

Minutes

Meeting of Noise & Track Sub Committee

Wednesday 3rd September 2014

	Attendees		
	Mr M Routledge	LLACC Chairman	
	Mr J Charles	Bickerdike Allen Partners	
	Mr B Hannam	DHL (substitute)	
	Mr A Lambourne	LADACAN (substitute)	
	Miss T Beadman	LLAOL (Environment Manager)	
	Mr M Nidd	LLATVCC	
	Cllr A Pawle	St Albans District Council	
	Cllr M Muir	North Hertfordshire District Council	
	Ms W Rousell	Luton Borough Council	
	Mrs G Clark	NATS Luton	
	Mr M Nahvi	Central Bedfordshire Council	
	Cllr Mrs H Killen	Hertfordshire Association of Parish & Town Councils	
	Mr P Lynch	PAIN (substitute)	
	Mr N Thompson	LLAOL (Ops Director)	
	Cllr D Williams	Hertfordshire County Council	
	Mrs K Goodman	LLAOL (Airfield Environment Officer)	
1.	Apologies for absence and substitution		
	Mr D Godfrey	PAIN	
	Cllr C Pole	Aylesbury Vale District Council	
	Mr J Dontas	LLAOL – Airline Service Delivery Manager	
	Mr J Davis	LADACAN (substituted by Mr A Lambourne)	
	Mr R Hiscock	Aylesbury Vale District Council	
	Mr D Naismith	easyJet	
	Cllr D Bowater	Central Bedfordshire Council	
	Cllr Sir B Stanier	Aylesbury Vale District Council	
	Ms C Danby	Stevenage Borough Council	
			Action
2.	Minutes of last Meeting and Matters Arising 27th June 2014		
2.1	The minutes of the 27 th June meeting were agreed subject to the changes as listed.		
2.2	It was noted that easyJet will be attending future meetings.		
2.3	LLAOL informed that the AMR had now been published.		
2.4	LLAOL advised that the RNAV1 Consultation period had ended and the proposal had been submitted for approval to the CAA-DAP.		
2.5	Item 3.8 - LLAOL informed that following investigation they could confirm that all complaints have been included in the Quarterly Environment Report.		

2.6	Item 5.1 – LADACAN commented that the report on their paper about factors affecting measured noise at the monitors should to say ‘As a result LADACAN identify the possibility that the newly proposed very stringent QC related noise violation limits ‘	
3.0	LLAOL Quarterly Environment Report April to June 2014	
3.1	Total aircraft movements had increased by 6% during the quarter and total passenger numbers had also increased by 9% when compared with the same period the previous year.	
3.2	Runway usage split showed a high percentage of easterly operations at 42% and 58% westerly.	
3.3	Total movements during the night time period for the quarter were 2,681 (an average of 29 movements a night) compared to 2,309 (25 movements a night) when comparing with the same period in 2013. Concern was raised by members regarding the increase in night movements particularly late at night. LLAOL informed that this was in line with the overall growth in movements and that the majority were arrivals at the end of the day. Members stated that this was an area that needed to be closely monitored as 37% of complaints related to night movements.	
3.4	CDA was achieved on 90% of all arrivals across day and night and was a slight improvement compared with the same quarter in 2013 when 89% was achieved. Members noted the huge improvement in the night time CDA compliance.	
3.5	The noise monitor results highlighted that the majority of daytime departures fell within the 70 to 76dB(A) zone. 18 aircraft registered noise levels in excess of 82dB(A). However there were no daytime noise violations during the quarter but there were two night time violations due to MD83 ad-hoc charter aircraft.	
3.6	It was noted that the night time contour area had increased by 8%.	
3.7	<p>The number of complaints had increased from 329 in the 2nd quarter 2013 to 391 for the 2nd quarter 2014. The number of Complainants had also increased for the quarter from 142 to 191. There were 44 new complainants during the quarter. The number of events eliciting a complaint decreased from 555 last year to 510 in the same period during 2014.</p> <p>Westerly departures caused the highest percentage (40%) of complaints during the period resulting in a total of 158 complaints.</p>	
3.8	Airport representatives met with a St Albans resident and representatives from Save Our Skies from St Albans.	
3.9	There were concerns raised regarding the military AWACS aircraft that had been seen flying in the Luton pattern recently. LLAOL informed that the military aircraft had a requirement to practise CAT 3 ILS approaches and Luton was occasionally used for this essential training; LLAOL added that this was not a regular occurrence.	

3.10	The high number of complaints relating to easterly arrivals was also highlighted as a concern and LLAOL stated that this was due to the sustained period of easterly operations which was common for the time of year.	
3.11	It was noted that some business jets departing over south Luton were causing a significant spread in the track for departures and although they were within the agreed swathe they were not following the centreline very closely; it was hoped that this situation would be much improved once RNAV1 procedures were introduced.	
3.12	The number of complaints relating to deviations from the Noise Preferential Route was discussed. 16 occurrences were due to weather avoidance when aircraft were given revised vectors by ATC. The remainder related to aircraft which flew outside the stipulated departure corridor; LLAOL stated that in these cases the details were discussed with NATS and/or the operators concerned. LLAOL informed that under the new Noise Control Procedures operators would be fined for straying from the swathe without good reason.	
4.0	RNAV1 Consultation	
4.1	<p>LLAOL informed that the RNAV1 consultation was completed on the 9th July, data had been collated and the proposal for the favoured 220 knot option had now been submitted to the CAA. LLAOL stated that the response to the consultation had been good with over 1400 responses received of which 90% were in favour of the proposed introduction of RNAV1.</p> <p>It was hoped that if approval is given by the CAA-DAP the route could be introduced during the second quarter of 2015.</p>	
4.2	Further discussion ensued regarding possible development of the more sophisticated RNP navigation and questions were raised regarding the feasibility of flying RNP and whether it was technically possible. It was suggested that the concerns raised by the residents in the Sandridge area could be addressed under RNP.	
5.0	Noise Action Plan (2013-2018)	
5.1	LLAOL informed that they received 8 responses; the document had been revised and will be submitted to the Defra for approval within the next few days. LLAOL confirmed that the revisions did not delete any of the noise control measures.	
6.0	Noise Control Scheme	
6.1	LLAOL informed that the Noise Control Scheme had to be submitted to LBC prior to the commencement of any development works. The Scheme would include detail of the planning conditions and propose how they would be discharged. LLAOL advised that although the formal Noise Control Scheme would be a technical planning document they would also be producing an easy to read Noise Control Manual for publication on the Airport web site. This latter document would be designed to inform the neighbouring	

	communities about noise control measures at the Airport.	
6.2	The Chairman referred to the noise insulation scheme from a NTSC perspective with suggestion from the NTSC that they be involved in the design of scheme and how it was going to be implemented. The Vice Chairman volunteered to serve on any sub-group that was involved in deciding noise insulation grants.	
6.3	Some members felt that they should be consulted on the draft Noise Control Scheme before it goes to LBC. LLAOL advised that this was not their intention as all of the constituent parts had already been widely consulted on during the application process. LBC advised that they would not normally consult on the discharge of planning conditions but would place the final response to conditions on the LBC Planning website. The LLACC Noise advisor added that the conditions were very prescriptive for the Noise Control Scheme with little room to manoeuvre and the end result was already set out in the planning conditions. The scheme was merely a means to collect all of these strands into one document.	
6.4	LLAOL advised that NTSC involvement would be appropriate after the formal process had been completed and in the production of the community facing Noise Control document.	
7.0	AMR	
7.1	<p>The Annual Monitoring Report was discussed and the validity of document questioned.</p> <p>LLAOL informed that the AMR would need to be revised to accommodate the planning conditions following approval and therefore a new version of the AMR would need to be generated for 2014. It was noted that much of the existing information would need to be changed to accommodate timescales. LLAOL added that as part of the planning application they would also have to generate a forecast not just for noise but for other areas such as employment.</p> <p>Members requested that any revision should not overlook the need for historical reference and to also clarify achievements against Surface Access targets.</p> <p>It was highlighted that the primary requirement for the document would still be to fulfil the planning conditions.</p>	
8.0	Any Other Business	
8.1	<p>Heathrow RNAV1 Departure Routes Woburn1A / Woburn1B</p> <p>Members raised concern regarding the introduction of the Heathrow departure routes Woburn 1A/Woburn 1B due to their 6,000ft height restriction from Slough to Woburn which caused Luton departures to be held down. Members were advised that the routes were on trial from 20th October 14 to 26 January 15 and formed part of the RNAV1 Heathrow Westerly SIDs Trial. It was noted that under LAMP the development of the South East Airspace should resolve any height restriction problems.</p>	

	NATS suggested that they arrange for LAMP to give a presentation to LLACC at some stage.	NATS
9.0	Date of Next Meeting 17 th December 2014 at 14.00 - Hilton Garden Inn Hotel	