



Monday 25th January 2021 – 13.00hrs. – via Team Meeting

Members

Mr M Routledge	Chairman
Cllr A Brewster	Hertfordshire County Council (Vice Chair)
Mr M Nidd	LLATVCC
Mr J Hale	STAQS
Mrs R Webb	BMKALC
Mr P White	SLAE
Mr D Godfrey	PAIN
Ms L Attrup	LADACAN
Cllr D Franks	Luton Borough Council
Cllr J Timmis	Dacorum Borough Council
Mr D Healey	NATS
Cllr A Wight	Buckinghamshire Council
Cllr J Gardner	Stevenage Borough Council
Cllr P Clark	North Herts District Council
Cllr E Perry	Central Bedfordshire Council
Cllr S Clark	Herts Ass of Parish & Town Councils
Cllr P Parry	Beds Ass of Town & Parish Councils

Officers Representing

Mr A Martin	LLAOL - CEO
Mr N Thompson	LLAOL - Operations Director
Mr A Perez Monsalvo	LLAOL - Director
Ms N Morris	LLAOL - Noise & Airspace Performance Manager
Mr O Jaycock	LLAOL - Head of Marketing & Strategic Affairs
Mr D Vazquez	LLAOL - Head of Sustainability
Mr A Wong	LLAOL - Airspace Performance Assessor
Mr N Bradford	LLAOL - Communications Manager
Mrs C Armstrong	LLAOL - Head of Passenger Services
Mr D Gurtler	Luton Borough Council
Ms L Symes	North Herts District Council
Mr D Wilson	St Albans City and District Council
Mr C Sheffield	Buckinghamshire Council
Mr S Mendham	Dacorum Borough Council
Ms G Davies	Luton Borough Council
Mr C Hall	LLAL
Mr P Donavan	Herts County Council
Rob Light	ICCAN
Rupert Basham	ICCAN

Noise Consultant & Secretariat

Mr J Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator

1.0 Apologies for absence and substitution

1.1 Apologies for absence from:

Mr S Shearer – Freight Operator DHL
Mr M Ryles - Airline Representative (Wizz)
Mr J Richardson - Bedfordshire Chamber of Commerce
Mr D Woodbridge - Airport Union Representative
Cllr D Bowater - Central Bedfordshire Council
Cllr E Perry - Central Bedfordshire Council
Cllr T Shaw – Luton Borough Council
Cllr D Barnard - Hertfordshire County Council
Cllr R Cuthroy -St Albans City and District Council
Cllr B Chapple - Buckinghamshire Council
Cllr J Graziano - Kings Walden Parish Council
Cllr D Bowater - Central Bedfordshire Council

1.2 The Chairman welcomed attendees to the Teams virtual Meeting and briefed on the protocols for the meeting.

2.0 Presentation by Mr Rob Light Head Commissioner of the Independent Commission on Civil Aviation Noise (ICCAN) on their role and future developments

After being welcomed by the Chairman, Mr Rob Light gave a presentation on the background to the establishment of ICCAN, their remit as an advisory body and what they might take responsibility for in the future. He explained they were able to engage with a lot of groups, communities, Airport Consultative Committees and Airport management. They had taken it on themselves to look at things afresh, to meet people and listen to experiences of real people; this had been a feature of their approach since their establishment 2 years ago.

Initially they had built their profile and skill base and launched their first corporate strategy setting out ICCAN for the first 2 years. They had then focussed on delivering against that strategy over the following 2 year period.

COVID had caused some issues and had dented some of the work they had been doing, but work had carried on and they had been able to deliver, or were in the process of delivering, most elements of their corporate strategy. Additional projects had also been undertaken including a Summer Survey across 5 airports where they wanted to capture experiences of a COVID Summer with unusually quieter skies (which may never happen again). Although there was no ground-breaking revelations coming from the survey, information had been captured which, it was felt, would become the new baseline for peoples' views on noise.

Looking to future, Aviation had gone through and continued to go through an horrendous time along with many other industries. However, it would rebuild and had choices - it could rebuild along the same lines or it could rebuild in a different way with improved ways of managing and controlling noise. It was suggested that

the Covid situation did give the opportunity to say how we could do things better. ICCAN were keen to work with all sectors of the aviation industry to ensure that the opportunity is seized as COVID events only come once in a generation.

Members were given an in-depth presentation briefed on the various work that ICCAN were carrying out including their Community Engagement Best Practice Report – on how Airports should be engaging, not just in airspace modernisation but overall, with communities to help bridge the inconsistent approach amongst airports. The other big item was their emerging view of Aviation Noise Management which was a consultation document that had been published in November.

It was highlighted that Noise would still be around whatever actions were taken. Even the more modern variants and potentially carbon neutral aircraft would still create some noise. This was why noise could not be allowed to slip off the agenda.

The main goals for ICCAN were to focus on the future airspace and keep ahead of the game in terms of changes so those changes could be made a positive and not a negative experience for all. It was hoped that ICCAN would help the UK become a world leader in managing aviation noise.

ICCAN noted a key aspect was consistency and transparency which was not seen across the UK aviation Industry now and was as damaging for Airports and Airlines as it was for communities. Some felt there was a social licence to operate any business in the UK and that unfortunately aviation was running at empty so was not a sustainable business.

Members were informed that ICCAN expected to publish the final document on the Future of Aviation Noise on the 15th March 2021. It was hoped that this would set the scene for the future of aviation noise management.

Members welcomed the presentation from ICCAN and further discussion ensued.

LLAOL pointed out that discussions about the freeholders of the Airport and the Local Planning Authority were not really within the scope of the debate which needed to focus on operational noise management. They noted the stringent noise conditions at Luton which were among the most demanding in the UK and had been set by the Local Planning Authority.

LLAOL referred to the Noise paper that ICCAN had produced last year which demonstrated how complex measuring aircraft noise could be and asked if there would be a follow up paper which made consistent recommendations for all airports; LLAOL would wish to support and adopt such a consistent national standard. ICCAN advised that another paper was in the plans moving forward in the next calendar year.

The Chairman summed up the presentation from ICCAN and stating that he believed that there was support for the work they were doing and thanked them for attending.

3.0 Minutes and Matters arising from LLACC Meeting 2nd November 2020

- 3.1 The Chairman enquired if there were any changes or objections to the minutes from the previous meeting. None were raised and the minutes were accepted as a true record of the meeting held on the 2nd November 2021.

The Administrator undertook to have them published on the website.

3.2 Matter Arising

Item 2.2 – The Chairman was still looking for a slot where a presentation can be given on Surface Access at a subsequent meeting.

Item 3.2 – further data was required on model split and movements particularly through the pandemic period. LLAOL informed that the head of Surface Access had gone on maternity leave. Maternity cover was now in place and it was suggested that he comes to a future LLACC meeting to present on Surface Access and to pick up on any outstanding actions.

LLAOL

The Chairman referred to the PSSC and stated that if anyone had a particular interest in the Passenger Experience they should contact the Chairman or the Administrator about joining the sub-committee. The PSSC were still looking for a frequent flyer representative.

There had been an Action on the airport to report on minimising Scope 3 emissions. LLAOL advised that they would publish their Scope 3 Emissions for the first time; they also had their carbon data which just needed verification by an external provider, and they would then be able to share the data with LLACC members by June this year. This was in line with the Airport's carbon accreditation (this is the main scheme for carbon reporting) and would be a separate report aligned with ACI Europe's Carbon Accreditation Scheme.

Action Community Trust beneficiaries – LLAOL informed that the list of beneficiaries was in the presentation slides given at the last meeting. It was agreed that any new beneficiaries would be shared with LLACC members at subsequent meetings.

LLAOL

4.0 London Luton Airport Report

- 4.1 LLAOL's CEO addressed members and briefed them on the Airport's current position and the continued impact the pandemic was having.
- 4.2 The CEO thanked ICCAN for their presentation and the work they were doing which Luton fully supported. The CEO added that Noise had always been and would continue to be one of the Airport's key priorities when addressing potential changes and they would continue to work constructively to minimise noise impacts.

- 4.3 Business continued as usual at the Airport albeit at a much reduced rate. Members were advised that as the pandemic continued to have a massive impact on everybody's lives it had also had a devastating impact on the Airport, those who rely on the Airport and the aviation industry in general. With all the changes in travel restrictions during in 2020, Luton had handled 70% fewer passengers than in the previous year (5.4m passengers in total vs 18m the previous year) and 55% fewer flights - effectively erasing 30 years of growth. The Cargo operation had continued to provide key services and had also played a part in helping the national effort in terms of deliveries of medical supplies including PPE.
- 4.4 LLACC members were advised that despite the continued impact the Airport continued to support the local community and launched a volunteer programme called LLA Hero's where volunteers helped and assisted local charities and community groups where possible; they had also donated unused food and other items to food banks. Most importantly LLA continued to provide support to the Community Trust Fund providing £150k to local good causes during 2020. LLA had also provided space for the Local Authority to carry out COVID testing.
- 4.5 Members were advised that from the outset safety had been the number one priority and LLAOL had been working hard to ensure that the terminal and facilities were safe for staff and passengers. They had implemented several measures for example signage; floor markings; protective screens in areas with more contact with the public; and equipment such as robotic cleaners to enable them to follow the strict Government Guidance and International Standards. It was noted that Luton was the first UK airport, and one of the first in the world, to be awarded the International Health Accreditation by the Airport Council International (ACI). Luton was also the first UK airport to receive the ACI level 1 Customer Service Accreditation which recognised the customer experience in place at the Airport. Luton had also received the Disabled Parking Accreditation and had successfully retained the ISO 14001 Environmental Management Certification.
- 4.6 Looking ahead, the Airport was planning for post COVID recovery and importantly the submission of the Planning Application to increase the Passenger limit from 18mppa to 19mppa. It was believed that by submitting the application at this time it would prepare the Airport for the future, protect its future and protect jobs. It was recognised that the Airport also needed to focus on its short-term survival, but it was vital that steps be taken now to ensure long term success. The past 12 months had been devastating not only for the airport as a business but for the community as whole and the aim was to ensure the Airport was in the best possible position to be able to play its part in local and national recovery.
- 4.7 Members enquired if there was any information regarding the resumption of services and if Government had given any indication of when this might be possible once people could prove they had received 2 doses of the vaccine. LLAOL stated that they had no further information other than what was being given out by the media and advised that they were in constant engagement with the Government through various Forums. It was noted that at this stage it was still too early to lift

restrictions and there was a need to understand the impact of the vaccine and how that could impact future recovery and travel plans.

- 4.8 Members questioned who was responsible for policing the reason to travel for those who are allowed travel. LLAOL advised that law had been passed regarding the travel restrictions in place and these were publicly available. Government had asked Airports to remain open to keep providing essential services. It was therefore down to individuals to be compliant with the law and restrictions in place.
- 4.9 Members enquired if there had been any fall out due to BREXIT. LLAOL had been working closely with Government over the last few months to ensure a smooth transition from the EU and had not noticed any meaningful impact yet. Only a few minor changes had needed to be made.
- 4.10 Members referred to the Community Trust Fund and the change in criteria. LLAOL informed that the changes had been made to the criteria to reflect the needs of local communities in relation to the impact of COVID; they were working closely with the Community Trust Fund to get them implemented.
- 4.11 Members referred to the Consultation of the Arrivals Route and referred to feedback from some members regarding the consultation documentation being too complicated and hard to navigate; they were concerned about negative impact on the quality of the consultation and the quality of community engagement. LLAOL informed that with any airspace change there was a prescriptive process laid down by the CAA in CAP 1616 that needed to be followed. The Airport's approach to consultation had been agreed by the CAA and had attracted a significant response to date with many complimentary remarks on the virtual forum.
- 4.12 LADACAN had raised some queries bilaterally with the LLAOL regarding some perceived errors and inaccuracies in the document which was submitted as part of the 19m application. LLAOL informed that they would respond to LADACAN once they had reviewed the comments made.
- 4.13 Further discussion ensued regarding the Planning Application to 19mppa and that some members felt it was unnecessary to increase capacity from 18mppa to 19mppa at this stage and wondered if there was a prediction of what demand might look like after the pandemic to warrant the application to 19mppa. LLAOL informed that the assumptions were variable, and it is was unclear what recovery might be like. However, it was reiterated that the competitive environment had significantly changed, and demand had recovered at Luton in the summer more quickly than at many other airports. Once overall demand recovers and people start flying, it does not necessarily mean Luton will recover the same way. The actions being taken now by LLAOL were designed to drive Luton's recovery and this was why the planning application was relevant for Luton's future. It would help serve the community, protect jobs and aid families who had been heavily impacted. It was suggested by some that the Airport should withdraw the current application and wait until the airport had returned to 18mppa before submitting a further application; it was suggested this would be far more helpful to the Airport

by building up the trust of the local communities. It seemed to many local people that the Airport as a commercial organisation just wanted to grow for the sake of growing. LLAOL stated that they knew the impact of the Airport and its benefits and believed that it was a great opportunity to bring back jobs that had been lost.

- 4.14 Members enquired regarding the Governments Active Emergency Travel Fund and asked if people/passenger cycle to the airport. LLAOL informed that they did get a range of people cycling to the airport (passengers and employees). It was suggested that the airport speak to Luton Borough Council regarding the Sustran Route 57 (National Cycle Route) this was one of the only routes to get to Luton which still had a missing link between Wheathampsted and Lewsey Bridge Lane. It was suggested that funding could be released to complete the route. LLAOL agreed to investigate further.

LLAOL

- 4.15 Reference was made to the off-setting of Carbon Emissions by easyJet and how it was being achieved. LLAOL informed that easyJet had made a commitment where they will off-set their emissions and were looking at various recognised schemes on how this could be achieved around the world as well as in the UK. LLAOL agreed to follow up and forward information regarding details on how easyJet were off-setting and how it was being measured.

LLAOL

5.0 Report on Noise & Track Sub Committee from 16.12.20

- 5.1 Members were advised on the third quarter (July to September) period, during which traffic had continued to be dramatically reduced due to the ongoing pandemic albeit slightly less so than in second quarter.
- 5.2 The total passengers served had decreased by 65.4% and total traffic movements decreased by 42.8%. The total movements in the night period, 23.00-07.00, decreased by 44% from those for the third quarter last year. The early morning movements were fewer by 30.5% than those in the second quarter last year.
- 5.3 The airlines had achieved Continuous Descent Approaches (CDA) for 92% of all arrivals, which was slightly less than in the same quarter in 2019 when it had been 94%. The noise monitor results showed most departures had still produced noise levels in the range 70-76 dB L_{Amax}. In this period there had been one daytime departure and no night-time departures registering greater than 80 dB. There had been one noise violation during the daytime and none during the night-time. The night-time noise contour area had decreased by 28%. The Airport had issued five track-violation fines, due to poor track keeping.
- 5.4 The number of complaints had decreased from 4,593 in the last third quarter to 1,858 in the same period in 2020. The number of complainants were fewer at 228 in the third quarter of 2020 compared with 381 in 2019. The number of new complainants was 84; in the same quarter in 2019 the number had been 138. Complaints about westerly departures still formed the largest percentage of complaints. It was also noted that the reduction in complaints correlated with the reduction in aircraft movements. Aircraft noise and night flights were cited as the main cause for complaint. Runway usage was 75% westerly operations. Regarding

the limit on early morning shoulder activity the total for the preceding 12 months had been 3,351 (limit 7,000). The limit on night quota activity - 23.30-06.00 total for preceding 12 months was 5,348 (limit 9,650). The figures again reflected the impact of the ongoing pandemic.

- 5.5 NTSC Members had discussed the quarterly report in detail, and how to mitigate the concerns of the most regular complainants without reaching any definitive conclusions. They also debated the width of the westerly departure swathe and its possible reduction. LLAOL advised that the effect of the use of RNP navigation would be to reduce the width of the swathe from 3kms to 2kms; members were advised that about 70% of Luton's aircraft now had the necessary sophisticated software to fly an RNP route. It was however noted not all communities agreed that greater concentration of flight paths was beneficial.
- 5.6 LLAOL informed that in the Markyate area aircraft on the Compton route, which does not have RNP, could still be on track within the 3km corridor. Improving this route to RNP standards was being explored as part of the airspace change proposals. The Chairman sought clarification that under FASI everything would have to go to RNP, LLAOL advised that all routings would be RNP or RNAV.
- 5.7 NTSC Members questioned why, with a significant number of daytime flights being cancelled, the daytime slots were not being reallocated to reduce the number of flights in the shoulder period. LLAOL informed that airlines were still flying to an airline schedule with numerous other factors involved. Moving flights from the shoulder to later in the day would have an impact on the wider network.
- 5.8 The increase in the use of the larger aircraft such as the Airbus A321, was noted by members. These types were 11% of all movements in Q3 2018 but 21% in Q3 2020.
- 5.9 There was a long discussion regarding the noise performance of the Airbus aircraft, both the airport and LADACAN provided detailed analysis of the noise performance at the fixed monitors and further down the departure track of the A320NEO/A321NEO aircraft. However, it was stressed that the NTSC were still at the same situation where they could not yet advise the main committee why the expected benefits were not being seen from the NEO aircraft at Luton. All the official certification measurements showed that we should be getting a benefit, but the lived experience was not showing this. It was agreed that the work should continue to try and get the issue resolved.
- 5.10 AD6 (the new arrivals routing) was discussed briefly and LLACC members were advised that the consultation would formally close on the 5th February 2021 and suggested if anyone had anything they wanted to submit they needed to do so before then.
- 5.11 Members were advised that LLAOL were keen to restart their work on FASI-S (complete redesign of the existing airspace structure in Southern England) as soon as possible. Work had been paused due to the pandemic, and it was noted that several other airports now wished to proceed. LLAOL briefed further on the various processes that needed to be followed and on the various stages that other airports

were at; it was noted that few were as advanced in their processes as LLAOL. LLAOL reiterated that they were very committed to FASI-S programme but were dependent on Heathrow, Stansted, London City and Northolt it was also noted that ACOG, DFT and CAA are all looking for funding to continue the programme.

- 5.12 NATS Swanwick briefed NTSC members on the need for continued use of radar vectoring to arrange suitable spacing between traffic and in accordance with NATS's role to improve aircraft efficiency with direct routing wherever safely possible. NATS mentioned that they were subject to financial pressures to achieve high efficiency in this manner. NATS also clarified that their controllers' screen displays did not show local towns and villages and that once aircraft were above the agreed level the controller would tend to vector to achieve efficient flight for the aircraft either through direct routing or facilitating early climbing. Given the relatively quiet airspace at the moment, such direct routings had been more common. Discussion ensued with LLACC members regarding compliance to NPR routes and efficient routings.

6.0 Report from Passenger Services Sub Committee 16.12.20

- 6.1 Members noted the report. The Chairman advised that there had been some discussion regarding Surface Access which would be discussed in more detail as a future meeting.

7.0 Luton Borough Council Report

- 7.1 Airport Related Applications – awaiting decisions:

19/00428/EIA Application to vary condition 10 (Noise Contours) of planning permission of the original 2015 application had now been officially withdrawn as a result of a new application by LLAOL application no. 21/00031/VARCON which was received on the 11th January 21 which sought permission to vary conditions 8; 10; 22; 24 and 28 of the planning permission 15/00950/VARCON, the application had been formally validated and could be viewed on the LBC Website. There was a 16 week determination period and it would be determined at a Planning Committee, consultation documents had been sent with a 30 day response period.

- 7.2 Highways and Transport

Work on the Vauxhall Way/Stopsley/Hitchin Road junction upgrade was now complete, with some landscaping and planting to be resolved.

Positive discussions had taken place with the new owners of Gipsy Lane Retail Park, with the aim to improve the access and egress to the retail park. With the removal of the width restrictions having been undertaken, due to recent traveller activity there is agreement to have restrictions in place overnight, so far this arrangement has been operating without any issue. Discussions about further improvements to the access and egress have taken place with the owners. Development of a scheme has been requested by Tritax, Project Centre have been asked to take it forward and to cost the proposal.

Tranche 2 of the Cycling and Walking schemes under the Government funded Emergency Active Travel, had now been granted funding by the DfT, and the programme would be reviewed over the next month. Consultation had been placed on the Council's website as required by DfT, work would start in April subject to all elements being agreed.

7.3 Members queried, why the LBC did not respond to the previous applications to Vary Condition 10 which had been submitted. Individuals now found there previous submissions were being ignored and they've have to submit a new response. LBC stated that at the time the original application was submitted to vary the condition LBC were at the peak of lockdown and were still working through how the Committee process was going to work. Due to the nature of the application and the number of representations it was not felt appropriate to determine during that period as LBC wanted to ensure that everybody would have time to comment. Online Committee Procedures are now in place and LBC now feel that they are in a better position to be able to determine the application. It was stressed that it has always been standard process that where there has been more than one application to vary a Condition you can only determine one application. Therefore, once the new application had been validated the previous one would need to be withdrawn.

7.4 Members enquired whether when someone makes a comment on a planning application and the application is then withdrawn are those who made comments advised? It was also asked that if anybody who made a formal submission does receive notification that the application has been withdrawn are they given the number of the next Planning Application? Further questions asked were comments transported from the old application to the new one; was the new application listed with the previous application and its comment; and when an application under these circumstances comes to the final Committee stage are the Committee made aware of the previous application and its comments. LBC stated that they would enquire and report back.

LBC

8.0 Correspondence Received since November 2020

Members noted the correspondence.

The Chairman referred to the DfT Night Flight consultation and a presentation that he attended recently. He encouraged members to review the document whilst still open for comment; at the moment the DFT had delayed the closing date for comments from Question 12 onwards until mid May.

9.0 Any Other Business and Next meeting Dates

9.1 Members were advised that the LLACC Website was now hosted on the Airport Server and was now available.

9.2 Dates for the Next Meeting – All meetings will be via Teams

PSSC - 17th March at 10.30

NTSC - 17th March at 14.00

LLACC - 19th April at 13.00