

Minutes

Meeting of Noise & Track Sub Committee

24th June 2015

	Attendees		
	Mr M Routledge	LLACC Chairman	
	Mr J Charles	Bickerdike Allen Partners	
	Andrew Lambourne	LADACAN	
	Miss T Beadman	LLAOL (Environment Manager)	
	Mr M Nidd	LLATVCC	
	Cllr A Pawle	St Albans District Council	
	Nathan Lloyd	NATS	
	Ms W Rousell	Luton Borough Council	
	Mr N Thompson	LLAOL (Ops Director)	
	Ms K Perestoronina	LLAOL (Airfield Environment)	
	Cllr C Pole	Aylesbury Vale District Council	
	Neil Green	Aylesbury Vale District Council	
	Cllr M Muir	North Hertfordshire District Council	
	Mr D Healey	NATS	
1.0	Apologies for absence and substitution		
	Mr B Hannan	DHL (substitute)	
	Capt D Naismith	easyJet	
	James Dontas	LLAOL – Airport Performance Manager	
	Cllr Sir B Stanier	Aylesbury Vale District Council	
	Ms C Danby	Stevenage Borough Council	
	Cllr D Collins	Dacorum Borough Council	
	Cllr D Bowater	Central Bedfordshire Council	
	Cllr D Williams	Hertfordshire County Council	
	Mr D Godfrey	PAIN	
			Action
2.0	Minutes of the Last Meeting and Matters Arising – 25th March 2015		
2.1	<p>The minutes of the meeting held on the 25th March were agreed subject to a couple of small typo corrections:</p> <p>Item 3.5 - dB L should read dB(A) LLALO – should read LLAOL</p> <p>Item 3.9 - Airac should read AIRAC</p>		

2.2	<p>Item 6.2 – NATS gave a presentation to LLACC members at the April meeting on the London Airspace Consultation (LAMP). This was well received by those attending and showed the complexity of the situation faced by NATS and the LAMP team.</p> <p>Item 2.3 – LLAOL confirmed that the mobile noise monitor had now finished its monitoring in Caddington and would be placed in Breachwood Green next. LLAOL advised that they would present the findings from Caddington once the data had been collated.</p>	LLAOL
3.0	LLAOL Quarterly environment Report – January to March 2015	
3.1	<p>LLAOL presented the new format for the quarterly report. LLAOL stated that the report was an adaptation of previous quarterly reports but would now include additional data to ensure compliance with the latest planning conditions. LLAOL confirmed that much of the old data remained within the new document albeit presented slightly differently.</p> <p>There was a new sub section headed Night Noise Restrictions which had been added in advance of the quota count system coming into effect from Quarter 4 2015.</p> <p>The day and night-time periods had been modified with the new daytime period being from 07.00hrs until 23.00hrs and the Night-time period being defined between 23.00hrs and 07.00hrs.</p>	
3.2	<p>Members noted that the total number of aircraft movement had increased by 9% when comparing with the same period last year and passenger numbers had increased by 15% year on year. The total movements in the night period (23.00 to 07.00) were 172 more than those in the first quarter last year. The early morning movements (06.00 to 07.00) were similar to those in the first quarter of last year.</p>	
3.3	<p>Airlines continued to achieve a high consistency for CDA at 83% of all arrivals although this was slightly down on the same period last year where 86% was achieved.</p> <p>Members noted the performance of individual airlines in CDA achievement and questioned whether CDA was instigated by the airline or by ATC. ATC advised that they had their own targets to meet but airlines were very conscious of environmental issues and fuel burn and seek to fly CDA wherever possible; however, there might be reasons for not requesting CDAs on occasion. LLAOL added that CDA compliance was one of the topics routinely discussed at the Flight Ops Committee meetings.</p> <p>The Chairman questioned why EI A achieved a much lower rate than other airlines and if it were worth having a discussion with them. LLAOL suggested that it may be due to track distance but would speak with them.</p> <p>It was also suggested that penalties may be imposed against Business Jets if CDA compliance was not achieved.</p>	LLAOL

3.4	The number of noise complaints was slightly up compared with last year, but the number of complainants was down.	
3.5	The runway usage for the period was 24% easterly operations and 76% westerly operations.	
3.6	The rolling average of the ratio between day and night movements over the last 12 months was reviewed, along with an analysis of how this might change over the next 12 months as the airport continued to grow. A forecast for the next 12 months with a growth factor applied to both day and night movements was discussed and it was noted that any growth in night movements would have to be curtailed if the new limits looked likely to be exceeded. LLAOL would keep the situation under constant review.	LLAOL
3.7	<p>Aircraft Noise – Members noted that during the 1st quarter 2015 the day and night noise violation limited were still 94 dB(A) and 82 dB(A) respectively but from the 1st April a progressive reduction in the daytime Noise Violation Limit to 82 dB(A) would be implemented along with a reduction in the night time limit to 80 dB(A). It was hoped that these violation limits would encourage airlines to operate even more modern and quieter aircraft. LLAOL added that with the reduction in noise violation levels from the 1st April instances of noise violations were expected to increase slightly.</p> <p>It was noted that there were no noise violations for daytime or night-time during the 1st Quarter.</p> <p>During the Quarter 99% of correlated departing daytime aircraft recorded maximum noise levels of less than 79 dB(A).</p>	
3.8	The night-time noise contour area had increased by 5%. Members noted that the INM methodology had not been altered so comparison between the 1 st quarter 2015 result and the previous year remained appropriate.	
3.9	The number of complaints increased slightly to 107 from 104 for the same period in 2014 but the number of complainants had decreased from 47 in 2014 to 40 in 2015.	
3.10	Members discussed the new format and content of the quarterly report and welcomed the document as a positive improvement to LLAOL reporting and requested that the report be uploaded onto the LLACC website prior to each LLACC meeting.	LLAOL
4.0	Reports on FLOPSC and other Airport Issues	
4.1	RNAV Westerly Departure Route – LLAOL advised members that informal approval for the new RNAV route had been given; formal approval by the CAA was anticipated very soon. All relevant paperwork had been submitted and it was expected that RNAV operations would be flown from 20 th August.	

	LLAOL added that once experience had been gained with the route the adoption of the latest navigation methods would be applied to the design of the other departure and arrival routes at Luton. LLAOL also agreed to present an analysis of the new procedures to a future NTSC.	LLAOL
4.2	<p>Noise Control Scheme – Members were presented with the new document explaining the developed Noise Control Scheme at the Airport. The document was an easy to read public version of the Noise Control Scheme and would include the current Night Noise Policy thus negating the need for separate documents. LLAOL advised that they would circulate the document to members of the NTSC for review and comment within the next few weeks and requested that any comments be forwarded to Tessa Beadman. Once the document had been finalised it would be published in hard copy; on the LLAOL website and via a link from the LLACC website.</p> <p>LLAOL reiterated that the document would be an easy to read version designed to give the general public a clearer understanding of the scheme and the processes taking place. While noise was a highly technical subject the document needed to be couched in plain language.</p>	NTSC LLAOL
4.3	<p>Flight Operations Committee (FLOPSC) – LLAOL advised that to date there had not been any further developments on LAMP to report.</p> <p>The General Manager of Terminal Control (TC) at Swanwick had been in attendance at the FLOPSC meeting and reported that there had been a lot of interaction between TC and the airlines. The Northolt approach and departure tracks and their interaction with Luton airspace had also been discussed.</p>	
5.0	Any Other Business and date for Next Meeting	
5.1	<p>The LLAOL application to vary Condition 11(i) of the recent planning approval was discussed. There was concern regarding: the carryover of provisions, that were couched as maximums, from one year to the next; sanctions for exceeding the number of movements during the early morning shoulder period; the apparent conflict between actual noise and historic noise for an aircraft type when considering noise violations; the situation over noise sanctions; and the RNAV track swathe width to be adhered to. Many of these concerns had been raised with both LLAOL and LBC by individual members' organisations and more collectively by the NTSC.</p> <p>LBC reiterated that there are a series of conditions that need to be discharged and complied with as part of the planning decision. In this instance these were drawn up by a barrister. Planning conditions need to be reasonable and enforceable and it was confirmed that none of the conditions had so far been changed.</p>	

5.1	<p>Reference was made regarding the Application of Variation of Condition. It was felt that the Committee would welcome the change as it would encourage quieter aircraft. LBC stated that the application had yet to be submitted but agreed to check. Once the application is received and validated, an email notification would be sent to LLACC members.</p> <p>LLAOL noted that over many years the LLACC and NTSC had lobbied for the same type of Noise Quota System as the designated London airports and this was in effect what would now be implemented.</p>	LBC
5.2	It was noted that the new noise regime would need to be addressed in the UK AIP.	
5.3	<p>Details regarding the NTSC Key Fact sheet and possible revision to a shorter format were discussed. LLAOL advised that the new QER would be available to view on the website. It was agreed that the Chairman would ensure the new format would be presented to the LLACC full meeting for their view.</p>	Chair
5.4	Date of next meeting Wednesday 2 nd September 2015	