

Monday 8<sup>th</sup> April 2019 – 13.00hrs. Putteridge Bury Conference Centre

**Members**

Mr M Routledge	Chairman
Cllr M Muir	Vice Chairman North Herts District Council
Cllr T Shaw	Luton Borough Council
Cllr M Dolling	Luton Borough Council
Mr M Nidd	LLATVCC
Cllr Jane Timmis	Dacorum Borough Council (Sub)
Cllr D Bowater	Central Bedfordshire Council
Ms L Attrup	LADACAN
Mr J Hale	STAQS
Mr J Beavis	Breachwood Green Society
Mr D Healey	NATS
Cllr N Glover	Buckinghamshire County Council
Cllr S Clark	Hertfordshire Association of Parish & Town Councils
Mr D Godfrey	PAIN
Cllr J Gardner	Stevenage Borough Council
Mrs R Webb	BMKALC
Mr P White	FOWP/SLAE
Cllr R Mills	St Albans City District Council
Mr A Lavender	Freight Operators (sub)

**Officers Representing**

Mr N Thompson	LLAOL Operations Director
Mrs C Armstrong	LLAOL Head of Passenger Services
Ms N Morris	LLAOL Community Noise Officer
Mr A Wong	LLAOL Airspace Performance Assessor
Mr D Sweetland	Buckinghamshire County Council
Ms A Gackowska	LLAL
Mr D Gurtler	Luton Borough Council
Mr S Mendham	Dacorum Borough Council

**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 were received from:

Alberto Martin – CEO LLAOL  
 James Dontas – Flight Operations Manager - LLAOL  
 Cllr A Wright - Buckinghamshire County Council  
 Mr S Shearer – Freight Operator DHL  
 Cllr R Berry - Central Bedfordshire Council

Cllr D Barnard – Hertfordshire County Council  
Ms Sophie Dekkers – EasyJet  
Mr M Ryles - Airline Representative (Wizz)  
Mr J Richardson - Bedfordshire Chamber of Commerce  
Lis Greet – Breachwood Green Society  
Ms L Symes - North Herts District Council  
Cllr P Irwin - Aylesbury Vale District Council  
Mr G Gayle - Airport Union Representative  
Cllr A Brewster - Hertfordshire County Council  
Ms L Aspite – LLAOL Environment Manager  
Mr N Bradford - LLAOL Stakeholder Communications Manager

1.2 The Chairman welcomed attendees to the April Meeting

**2.0 Consideration of Stop Luton Airport Expansion’s application for Membership of LLACC**

2.1 A presentation was received by LLACC members from ‘Stop Luton Airport Expansion’ in support for their application for membership on to the Committee. Following some discussion by members regarding the application it was finally agreed that ‘Stop Luton Airport Expansion’ be elected onto LLACC.

The Chairman Welcomed Stop Luton Airport Expansion to the Committee

**3.0 Minutes and Matters arising from the 21<sup>st</sup> January 2019**

3.1 Members noted the minutes from 21<sup>ST</sup> January and agreed these as a correct record of the meeting. The Administrator undertook to publish the minutes on the website.

3.2 Item 3.9 – Members felt that LLAOL should not be seeking to vary the planning conditions but should be taking more steps to avoid the noise contour limits being breached in the first instance. LLAOL advised that there were a range of measures such as quota counts and movements numbers in the noise conditions already in place which were being adhered to and that new, quieter aircraft were being introduced. LLAOL had incentivised their introduction; however, quieter aircraft were not expected in numbers for another few years. Many Members felt that was not sufficient reason for the airport apply for a variation to the planning conditions.

Item 5.5 – Members again referred to the delay in responses from the Flight Ops Team to complaints and concerns raised by the general public and Members of the Committee. LLAOL confirmed that staffing levels had been restored and delays should not occur in future.

**4.0 Report on Noise & Track Sub Committee – 20<sup>th</sup> March 2019**

4.1 Members were advised that the NTSC had met on the 20<sup>th</sup> March 19 and that data from the 4th Quarter of 2018 had been reviewed.

4.2 Members discussed in detail the content of the quarterly report and noted that passenger numbers had increased by 12.5% and total traffic movements by 6.4%;

total movements in the night period had increased by 19.4% and the early morning period had also increased by 16.4% when comparing with the same period last year.

- 4.3 Members noted that CDA compliance continued to be good at Luton and was currently running at 91% of all arrivals and this continued to be better than most other airports.
- 4.4 The noise monitor results showed that most departures continued to produce noise levels in the range 70-76 dB L<sub>A</sub>max. The total number of recorded departure noise events registered at greater than 80 dB and above for the period was 29 by day and none by night; last year for the same period the figures had been 23 and 0 respectively. There were no noise violations by day or night and members again noted that the night-time noise contour area had increased by 25%.
- 4.5 The Airport had issued 8 track violation fines for poor track keeping on departure. It was noted that 97.6% of all aircraft flew on track.
- 4.6 The number of complaints had decreased from 2,446 last fourth quarter to 1,455 in the same period in 2018. The number of complainants was 144 in the 2017 fourth quarter and was 415 in 2018. The number of new complainants was 39 compared to 56 in 2017 and complaints relating to westerly departures still formed the largest percentage of complaints.
- 4.7 Members were advised that the airport had operated within the planning limits for both the early morning and night quotas.
- 4.8 NTSC members discussed the complaint statistics and the need for night time aircraft movements and the increase in the early morning departures due to newly based aircraft by one airline. Members also discussed various factors for selecting runway usage.
- 4.9 Members noted that the reasons for the 25% increase in the night contour area was primarily due to ATC delayed flights across Europe.
- 4.10 Boeing 757 Departure Tracks – Following concerns raised by a Member, LLAOL presented their analysis of departure tracks used by this aircraft type in November/December 2018. It showed that 7 of the 10 aircraft tracks studied fell within the agreed track swathe, and 3 were off track. On further investigation the 3 off track were much higher and therefore likely to be quieter.
- 4.11 Section 73 Application - LLAOL informed that the formal application and related technical papers would be submitted soon. It would then need to be validated by LBC planning authority before a period of public consultation could take place.

Concern was raised by some Members that LLAOL were attempting to change the terms of the original planning consent because they were growing too quickly; they questioned why LLAOL felt that it was right to seek to change the planning conditions rather than to regulate activity within the approved

conditions. LLAOL advised that they were working very closely with the airlines to keep within the conditions of the planning consent.

- 4.12 Noise Monitoring Programme - LLAOL advised that the noise monitoring from 2018 had been completed and would soon be reported. The programme for 2019 was to be changed as no monitoring had been carried out during January and February this year. It was now planned to carry out longer duration surveys of 12 weeks to achieve ample measurements on the main aircraft types. LLAOL informed that the new monitoring programme for 2019 would be issued over the coming weeks – committee members debated the need for the longer surveys and agreed that they would produce more meaningful results.
  
- 4.13 London Luton Airport Departures and Arrivals Future Airspace Strategy Implementation South (FASI-S) - LLAOL advised that a workshop had been held on 27<sup>th</sup> February to develop the Design Principles for the FASI-S Airspace Change Proposal that aims to achieve a whole scale re-design of airspace, with implementation by January 2025. A second design principle workshop had been arranged for 5<sup>th</sup> April 2019.
  
- 4.14 Swanwick Airspace Improvement Programme – Airspace Deployment 6 - LLAOL informed of their support to NATS in reducing complexity in the upper airspace levels of TC Essex for implementation prior to December 2020; to take into account London Stansted and London Luton arriving aircraft both using the same holding stack (LOREL). The concept of a new stack for Luton was mentioned. As for FASI-S, the Design Principles needed to be resolved. Once implemented, this could mean different arrival routes to the Airport.
  
- 4.15 RNAV 1 Procedures on the Runway 26 Brookmans Park Departure Routes: Post Implementation Review (PIR) - LLAOL advised that the CAA PIR on the westerly Match/Detling RNAV departure routes was expected in August 2019 (the procedure had operating since February 2017). The data for the CAA to review had been submitted by LLAOL in October 2017.
  
- 4.16 Luton Airport Noise Action Plan: 2019-2023 - LLAOL advised the NAP had now been approved by Defra and published on the Airport's website.
  
- 4.17 Breachwood Green: Ground Noise - Concern was raised over ground noise being experienced at Breachwood Green, LLAOL informed that there were limits in place constraining the use of Auxiliary Power Units (APU's) for all stands but agreed to investigate this noise problem further.
  
- 4.18 Air Quality Monitoring - LLAOL advised on the monitoring of air quality, and noted that the monthly reports were published, and a summary is provided in the Annual Monitoring Report. It was requested by members that a report be provided to LLACC and a presentation given at the next LLACC meeting in July.

## **5.0 Report on PSSC Meeting 20<sup>th</sup> March 2019**

- 5.1 The Chairman advised that in addition to himself only 2 ex-officio members were in attendance: the Which? Member and the PRM representative. He commented that while recognising the pressures on LLACC members' time the

attendance at this meeting was not in line with the desire expressed by the LLACC members in October last year to adopt in full the DfT Guidelines for ACCs which place equal emphasis on both noise and passenger experience issues. The Chairman again reiterated the need to encourage membership by LLACC to sit on the PSSC. There was also some discussion on whether the Air Transport Forum could be incorporated into the PSSC (this is to be investigated further). The Cllr from HAPTC expressed possible interest in attending future PSSC meetings.

- 5.2** The PSSC had considered the Airport's report on feedback from customers and noted that there had been significant social media attention around possible strike action by some contractors; there had been a spike in car parking complaints in December caused by capacity issues; complaints about ground handling had focused on check-in queues, gate delays and the lack of support or information during delays. This last element had been exacerbated by a Wizz Air change to hand baggage policy which seemed to have caught several passengers unawares. Positive areas: the transit through Security was generally good and the Immigration Service was also performing well.
- 5.3** The PSSC were briefed on the changes within the Terminal Operations Team and were informed that the multi-lingual host role was changing with staff being trained to deliver a broader spectrum of advice as passenger services assistants. Elsewhere within the Terminal there were only 2 concessions still to open, an additional business lounge was coming in to use and there would in future be pushchairs available for arriving passengers with children to use until they could reclaim their own buggies in the baggage hall.
- 5.4** On PRM services the Airport was meeting all the mandatory targets even though the PRM demand had increased by 19% in the last year (and now stood at around 23,000 passengers). The main criticism was still the waiting time for the Ambulift service to meet arriving aircraft although it was stressed that the performance required was within 20 minutes of being chocked on the stand.
- 5.5** Car parking provision was discussed and the PSSC noted that the total spaces would increase from 8200 today to 9717 once the second multi-storey car park opened. Members were advised that work was progressing well and that it was anticipated that the new drop off would be open in July and that the remainder of the car park would start to open on a floor by floor basis.
- 5.6** The publication of the Surface Access Strategy was noted and the PSSC members commented again that there might be value in combining the PSSC and the Transport Forum in a single entity as both were concerned with elements of the passenger experience.

## **6.0 London Luton Airport Reports**

- 6.1** Members noted that the airport had made a good start to 2019 and welcomed approximately 12% more passenger in the first quarter when comparing with last year.
- 6.2** Snagging works of the transformation project were ongoing following completion at the end of last year and outside the terminal major building works continued with the construction of the second multi story car park and Taxiway Foxtrot.
- 6.3** Members were advised that work on the DART light rail project between Parkway Station and the Airport was progressing well and once completed would replace the shuttle bus service currently running between Parkway Station and the Airport Terminal.
- 6.4** Members were advised on personnel changes within the Flight Operations Team and Terminal Operations team and noted that James Dontas the Flight Operations Manager was going to the CAA on secondment for a year.
- 6.5** Luton continued to see an Increase in On Time Performance and was currently outperforming the other London Airports.
- 6.6** Members noted that security continued to demonstrate a consistent performance across all percentiles with half of all passengers transiting the security process in 9 minutes or less and in the 90<sup>th</sup> percentile experiencing queue times of up to 15-minutes to get through Central Search.
- 6.7** Immigration had seen an improvement in performance when compared with the previous reporting period with passengers experiencing 22-minute queue times in the 90<sup>th</sup> percentile. The project to enhance the queuing system and wayfinding within the Immigration hall was having a positive impact across all KPI's. The ACS Gate throughput was 79.3% in February and was the highest it's been since the gates were first introduced in 2013.
- 6.8** Members noted that the new quiet space in the departure lounge was now open and included a new changing places toilet facility. Members also noted the new initiative to provide a better experience for families travelling with young children by offering complimentary pushchairs to carry children from 6 months on age to 3 years between aircraft arrival gates and the baggage reclaim hall.
- 6.9** Passenger volumes in the quarter (January to March) were up by 12.2% when compared with the same period in the previous year. This was largely due to 3 additional based aircraft.

## **7.0 LBC Reports**

### **7.1 LBC Briefed on the various planning applications:**

New Century Park – LBC stated that they wanted to make members aware that the application had been referred to the Secretary of State (since it involved over 5,000sqm of office floorspace in an out of town location) who had 21 days to respond, however he also had the power to keep extending the period for response or to issue an Order directing the Council not to determine the application until he had made a decision as to whether or not to call-in the application for a public inquiry.

Application to Vary Condition 10: LBC informed that they had appointed Cole Jarman Associates to review the noise aspects of the planning submission and following the receipt of their report LBC had met with LLAOL's consultants to discuss the issues raised. A Regulation 25 notice (under the Environmental Impact Assessment Regulations 2017) had been sent to LLAOL's consultants requiring further information to be submitted, the Cole Jarman report was attached to this letter. LBC confirmed that the report and the letter had been uploaded to the Council's planning portal (link: <https://planning.luton.gov.uk/online-applications/>) and could be viewed by entering the application reference 19/00428/EIA in the 'search' menu and then clicking on the 'Documents' tab.

Further lengthy discussion ensued on various issues including the impact on local infrastructure and surrounding villages, cross boundary issues and air pollution.

### **7.2 Members noted that Power Court is the intended location for Luton's new Football Stadium but would be subject to a Section 106 Planning Legal Agreement.**

## **8.0 Update from LLAL on DCO**

### **8.1 LLAL update on development progress to date and informed that:**

In December 2017 – they had published their Vision Statement.

Between February - June 2018 – they had developed their non-statutory consultation (NSC) process.

Between June - August 2018 – LLAL had undertaken their non-statutory consultation.

Between September 2018 - February 2019 – LLAL had considered the feedback from the NSC (892 responses were received) and consequential development of a preferred option.

In February 2019 – they had announced their preferred option along with the non-statutory consultation results.

LLAL intend to develop a statutory consultation on a 2 terminal option north of the runway, which would be phased and would grow as passenger numbers grew. Their intention was to consult during the summer on their plans to grow the airport to some 32mppa by 2040. LLAL asked that if anyone had any

suggestions on the plans they should contact them as they wanted everybody's voice to be heard.

Proposed timelines moving forward were:

Jan to Autumn 2019 - detailed design development & preparation for statutory consultation  
 Autumn 2019 - Statutory consultation  
 Oct 2019 to Jun 2020 - preparation of DCO submission  
 Jun 2020 - Submit DCO Application  
 Summer 2020 to Autumn 2021 - Review period by Planning Inspectorate  
 Autumn 2021 - Decision expected subject to satisfactory review process by Planning Inspectorate

Members questioned who LLAL have been in contact with apart from statutory host authorities. LLAL informed that they had gone to the next level and been in contact with those who are overflowed and various sub groups. Members asked if they could be given details of who the various sub groups were representing and also asked that LLAL engage with the various Parish Councils once local elections had taken place.

## **9.0 Correspondence Received since January 2019**

There was no correspondence to report

## **10.0 Any Other Business**

- 10.1** Cllr Dolling announced that this meeting was his last and gave thanks particularly to the Noise Insulation Committee for the work they had carried out. The Chairman thanked Cllr Dolling for his many years of service on the Committee and passed on best wishes for the future on behalf of the LLACC Committee members

No further business was discussed, and the meeting closed.

## **10.2 Dates of Next Meetings:**

LLACC:	8 <sup>th</sup> July 2019
	21 <sup>st</sup> October 2019
NTSC & PSSC:	5 <sup>th</sup> June 2019
	4 <sup>th</sup> September 2019
	18 <sup>th</sup> December 2019