



Monday 24<sup>th</sup> January 2022 – 13.00hrs. – via Teams Meeting

### Members

Mr M Routledge	Chairman
Cllr A Brewster	Hertfordshire County Council (Vice Chair)
Cllr D Franks	Luton Borough Council
Cllr P Brazier	Buckinghamshire Council
Cllr C Poll	Buckinghamshire Council
Cllr D Barnard	Hertfordshire County Council
Cllr S Collins	North Herts District Council
Cllr J Gardner	Stevenage Borough Council
Cllr D Mitchell	St Albans City and District Council
Cllr J Timmis	Dacorum Borough Council
Cllr S Clark	Herts Ass of Parish & Town Councils
Cllr P Parry	Beds Ass of Town & Parish Councils
Mrs R Webb	BMKALC
Mr A Lambourne	LADACAN (sub)
Mr J Godfrey	PAIN
Mr J Morgan	SLAE
Mr D Healey	NATS

### Officers Representing

Mr A Martin	LLAOL CEO
Mr N Thompson	LLAOL Operations Director
Mrs N Prior	LLAOL - Noise & Airspace Performance Manager
Mr N Bradford	LLAOL – Head of Marketing & Communications
Mrs C Armstrong	LLAOL - Head of Passenger Services
Mr D Gurtler	Luton Borough Council
Mr D Wilson	St Albans City and District Council
Mr P Donavan	Herts County Council
Mr A Wong	LLAOL Airspace Performance Assessor
Miss A Green	LLAOL
Ms L Symes	North Herts District Council
Mr S Mendham	Dacorum Borough Council
Mr O Jaycock	LLAOL - Director of Corporate Affairs
Mr A Perez Monsalvo	LLAOL – Capex Director
Ms L Leech	Buckinghamshire Council
Mr C Shefford	Buckinghamshire Council

### Noise Consultant & Secretariat

Mr J Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator

## 1.0 Apologies for absence and substitution

Apologies for absence received from:

Mrs L Attrup - LADACAN

Mr M Ryles - Airline Representative (Wizz)

Mr J Richardson - Bedfordshire Chamber of Commerce

Mr D Woodbridge - Airport Union Representative

Cllr E Perry - Central Bedfordshire Council

Cllr J Graziano - Kings Walden Parish Council

Cllr D Bowater - Central Bedfordshire Council

Cllr J Graziano – Kings Walden Parish Council

Mr J Hale – STAQS

Mr G Sweedy – LLAOL – Operations Manager Surface Access

- 1.1 The Chairman welcomed Sam Collins the new representative for North Herts District Council following the sad and sudden death of Cllr Paul Clark in early December; Paul would be sadly missed by the communities he served, and the Committee's thoughts were with his family.

## 2.0 Minutes and Matters arising from LLACC Meeting 25<sup>th</sup> October 2021

- 2.1 The Chairman enquired if there were any changes or objections to the minutes from 25<sup>th</sup> October 2021 meeting. It was noted that some textual comments had been received from LADACAN along with one element that would be discussed when reviewing the minutes regarding jargon and terminology.

- 2.2 Definition of CTOT – Calculated Take Off Time

LLAOL agreed to include an updated list of acronyms with the next NTSC meeting papers.

**LLAOL**

There were no other items raised and the minutes were accepted as a true record of the meeting.

The Administrator undertook to have the Minutes published on the website following the minor adjustment.

**Admin**

### Matters Arising

- 2.3 Outstanding Action – Luton Rising had previously committed to provide further information regarding the air quality monitor located in Wigmore Valley Park.
- 2.4 Section 5.4 – Reference was made to the study done by BAP that had concluded that there was a difference of 1.8dB between the A321 CEO and NEO. One member expressed the view that a difference of 1.8dB was not just slightly quieter but unnoticeable. The noise adviser confirmed that individuals would not be able to

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Outstanding**

discern a difference of 1.8dB but as it was measurable it would affect the noise contours and thus would be considered in decision making and monitoring.

- 2.5 Reference was made regarding the CAA spot checks within Immigration in early September on Covid 19 health measures at the Border. It was confirmed that this was a check on airline compliance ie pre departure tests, inbound Passenger Locator Forms and passenger compliance with testing requirements. Wizz Air were in attendance on the day and receive direct feedback from the CAA; other airline carriers would have been contacted directly by the CAA. The CAA reported in November that there had been 97% compliance.
- 2.6 Members asked who would be taking on the responsibilities of the Independent Commission on Civil Aviation Noise (ICCAN) following their closure by DfT. The Chairman confirmed that the CAA and DfT would be taking on the various roles and responsibilities and that there was no other independent group being appointed. It was noted that the CAA would be creating a sustainability panel which would have independent members that were not connected to airlines or airports.

### **3.0 LLAOL Management Report**

- 3.1 LLAOL gave members a brief overview and some highlights from 2021.

2021 passenger numbers finished the year at 4.5m passengers which was lower than 2020 by 16% and 75% down when comparing with 2019 (pre-Covid). The number of flights for 2021 was 61.5k ; cargo operations were down due to capacity being available at other cargo hubs such as Heathrow and East Midlands. It was noted that a stronger recovery had been seen in General Aviation and this sector appeared to be operating closest to pre-Covid levels.

Customer Experience had been key throughout and LLA had maintained their ACI Health Accreditation having been the first airport in the UK to receive this accreditation in 2020. There had been much focus on Health and Safety throughout the pandemic and in terms of Covid safety, it was confirmed that the measures in place at Luton had been audited by Public Health England and the CAA during the summer. It was pleasing to note the Airport had been judged as the second-best airport in the UK for Covid measures and this was backed up by the ASQ survey results that had been restarted during last year.

Sustainability was a clear focus for the Airport, and they had recognised the challenges ahead and had expanded the Sustainability Team. The Airport had already achieved the Airport Carbon Accreditation level 3, following collaboration with key stakeholders, and it was felt this demonstrated how much progress had already been made regarding carbon emissions. It also highlighted the Airport's use of 100% renewable electricity and the upgrade to LED lights. In 2022 the Airport was going to be even busier from a sustainability perspective and was already working on a Net Zero road map together with other important initiatives regarding sustainability.

During 2021 the Airport had directly funded 27 grant applications totalling more than £213k. It was noted that a further £15k, from noise and track fines, was added to the Community Trust Fund. A further £19,272 of funding was also raised through employee charity fundraising and customer donations on behalf of the Airport's nominated charity Partners Luton Foodbank and East Anglian Air Ambulance.

On airspace changes, Members were advised that the AD6 (the new arrival arrangements) proposal had now been approved by the CAA and preparations were underway to implement these changes by the end of February 2022.

Members were also advised that there would be further engagement with stakeholders and the Airspace Change Organising Group (ACOG) regarding FASI-South following the Government's announcement to provide some funding to Airports for their airspace modernisation projects.

Other areas highlighted included the Procurement Teams of the Year award received by the procurement team at Luton by the Industry Awards; the return of Hackney carriages to the taxi rank at the airport; the airport had hosted a Luton Jobs Fair at in November in coordination with LBC; and the opening of a new simulator training facility.

- 3.2 Members commended the Airport on their work regarding sustainability at the airport.
- 3.3 Members sought further information regarding General Aviation and why it appeared to have recovered faster than commercial aviation and whether the mix of customers in that area were still the same or if they were new. LLAOL advised that during discussions with one of the key providers of General Aviation it was felt that those who can afford to fly privately had continued to do so and therefore had been able to adapt better and able to flex movements much better resulting in recovery being much stronger. Members also noted that one of the Airport's key General Aviation partners were at the forefront of sustainability and were taking initiatives to promote a green agenda.
- 3.4 Members further noted that some of the taxi's that were operating from the taxi rank were already electric and all the others were Euro 6 compliant. It was also stated that in the deployment of the new taxi's they had already invested over £650,000 in upgrading their fleet to the most environmentally friendly and there was an obligation on them to continue to roll out further electric taxis in the future.
- 3.5 Members referred to surface access which covers road and rail transport to the airport and was a key mitigation concern for some of the surrounding communities. It was asked if data could be included into the quarterly report and not just the AMR ie. modal split, monitoring of areas people were travelling from and where the data is being collected. LLAOL advised that they would speak with their surface access team to establish if this were possible monthly, but it was felt that much of the data gathering was carried out by LBC.

LLAOL

- 3.6 Reference was made to an item within the papers for the meeting (page 3/1), the information regarding passenger numbers and other ATM's when comparing with the corresponding QMR did not agree. It was asked if the numbers could be looked at and for the discrepancy to be address. LLAOL stated that they would review and would ensure that they were properly aligned. It was noted that the term ATMs could be confusing as sometimes it is just related to Commercial and Cargo aircraft and other times it is everything. It was advised that in recent years the reference ATMs has been replaced by Total Movements in the AMR and included everything not just Commercial and Cargo.

LLAOL

It was also asked if the airport could look at the accuracy of some of the figures in the AMR particularly the 2019, as the figure for total ATM's 141,481k did not align with the appendix document 6D of the documents submitted for planning approval to 19mppa. The figure used to achieve 18mppa in 2024 was 145k and it was important to establish which was the correct number (albeit a historical) in the AMR. The Chairman suggested that a written note with the detailed request be submitted to the airport so that they could investigate further.

PAIN

- 3.7 Reference was also made regarding the On-time Performance table on page 3/3 and the reference to Departures with Slots and sought clarification. Members were advised that this referred to a slot delay where an aircraft was ready to depart on time but was unable to do so due to a delay at the destination or on route.
- 3.8 The Noise Advisor enquired if a date has been set for the commencement of the DART. LLAOL advised that works were progressing well and getting closer to a go live date but unable to give an exact date.

#### **4.0 Noise and Track Sub Committee 15th December 2021**

- 4.1 Members noted that the NADP trial for new departure procedures had been delayed until Summer 2022.
- 4.2 LLACC members were advised that the QMR from the 15/12 NTSC meeting related to Q3 2021 (July, August, and September).

Total passengers served decreased by 0.2%, total traffic movements decreased by 4%. The total movements in the night period, 23.00-07.00, decreased by 22% from those for the third quarter in the previous year and in the early morning, 06.00-07.00, movements were less by 21% than those in the same period of the previous year.

Airlines had achieved CDA (Continuous Descent Approaches) for 93% of all arrivals, a slight increase of 1% when comparing with the same quarter in 2020 (92%). The noise monitor results showed most departures still produced noise levels in the range 70-76 dB  $L_{Amax}$ . For the period there were 3 daytime departures and no night-time departures registered at greater than 80 dB. Last year (2020 Q3), the comparable counts were 1 and nil. There were no noise violations during the night-time, three during the daytime. The night-time noise contour area had decreased by 19%. There were 7 track violations in this quarter due to poor track keeping.

Complaints had increased from 1,858 in the previous third quarter to 8,036 for the same quarter in 2021. The number of complainants was 196 in the third quarter of 2021 compared with 228 in 2020. The number of new complainants was 78; in the same quarter in 2020 the number was 84. Complaints about westerly departures still formed the largest % of complaints.

For this quarter, runway usage was 60% westerly operations. The limit on early morning shoulder activity (12-month movements), total for preceding 12 months was 1,825 (limit 7,000). The limit on night quota activity (23.30-06.00) (12-month movements), total for preceding 12 months was 2,988 (limit 9,650).

4.3 NTSC members had discussed the QMR and considered the large increase in complaints and in particular the ongoing concern of a few individual complainants who were generating a high % of the complaints. NTSC Members also discussed the disturbance related to occasional maintenance flights and the most complained about aircraft types and track violations. LLAOL advised they were producing a new complaint handling policy which would be shared with NTSC members for comment prior to implementation. It was hoped that this would address the problem of statistics being impacted by one individual.

4.4 LLAOL highlighted to NTSC members the continued reduction in passengers and aircraft movements from Q3 2019.

4.5 Airspace change update:

AD6 New arrival arrangements - LLAOL advised that the CAA had approved the proposal on the 24<sup>th</sup> November, and implementation was scheduled for 24<sup>th</sup> February 2022. After 12 months the CAA would carry out a post implementation review (PIR).

FASI-S (Future Airspace Strategy Implementation South) - LLAOL advised that detailed work on options for flights from Luton was progressing, initial noise modelling would be undertaken to compare noise effects of different options and consultation on the outcome from this work had been arranged for Tuesday 22<sup>nd</sup> February 2022.

Airbus A321 NEO: Noise – was discussed by NTSC members and the results from Q3 were noted but were still showing that the aircraft was not yet achieving the 4 dB departure noise reduction expected. Further discussion would continue at the next NTSC when it was hoped that the Airbus report on this performance issue would be available.

4.6 Questions Raised by Members:

- Members reiterated the importance of Wizz Air taking part in the NADP Trial. LLAOL advised that that Wizz had confirmed that they would take part in the trial.

- LLAOL also confirmed that they had had some good discussions with Airbus regarding NEO performance and seemed to be making some progress, but further work was still required.
- It was questioned whether airlines make ghost flights – LLAOL advised that there was a slot waiver currently in place so there was no need for this.
- Members referred to the Steeper Approach Study and noted that only one airline was supportive of the change. LLAOL advised that other airlines' concerns related to the relatively short runway, the local terrain which could increase possibility of use of greater flap settings resulting in more noise and the possibility of more go-arounds, etc. LLAOL advised they would prepare a technical report on their research recommending no change and would stay with the current glideslope at 3.0°.
- Reference was made to the NTSC discussion on the 19 mppa Application [21/00031/VARCON] and a concern was raised regarding how the increase to 19mppa could be accommodated by only 3 additional aircraft a day. It was suggested that if LLAOL could give an explanation as to why the answer was 3 additional aircraft this might be useful.

LLAOL noted that the Planning Application had gone through the whole consultation process which had given ample opportunity for comment and discussion. Luton Borough Council had considered their planning officers report, and the advice to approve the application, on the 1<sup>st</sup> December 2021 and agreed to grant permission subject to conditions and a new signed Section 106 agreement. The formal planning permission would occur in early 2022 if no difficulties arose.

Members sought clarification on whether live planning applications by the Airport Operator could be discussed at LLACC/NTSC, and the Chair reiterated that Consultative Committees provided a forum for consultation both between the Operator and stakeholders, and between stakeholders, on matters of interest; clearly applications by the operator were within scope. However, an ACC had no executive authority or a holding to account function other than to monitor undertakings made by an airport.

LLAOL emphasised that they felt they were addressing the concerns of the Committee. It was noted that there would always be points that were more relevant to some parties than others, but they believed they had addressed all the relevant points raised with them during the application process.

The Chairman summed up by adding that the LLACC was a forum for having a conversation that needed to be informed; the information provided needed to be understandable to all. Regarding the recent planning application, the Chairman stated, this was clearly a matter for the Airport as applicant and the Local Authority to address, with questions raised and views stated through the normal consultation process which had been extensive.

## **5.0 Report from Passenger Services Sub Committee from 15<sup>th</sup> December 2021**

- 5.1 The Chairman advised that much of the information discussed at the meeting held in December, particularly in relation to data and numbers, could be seen in the Airport's report to LLACC members.
- 5.2 The Chairman informed that following questions raised at a previous meeting there had been a long discussion regarding parking particularly the monitoring of unattended vehicles in the DOZ and how diligent the police and the parking authority were about removing unattended vehicles etc.

## **6.0 Luton Borough Council Report**

- 6.1 Members noted the Luton Borough Council Report.
- 6.2 LBC advised that the Planning Committee took place and additional question that had been submitted would be addressed. It had been resolved to grant permission and the Planning Case Work Unit which represents the Secretary of State had issued an Article 31 direction which advised that Luton Borough Council were not allowed to grant planning permission until they advised, therefore LBC would not be doing anything until advised by Government.

Comment was made regarding Leeds Bradford whose application was very different to Luton with a doubling of passenger numbers from 3.5mppa to 7mppa and with significant infrastructure implications; it had been called in for a Public Enquiry. It was suggested that this was inconsistent as Bristol Airport's application for an increase of 2mppa on 10mppa had not been called in by the Secretary of State although it went to appeal as the Council refused it. It was also noted that the Stansted Airport application for an increase of 8mppa on 35mppa had also not been called in by the Secretary of State.

- 6.3 Travel section – Members were advised that many of the local authorities during Covid have been encouraging different modes of transport and sustainability. There were two consultations/surveys currently ongoing, one referring to buses and LBC requesting extra money from the DfT - a decision was expected in April 2023. The other was the Cycle and Walking Strategy.

### **6.4 Questions Raised by Members:**

- The application 20/00131/DOC details of the noise reduction strategy, it was suggested that the Noise Reduction Strategy was overdue and asked when it would be available because the original planning permission that mandated it was still in force. LBC advised that it was submitted, however because the 19mppa was received the Strategy was now out of date, if the 19mppa application were to be granted planning permission, the Strategy would be held in obedience.
- It was asked that the points raised by LADACAN and Dacorum DC regarding the 19mppa application could be answered as they were important due to the



conflicting answers given to the Planning Committee by the experts and also because there was a complete lack of clarity about what the development case base-line was despite the efforts to establish it. It was felt there were also inconsistencies on the outputs of the noise model. LBC informed that these questions had been sent into LBC and would be address by LBC directly.

LBC

- Members referred to the Cycle Path and asked if any progress had been made regarding the missing link between Wheathampsted and Luton (Sustran 57)– LBC advised that this had been passed on to the Highways Department. LBC also suggested that it may be worthwhile that someone from the LBC Surface Access Dept be invited to the Committee to give some useful input regarding Surface Access including Cycleways.

## **7.0 Correspondence Received since October 2021**

7.1 Members noted the correspondence.

## **8.0 Any Other Business and Next meeting Dates**

8.1 Members enquired regarding DfT Information gathering on the functionality of Airport Consultative Committees and asked what arrangements had been put in place for LLACC Members to give their thoughts to forward on to the DfT. The Chairman advised that he will be sending an email out to all members giving an opportunity to write back to him, in confidence, answering the questions.

As background the Chairman advised that the DfT Guidelines for Consultative Committees were refreshed on a regular basis, the last review being in 2014. The DfT were looking at refreshing the guidelines and were seeking information on how well Consultative Committees were performing, whilst recognising what works for Gatwick may not work at another airport and vice versa. There was a lot of variety in the way Consultative Committees worked and DfT were looking for ideas on how to improve and adjust their guidelines in the future. The Chairman reiterated that it was not a government public consultation but an exploratory information gathering exercise from the DfT and only one answer from each ACC would be accepted. The Chairman undertook to send a word document to each member to comment on and once the answers had been received, he would craft a suitable response on behalf of Luton.

All  
Members

8.2 Reference was made to the LLACC website and the potential for it to be updated, including the wording regarding the description of the LLACC and its function. The Chairman agreed that if members wanted to make any input, they should email him or the Administrator with any suggestions. Minor adjustments could be straightforward but anything significant would need LLACC endorsement to take forward.

All  
Members

8.3 Date of Next Meeting

4th April 2022

