from twice yearly to annually and additional monitoring points will be added.	
<b>4.8</b>	Reference was made to the CAA continual passenger surveys that are undertaken at many of the major UK airports. LLAO confirmed that they will continue to use this data to assess passenger trends and will use the latest data available at the time.	
<b>4.9</b>	It was requested that the A505 be shown more clearly on the local highway network map for future reports.	
<b>4.10</b>	Permitted development details were discussed, and members were advised that an extension to the taxiway would be classed as permitted development but any extension of the runway would need a planning application. It was stressed that neither were currently being considered.	
<b>4.11</b>	Members noted that Enforcement Notices have been served on the landowners/operators of two unauthorised off airport car parking facilities.	
<b>4.12</b>	The Committee discussed the future publication of the AMR and whether printed hard copies of the report are required as it is now readily available on the LBC and LLAO websites. Members were also asked to consider their own requirements. Suggestion was made that those who required a full copy of the report should still receive it and all others would access the document online. This issue would be discussed further at the LLACC meeting in October.	
<b>4.13</b>	LBC informed that production of the AMR is required as part of the planning	

	constraint and the production of noise contours is also part of the planning constraint. Members agreed to wait until next year's report is ready for production and then decide who requires hard copies/disks/online.	
<b>4.14</b>	The Chairman agreed to ask LLAO to consider funding hard copies of the document moving forward.	<b>Chair</b>
<b>4.15</b>	The LLACC Noise Advisor suggested that Climate Change and the Environmental Policy and Plan along with the Noise Action Plan should be considered for inclusion in future reports.	
<b>5.</b>	<b>FLOPC Meeting Update</b>	
<b>5.1</b>	Members were advised on developments since the last meeting, predominantly track keeping for Runway 26 departures. LLAO have been involved in ongoing discussions with NATS and easyJet who have undertaken a considerable amount of simulation work in this respect. Once easyJet have completed their simulation work it is likely that proposals for small procedural changes to help improve departure track-keeping on the Brookmans Park heading will be discussed with DAP. It was acknowledged by members that it may prove difficult to make changes without carrying out a full consultation process.	
<b>5.2</b>	NATS advised that the TC North Consultation Team are aiming to consult again later this year. The committee welcomed the offer of a briefing by NATS before the consultation becomes public knowledge.	
<b>5.3</b>	With regard to the issue of Magnetic Variation it was confirmed that the magnetic radial is the responsibility of NATS (formerly with CAA). Work is currently in progress to assess and change, where necessary, the radial heading in line with magnetic variation, which may also improve compliance with the SID for westerly departures at Luton.	
<b>5.4</b>	LLAO advised that they are currently working on a new Departure Code of Practice document which will be submitted to and approved by FLOPC members.	
<b>5.5</b>	The Committee questioned whether any carriers had recently changed departure procedures. LLAO suggested that any questions the Committee has would be forwarded to the Airfield Ops General Manager for discussion at the next FLOPC meeting.	
<b>6.</b>	<b>Noise Action Plan Update by LLAOL</b>	
<b>6.1</b>	LLAO confirmed that they had met with DEFRA in July to refine the NAP document, some small changes were made and this was then submitted to DEFRA in early August. LLAO hope for an early response from Government.	
<b>7.</b>	<b>Any other Business &amp; Correspondence</b>	
<b>7.1</b>	The Committee requested if there were any updates from the working group set up to look at Airport Development. The Chairman advised that the Group has met and will set up a series of meetings to discuss factors that	

	would need to be taken into account if Luton were asked to meet more of the South East aviation demand.	
7.2	2012 Olympics – LLAOL advised that they do have representation on the DfT Olympics Committee which has been set up specifically to discuss how UK airports will cope with the forthcoming event, the increase in air travel and the arrival of the many heads of state expected for the event.	
8.	<b>Date of Next Meeting</b>	
8.1	Monday 20 December 2010 at 14.00 – Rushton House	