

Minutes

Meeting of Noise & Track Sub Committee

3rd September 2018

	Attendees		
	Mr Martin Routledge	LLACC Chairman	
	Mr Jeff Charles	Bickerdike Allen Partners	
Sub	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	
	Cllr Michael Muir	North Hertfordshire District Council	
	Mr Dougie Nassmith	EasyJet	
	Bradley Timmins	Airspace Performance Assessor	
	Miss Samantha Cartwright	Flight Operations CoOrdinator	
	Mr Antony Lavender	DHL	
	Mr Paul Donovan	Hertfordshire Officer	
1.0	Apologies for absence and substitution		Action
	David Bowater - Central Bedfordshire David Healey – NATS Teresa Heritage – Hertfordshire County Council		
2.0	Minutes and Matters Arising from 13th June 2018		
2.1	The minutes were agreed and the Administrator undertook to have them published on the website.		Admin
2.2	Item 2.4 – LLAOL informed that they had now investigated the issue with cargo flights and had had discussions with the Cargo Operator regarding their track keeping. The tracks were now more focused on the centre line and not to the southern edge of the swathe; this improved track keeping would be kept under review to ensure there was no relapse.		
3.0	LLAOL Quarterly Monitoring Report April to June 2018		
3.1	Total passenger numbers for the period had increased by 4% when comparing with the same period in 2017. Total traffic movements had decreased slightly by 0.5%, however total movements in the night period (23.00hrs to 07.00hrs) had increased by 2%. The early morning movents (06.00hrs to 07.00hrs) had decreased by 4% when comparing with the same period in 2017.		

	<p>Members noted that all the increases were still within the limits of the planning condition in terms of movements and quota counts.</p> <p>The airlines achieved 93% Continuous Decent Approaches for the period; a 2% improvement when compared with the same period last year. The night Continuous Decent Approach performance had also improved by 4% when compared with the same period last year.</p>	
3.2	<p>The noise monitor results showed the majority of departures still produced noise levels in the range 70-76 dB L_{Amax}. For the 2nd quarter 2018, a decrease was seen in noise levels of 80 dB and above with only 18 daytime departures and 0 night-time departures in this category compared with 33 and 0 during this Quarter last year.</p> <p>There were no noise violations during the Quarter.</p> <p>Members noted that the night-time noise contour area had increased, by 9%. This was mainly due to late running aircraft slipping in to the night-time period exacerbated by ATC issues over Europe. It was noted that the INM methodology had been slightly updated, allowing for the latest measured results, so comparisons between this quarter's results and last years was only approximate.</p>	
3.3	<p>The Airport had issued track violation fines to 7 aircraft departures due to poor track keeping during the Quarter; these were mainly business jets. Members noted that over 99.5% of aircraft flew on track.</p>	
3.4	<p>The number of complaints had decreased from 5304 in the last second quarter to 2335 in the same period for 2018. The number of complainants was also down at 311 opposed to 527 in the second quarter last year; the number of new complainants was 152. Complaints about westerly departures still formed the largest % of complaints.</p> <p>Discussion ensued regarding the increase in night movements rather than day movements and the need to understand better the underlying causes behind variations in the number of complaints. It was felt that raw figures only told part of the story and one suggestion was that the Airport might consider contacting previous complainants who had stopped complaining to see if their situation had improved. There was also a view that some peaks in complaints were associated with increased publicity and awareness of airspace change consultations rather than a material difference to the noise situation. Nevertheless, it was clear that concentration of flights along the main westerly departure route was leading to greater sensitivity to aircraft noise among residents of the affected areas.</p> <p>The Airport commented that this increased sensitivity was the reason behind their current Airspace Change Proposal and their search for a solution that might provide some respite.</p>	
3.5	<p>The runway usage for the quarter was 56% easterly. Members noted the increase in complaints when the Airport switched to easterly operations as these were comparatively unusual.</p>	

3.6	<p>The limit on early morning shoulder activity (12 month movements) had not been breached with the total for preceding 12 months being 5,820 (limit 7,000).</p> <p>The rolling limit on night quota activity (23.30-06.00) had not been breached either with the total being 8,468 (limit 9,650).</p>	
3.7	The Airport had held a public surgery in Wheathamstead and meetings with Mike Penning MP and some of his constituents.	
4.0	Airport Updates	
4.1	<p>LLAOL/BAP/LLACC - LLAOL presented details of the present contractual arrangement between LLAOL and BAP with respect to provision of noise advice to LLACC.</p> <p>Discussion ensued regarding the current arrangement, which included matters of consultant independence and financing. LLAOL clarified that if LLACC wanted to develop the scope of BAP's involvement this would be acceptable but would have to be subject to appropriate financial arrangements. LLAOL also confirmed that they were happy to work with LLACC to delineate the scope of work in more detail than the current general contract, to a more structured approach. Ideas for this more structured approach would be brought forward as part of the suggested evolution of the NTSC.</p>	LLAOL
4.2	<p>Evolution of NTSC - It was suggested that the LLACC constitution should be changed to match completely the DfT guidelines for ACCs. It was noted that the Guidelines offered considerable flexibility and included principles for ACCs to abide by and examples of good practise rather than regulations.</p> <p><i>Chairman's note: this suggestion was subsequently formally tabled by LADACAN for debate at the LLACC meeting in October 2018.</i></p> <p>LLAOL suggested evolving the scope and business methodology of the NTSC with a first step being to prioritise and scrutinise some of the objectives in the Noise Action Plan for attention in the next year. LLACC would then receive specific reports on progress against the agreed objectives. The tasks for the LLACC independent specialist noise advisor would be set jointly, where appropriate. Members suggested that this evolution of the role of NTSC and the LLACC independent advisor should be discussed at the next LLACC meeting in October. The Chairman agreed to add the topic to the LLACC AGM Item.</p> <p>NTSC members welcomed the potential to evolve their role in planning, analysis design and presentation of future work.</p>	Chair
4.3	<p>Section 73 Application: Condition 10 Variation - LLAOL informed members that they intended to submit a variation request to Condition 10 which dealt with Noise Contours and gave a detailed update on their planned submission to LBC to vary the noise contour limit for a maximum of 5 years to accommodate the exceptional growth in airport activity prior to the major deployment of new quieter aircraft. LLAOL stressed that they were not intending to change any of the other caps and were only proposing to increase the current cap of the noise contour for a limited period. It was also noted that the activity in 2017 was virtually the same as that originally predicted for 2024 in the previous planning application.</p>	

	<p>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>LLAOL briefed members on the details of the application and related mitigation measures, these included that by Summer 19 the stopping of the noisiest aircraft operating at night with the banning of QC2 aircraft operations at night; together with the removal of QC2 aircraft operations during the daytime between June and September.</p> <p>LLAOL informed that the variation sought related to a small increase in activity between 30-35 movements per day, of which 5 would be at night, this equated to a maximum noise increase of only 1 dB. Members raised concern on were the noise contour would be extended to and the impact of an additional 35 aircraft (max) and in particular the additional 5 at night.</p> <p>It was noted that separate to the application LLAOL would be preparing the required Noise Contour Reduction Strategy in 2019.</p> <p>Members sought clarification that they would be able to ask their noise consultant to advise on the application once submitted. This was confirmed.</p>	
5.0	Any Other Business	
5.1	Departure Noise Mitigation: Main Report: CAP 1691 - BAP informed that the Civil Aviation Authority published a report in July 2018 on a systematic review of the current departure noise abatement and monitoring procedures at Heathrow much of which was relevant to the work at Luton on the Westerly departure route.	
5.2	Future Noise contouring Methodology – Members were advised that in 2019, the current INM methodology was to be replaced by AEDT methodology and that the initial contouring would explore the effect of the change in software. Concern was raised about comparability between the 2 systems.	
6.0	Date for Next Meeting Wednesday 19 th December 2018	