

Minutes

Meeting of Noise & Track Sub Committee

19th December 2018

Attendees			
Mr Martin Routledge		LLACC Chairman	
Mr Jeff Charles		Bickerdike Allen Partners	
Mr Andrew Lambourne		LADACAN	
Mr Michael Nidd		LLATVCC	
Cllr Roma Mills		St Albans District Council	
Neil Thompson		LLAOL – Operations Director	
James Dontas		LLAOL – Flight Operations Manager	
Mr David Godfrey		PAIN	
Cllr Jane Timmus		Dacorum Borough Council	
Mr Neil Bradford		LLAOL - Stakeholder Communications Manager,	
Mr David Gurtler		LBC	
Mr Brett Warren		Aylesbury Vale	
Mr Dougie Nassmith		EasyJet	
Bradley Timmins		Airspace Performance Assessor	
Miss Samantha Cartwright		Flight Operations CoOrdinator	
Steve Shearer		DHL	
Mr Amanda Zambon		DHL	
Mr Paul Donovan		Hertfordshire Officer	
Cllr Annie Brewster JP		Hertfordshire County Council	
Cllr David Bowater		Central Bedfordshire	
Cllr Anne Wight		Buckinghamshire County Council	
Darl Sweetland		Buckinghamshire County Council	
Mr John Webster		NATS	
1.0	Apologies for absence and substitution		Action
	Cllr Paul Irwin – Aylesbury Vale Cllr Michael Muir - North Hertfordshire District Council Liga Spite – LLAOL Environment Manager David Healey – NATS (John Webster substitute)		
2.0	Minutes and Matters Arising from 3rd September 2018		
	<p>Item 3.1 – moment to read movement</p> <p>Item 3.7 – Mike Penny MP to read Mike Penning MP</p> <p>Item 4.3 2nd para - to read: LLAOL informed members that their intention was to submit the documentation for the variation very soon and members were advised by LBC that the Planning Application would be 16 weeks minimum of which 30 days would be public consultation; consequently, any decision should not be expected before the New Year.</p> <p>Item 3.4 /3.5 – Members commented that complaints had decreased and that this was probably due to reduced westerly operations but noted the increase in easterly operations.</p> <p>Items 3.1 - LLAOL agreed to investigate further the tracks used by departing cargo flights, which were believed to be within the swathe but not on the centre</p>		

	line as most aircraft and to identify if it was by aircraft type or operator.	
	Item 4.1 - It was noted that discussion had been held at LLACC on the LLAOL/ BAP/LLACC arrangement and no change was currently planned, however the detailed matters discussed would be kept under review.	
3.0	Quarterly Monitoring Report – July to September 2018	
3.1	<p>Total passenger numbers for the period had increased by 3.4% when compared with the same period in 2017. Total traffic movements decreased by 1.25% and total movements in the night period (23.00hrs -07.00hrs), decreased by 12%, the early morning, (06.00hrs - 07.00hrs) movements were also down by 11% when compared with the same period in 2017.</p> <p>The airlines achieved 93% Continuous Descent Approaches for the period; a 1% improvement when compared with the same period last year.</p>	
3.2	<p>The noise monitor results show the majority of departures still produced noise levels in the range 70-76 dB L_{Amax}. In 3rd quarter, 17 daytime departures but no night-time departures were registered at greater than 80 dB and above compared to 25 and 2 in the same quarter last year.</p> <p>There were no noise violations.</p> <p>Members noted that again the night-time noise contour area had increased by 4% despite the overall decrease in movements by night. Members were informed that the INM methodology has been updated, allowing for the latest measured results, so comparison between this quarter's results and last years was approximate.</p>	
3.3	The Airport issued track violation fines to 3 aircraft departures in this quarter due to poor track keeping. Members noted that over 99% of aircraft flew on track.	
3.4	The number of complaints had decreased from 5785 last third quarter to 3175 in the same period this year. The number of complainants was also down at 415 opposed to 666; the number of new complainants was 180 and complaints about westerly departures still formed the largest % of complaints.	
3.5	<p>The limit on early morning shoulder activity (12 month movements) had not been breached with the total for preceding 12 months being 5,602 (limit 7,000).</p> <p>The rolling limit on night quota activity (23.30hrs - 06.00hrs) had not been breached either with the total for preceding 12 months being 8,141 (limit 9,650).</p>	
3.6	<p>The Airport had held three Public surgeries in Flamstead, Sandridge and Redbourn.</p> <p>Members noted that the Airspace Change Process focus group met on the 5th July, and LLAOL met with NATS on 20th August.</p>	
3.7	The committee discussed tracks presented by LLAOL of aircraft deviating from the westerly departure route, and subject to fines.	
3.8	The committee noted the projections for traffic in 2019, and that the forecast of early morning movement (06:00 – 06:59) was 6878 which would be very close to the planning limit of 7000.	

3.9	The committee also discussed noise from night flights. LLAOL informed that as part of the planning agreement it will be phasing out QC2 aircraft at night. LLAOL also advised that the increase in the night contour area during the quarter was due to late running aircraft.	
4.0	Airport Updates	
4.1	<p>Complaint Trend Analysis - LLAOL presented a comparison of the monthly complaints, and aircraft movements over a four year period. A large spike in complaints was identified in 2017 that did not correlate to any changes in aircraft movements; it was felt that this was probably due to the dialogue the CAA were having regarding a new westerly departure route and the local community groups urging people to complain and register their views on the proposals.</p> <p>It was also noted that there was a correlation over time between increased aircraft movements and complaints. The analysis was discussed, and LLAOL advised further analysis was planned.</p>	
4.2	Section 73 Application: Condition 10 Variation - LLAOL advised that they planned to submit their application to Luton BC before the end of 2018. LBC advised that once it had been received the application would be appraised and then the 16 weeks planning process could proceed with a thirty day public consultation period.	
4.3	Airspace Change Focus Group - LLAOL advised that recent advice from CAA was that departing aircraft would still be subject to a 5000ft height restriction on climb out due to constraints arising from traffic using other South East Airports. With regards to the options considered for the left-turn westerly departures these would need to be discussed further. LLAOL informed that there were 7 UK airports involved with the Airspace Change Programme.	
4.4	Community Noise Reports - LLAOL advised they had published on their website, the noise survey reports of five 2018 surveys (i.e. Pepperstock / Childwickbury / Stevenage / Sandridge / Redbournbury) but still had a backlog of noise surveys carried out in 2018 waiting to be published. LLAOL presented their program for noise surveys in 2019. Concern was expressed as to whether the results were being adequately circulated to the public, the Chairman suggested that Councillors representing the affected communities should provide feedback to the communities or at least point them to the published reports..	
4.5	New Airspace Modernisation Strategy - LLAOL reported on the new Airspace Modernisation Strategy which superseded the Future Airspace Strategy and set the ways, means and ends of modernising airspace. It included a new governance structure to monitor delivery of the initiatives and would initially be focussing on the period up until the end of 2024. The strategy foresaw a role for LLACC as a consultation body and involved 15 airports developing their own plans for the routes up to 7000 ft, for submission to and testing by the CAA.	
4.6	Aviation 2050: The future of UK Aviation - LLAOL noted that the government had published their policy proposals for the long-term Aviation Strategy for public consultation up to 11 th April 2019.	

5.0	Flight Operations Committee	
	Members noted the FLOPS report from the meeting held on 13 th November 2018.	
6.0	Review of Noise Action Plan 2013 - 18	
6.1	<p>The Chairman informed that with the current Noise Action Plan coming to an end very shortly the Committee needed to review the progress on implementation of the action items. It was noted that most items have been or are being addressed, but the need for reporting the % completion of items was raised. The committee also noted many of the 55 items had been rated as 'Achieved', but were in fact 'ongoing' the following were specifically queried/discussed:</p> <p>Item 27: Operate within planning limits – as the Noise Contour had exceeded its Limit and looked likely to again.</p> <p>Item 31: Agree key performance indicators and targets – it was questioned whether this had been achieved; members were advised that there would be an opportunity to review the next draft Action Plan and have KPIs listed,</p> <p>Item 32: Assess impact on Chilterns AONB and potential improvements – it was felt that this had not been adequately achieved and should also have been part of Item 39.</p> <p>Item 39: Establish a committee of Environmental Health Offices of Local Authorities - it was noted there had been such meetings early on but these seem to have withered on the vine of late.</p> <p>Item 50: Develop a strategy to reduce the area of noise contours - there was a strategy in place but it simply wasn't having the expected effect.</p>	
6.2	Members noted that the new Noise Action Plan would soon be in place. It was suggested by members that certain actions should be given target dates to be achieved by.	
7.0	Correspondence	
7.1	WHO Guidelines on Noise for the European Region 2018 - The recent publication of new WHO guidelines on noise, and the note to committee were noted.	
7.2	DfT ANEG Minutes and Presentation - The circulated notes on the meeting of the Airspace and Noise Engagement Groups of 10 th September 2018 were noted.	
	LADACAN Paper on 1dB Change - The paper illustrated that a 1dB change in the $L_{Aeq,T}$ metric could result from different causes and be accompanied by changes in the values of other metrics N65, N70, and average number of departures per hour. The latter were prepared, e.g. recent Stansted E.S/Airspace Charge Guidance to assist greater public understanding.	

8.0	Any other Business	
8.1	Members raised a general concern that responses to complaints were not being responded to in a timely manner. LLAOL informed that they have had a few problems which had now been resolved and were working their way through any backlog.	
8.2	<p>London Stansted Planning - The committee noted that Uttlesford D.C. has recently recommended conditional approval to expand Stansted Airport use to cope with 43 mppa by 2028, the current throughput is about 26 mppa; the final decision awaited completion of a Section 106 Agreement.</p> <p>It was noted that the new departure noise limits for individual aircraft proposed for Stansted to 2028, were far less stringent than current limits at Luton.</p>	
8.3	London Gatwick Planning - The committee noted Gatwick was planning growth to at least 70 mppa, and promoting the concept of a second runway.	
8.4	<p>London Luton Airport Staff Changes - LLAOL advised that Nick Barton was leaving London Luton Airport and Alberto Martin would become the Chief Executive Officer.</p> <p>Both Bradley Timmins and Samantha Cartwright were leaving; Nicole Morris will be re-joining the Environment Team.</p>	
8.5	<p>Meeting Dates for 2019 - All meetings to be held at Putteridge Bury Conference Centre:</p> <p>20th March 5th June 4th September 18th December</p>	