



Monday 19th April 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 P Clark	North Herts District Council
Cllr D Mitchell	St Albans City and District Council
Cllr S Clark	Herts Ass of Parish & Town Councils
Cllr P Parry	Beds Ass of Town & Parish Councils
Cllr D Bowater	Central Bedfordshire Council (substitute)

Officers Representing

Mr A Martin	LLAOL - CEO
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 J Rayner	LLAOL - CCO
Mr N Bradford	LLAOL - Communications Manager
Mrs C Armstrong	LLAOL - Head of Passenger Services
Mr D Gurtler	Luton Borough Council
Mr D Wilson	St Albans City and District Council
Mr N Green	Buckinghamshire Council
Mr C Hall	LLAL
Mr P Donovan	Herts County 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 from:

Mr N Thompson – LLAOL Operations Director

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 E Perry - Central Bedfordshire Council
Mr C Sheffield - Buckinghamshire Council
Ms L Symes -North Herts District Council
Cllr D Barnard - Hertfordshire County Council
Cllr J Graziano - Kings Walden Parish Council

2.0 Minutes and Matters arising from LLACC Meeting 25th January 2021

- 2.1 The Chairman enquired if there were any changes or objections to the minutes from 25th January 2021. None were raised and the minutes were accepted as a true record of the meeting held on the 25th January 2021

The Administrator undertook to have them published on the website.

2.2 Matter Arising

Item 2.2 – the Chairman informed that Surface Access would be added as an agenda item at the July meeting. David Franks requested that the Highway Authority are invited to attend the discussion regarding surface access.

Item 3.2 – members questioned the commitment to publish the Carbon Reduction Plan for Scope 3 emissions and whether it was the same Carbon Reduction Plan that was promised at part of the 19m Planning Application and if so, would the Planning Application Reduction Plan be available on the portal for members to review, consider and provide comments on before any planning determination was made. LLAOL informed that it would be published in due course and informed that the airport was still on track to disclose their Scope 3 emissions. The airport was currently in the process of verifying the data prior to publishing alongside the Sustainability Reports in the summer. LBC informed that the airport had discussed their Carbon Reduction Plan with LBC and would be submitting it soon; it would appear on the Planning Portal.

Item 2 – it was suggested by a member that for clarity purposes for any member of the general public who may read the minutes that reference to the comments made relating to the stringent noise conditions currently in place at Luton which had been set by the Local Planning Authority were also the subject of another planning application to have them removed and that the application was being dealt with by the same local planning authority whose parent Council were also the airport owners.

Item 3.2 LLAOL informed that a full list of beneficiaries of the Community Trust Fund was provided for 2020 at the last meeting and that they were happy to share this list on an ongoing basis depending on demand.

Item 4.12 –LADACAN referred to queries they had raised regarding the 19mppa application document on the lack of clarity in the data. Although a response has been received from LLAL it was not entirely clear whether there would be any additional information or data supplied as part of the application. LLAOL advised that they had been working on the planning application for the past 2 years and continue to work closely with the local planning authority and were following the planning process regarding the information that was required to be submitted.

Item 4.14 – funding a gap in the cycle route – LLAOL informed that a member of the surface access team was meeting with the local authority in Luton and would raise the issue at that meeting.

Item 4.15 – it was questioned how easyJet were approaching their carbon off-setting commitments – LLAOL informed that easyJet were one of their main partners and had undertaken a rigorous process in selecting their carbon off-setting programmes. They were only working with programmes that met global standard accreditation. LLAOL also advised that they had met with the sustainability team at easyJet who were pleased to hear about the interest LLACC had shown and would be happy to share information on what they are doing on a regular basis. Concern was raised by members that easyJet's commitment was very general and non-specific on the information on how they intended to off-set; it was suggested that planting trees in Scotland was unlikely to have any effect on the pollution being suffered more locally to Luton. It was felt that easyJet should be more innovative on ways for reducing carbon. The question of what other airlines were proposing to do in this space was raised. LLAOL informed that off-setting was a science which was in constant development and easyJet were working on globally recognised off-setting schemes to ensure reductions were being met and would move into more locally recognised projects/ programmes as things progressed. LLAOL also informed that Wizz Air had one of the youngest fleets in the UK, both easyJet and Wizz Air are key partners at the airport.

Item 7.4 – LBC informed that they would not be taking into account representations that had been received on the previous planning applications which had now been withdrawn; this followed normal Planning practise and to do otherwise would be inappropriate and possibly open to a judicial review.

Further discussion ensued regarding the process of when the Development Control committee would be meeting, and it was noted that virtual committee meetings would be stopped from 6th May in LBC. The Development Control Committee would be looking at the structure of future meetings and it was advised that the general

public would have the opportunity to speak. LBC informed that in the planning history section of the report there would be a record that there had been an application submitted that was withdrawn and it was hoped that a list of all the representations could also be added.

Members requested what the application decision timelines might be because of the already lengthy process and the need to avoid consultation fatigue by some. LBC informed that it could go to committee in June, but this would be dependent on the information being sent from the airport as well as a requirement for LBC to give a 30 day press notice for members of the public to respond. Further discussion ensued regarding the appropriateness or not of the Local Authority deciding this application versus it being called-in for a decision by the Secretary of State.

3.0 London Luton Airport Report

- 3.1 The LLAOL's CEO referred to previous members comments regarding 19mppa planning application and the reference that was made regarding the proposed changes to the stringent noise conditions as part of the application. LLAOL clarified that the proposal was a slight amendment on the noise contours, but other limits would not be amended, and that Luton would still have some of the most stringent conditions in the UK.

LLAOL added that the proposed application was also being supported by some of the region's biggest business groups including by CBI; FSB and the Chamber of Commerce.

- 3.2 The CEO briefed members on the continued impact the pandemic was having at the airport and stated that from the very beginning the key focus was on safety and ensuring safe travel for those who people who had to travel. Work continued to make sure the airport remained compliant with all Government Guidelines and conditions. Members were advised that a drive-through testing facility had been opened in one of the car parks and a new terminal testing facility for passengers had recently opened. Luton continued to work with Government and the Aviation Industry to feed into the Global Travel Taskforce and establish the necessary conditions to keep travel possible, for those who needed to travel and to look at the reopening of routine travel as soon as possible.
- 3.3 Airspace AD6 Consultation (proposals to change the arrival routes) closed in February, it had a very good response with 2400 formal responses being received and these were now being worked through before a formal proposal would be submitted in June.
- 3.4 Airspace Modernisation Programme – the DFT had confirmed that a total £5.5m of funding had been made available to ensure UK airports could continue to develop

airspace proposals. LLAOL added that it was pleasing to see the support for the programme from the community groups and highlighted the importance and the benefits of modernised airspace for both communities and the industry.

- 3.5 LLAOL referred to the A321 NEO aircraft fleet and that Wizz Air had taken delivery of their first 3 which were to be based at Luton.
- 3.6 Surface Access – An additional fast train had been announced connecting St Pancras to Luton Parkway and together with the DART would be a game changer in connectivity particularly from a sustainability perspective.
- 3.7 LLAOL referred to the importance of their continued support to and ongoing work with the local communities even whilst losing around 80% of their passenger traffic. It was noted that in the first quarter the airport had awarded 3 Community Trust Fund Grants in line with the airports community focus on a 'Healthier Today and Skilled Tomorrow' for Bounce Forward – a mental health charity in Central Bedfordshire, Abbey School in St Albans and Breachwood Green Primary School. The airport had also supported the post-COVID stability recovery fund that supports projects that have been adversely affected by the pandemic in Luton and the surrounding areas.
- 3.8 LLAOL had formally launched their new Charity partnerships with Luton Food Bank and the East Anglian Air Ambulance Service.
- 3.9 LLA Hero's continued to provide help to local charities and community groups and had also stepped forward to help with the vaccine roll out across the region. LLAOL had teamed up with LBC to use one of the airport car park shuttle buses as a mobile rapid testing and vaccination facility.
- 3.10 LLAOL advised members that for the first quarter of 2021 passenger volumes had been just 10% of the same period in 2020, a drop of 90% in traffic. There had been much uncertainty and challenging times not knowing when travel would resume and with volumes being much lower than initially expected. LLAOL were continuing to do everything they possibly could to protect the business, however unfortunately some jobs had been lost and some might still be at risk as the pandemic continued. It was stressed that this affected not only LLAOL directly but also those who also relied on airport, indirectly, from a business perspective; it was not just about the current situation but on the recovery and the challenges that would go with it. LLAOL continued to do all they could to protect their people, jobs, community, revenue streams for the council and all the projects they supported. LLAOL thanked their whole team for helping to keep the airport afloat.

- 3.11 The Chairman questioned if there was any idea on how quickly things may pick up from the end of May or if there was still a lot of uncertainty. LLAOL informed that airlines would be driven by demand and were ready to be able to provide capacity when they are able to; however, airlines still needed to plan ahead and look far beyond the next 2 years. LLAOL needed to provide them with the support to plan ahead and give them the opportunity to keep operating at Luton Airport to avoid them moving elsewhere. This was why it was important to LLAOL to be able to provide additional capacity for airlines to plan ahead. In terms of the airlines' views regarding recovery, it was very unclear what their plans might be but the airport was working closely with them to meet their potential demand which remained very difficult to predict.
- 3.12 Members referred to the fast train from St Pancras and whether it was the East Midland train that was announced over 12 months ago that was now just going into operation and not an additional train. LLAOL informed that the train was officially announced in February and would be introduced in the May timetable; it would provide a half hourly service and would take under 25 minutes to the centre of London.
- 3.13 Reference was also made regarding east west surface access that needed to be addressed particularly for the villages east of Luton and why nothing is being heard regarding what could be done on the rural lanes. CH from LLAL committed to take the comments back to LLAL for them to update and report back. Members were advised that LLAL had been looking at the DCO in the light of the pandemic and other events including Brexit and advised that the DCO was still ongoing, but some aspects of the application would probably be revised. LLAL confirmed that the DCO would not be submitted in 2021.

Members thanked the airport for their comprehensive report and for all the hard work the airport have been doing over past 12 months to make best use of the airport's facilities.

- 3.14 Members made further reference to the Planning Application; it was felt by many that an increase of 1mppa was significant for many of the surrounding communities and raised much concern. However, with the suggestion that the increase would give the airlines a certainty for planning, it was asked if that would give airlines the option to look at planning for quieter aircraft and to give a schedule for replacing their older jets with the new quieter NEO jets. LLAOL stated that as part of the application there were certain assumptions around how the fleet would be deployed but eventually it would be up to the airlines on how they deployed their fleets worldwide. LLAOL continued to work together with the airlines, many of which had the youngest overall fleets, to incentivise their plans. They also needed to know

they could rely on Luton airport as their base for operation when demand came back; it was noted that irrespective of when demand increased if airlines did not see the support they need they could take their fleet somewhere else.

- 3.15 Reference was made regarding On-time performance (OTP) and it was suggested OTP was counter intuitive with the performance worsening in the last 3 months and questioned whether there was an underlying cause why departures had not been so reliable. LLAOL agreed to investigate and report back.
- 3.16 In terms of surface access, it was noted that about 63% of all Luton passenger arrived by road in one way or another and it was asked if there was any reliable estimate on what improvement the DART would achieve. LLAOL stated that the important issue was to provide passengers with options. The DART was a LLAL project, but LLAOL were fully supportive and working in partnership LLAL. They believed that providing an option for those travelling would have a positive impact of the modal shift. LLAL stated that they did have a goal to achieve 45% of the airport passengers arriving by public transport over a 20 year period and that the DART was a key to helping deliver those improvements.
- 3.17 Further reference was made regarding 19m passengers and how could the airport justify an increase in passenger traffic when they had not been able to mitigate the noise issues that were in the conditions of 2013 Planning Application. It was suggested that even with the gradual introduction of quieter aircraft, the airport would still not be able to deliver on noise issues, particularly on the westerly departure route. LLAOL stated that they were still in the process of making the application that contained their strategy, proposals and mitigation plans on how they proposed to address and look at the impact of noise and how it could be mitigated. All this was included in the consultation process of the Planning Application giving the public the opportunity to respond. LLAOL also stated that there was also the Noise Action Plan with targets that were being worked through together with a review of the Noise Abatement Departure Procedures and steeper arrival approaches all of which might help mitigate the noise impact.
- 3.18 Members referred to the ACL slot allocation for the summer and the large decrease in seat availability by easyJet which appeared to have been picked up by Wizz. It was noted that many of the routes that had disappeared seemed to be the business routes to the western European capitals. Members enquired whether this would be for this summer only and when things do improve would those slots become available again to easyJet or is it a permanent position. LLAOL informed that this had been a blanket decision across the UK and was the case for the summer and they would be waiting to see what happens for next winter. As things currently stood airlines could cancel routes but there were some rules on what they could do and

they also retained their grandfather rights to continue those operations in 2022. For the airport this meant they were declaring as full (on paper) until such time as those waivers went away; then if an airline did not operate the slots they would not retain their grandfather rights for the future.

- 3.19 It was noted that as a good regional airport there was a need for a more coherent discussion on surface access as many of the local roads, particularly to the East in Hertfordshire, were at capacity even when the airport was at 18mppa. There had been much debate but no clear plans to improve the situation and reduce those travelling by car to around 45% of passengers. LLAOL advised that there was a full Transport Impact Assessment linked with Project 19 with all the impacts and mitigations set out very clearly as part of the application.

The Airport Surface Access was taken very seriously hence there was a standalone Airport Surface Access Strategy that sets out targets for all the modes of transport and looked at east/west connectivity as well and north/ south.

The Chairman suggested that a possible session be proposed for July to receive a full presentation on Surface Access and review all the data relating to the Airports Surface Access Strategy.

LLAL informed that there was ongoing engagement specifically relating to surface access with officers from Herts CC and separately Planning Officers were also being updated across the whole of the engagement piece (ie environment, highways, surface access or bio diversity) on progress.

LLAL also confirmed that there would also be a further period for consultation on the DCO.

4.0 Report on Noise & Track Sub Committee from 17th March 2021

- 4.1 The total passengers served had decreased by 85.7% and total traffic movements decreased by 67.6%. The total movements in the night period, 23.00-07.00, decreased by 63.4% from those for the fourth quarter last year. The early morning movements were fewer by 68.4% than those in the fourth quarter last year.
- 4.2 The airlines had achieved Continuous Descent Approaches (CDA) for 85% of all arrivals, which was slightly less than in the same quarter in 2019 when it had been 89%. 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 52.8%. The Airport had issued three track-violation fines, due to poor track keeping.

- 4.3 The number of complaints had decreased from 2,601 in the last fourth quarter to 739 for the same period 2020. The number of complainants were fewer at 57 in the fourth quarter of 2020 compared with 197 in 2019. The number of new complainants was 12; in the same quarter in 2019 the number had been 59. 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. Runway usage was 81% westerly operations.
- 4.4 Regarding the limit on early morning shoulder activity the total for the preceding 12 months had been 2,525 (limit 7,000). The limit on night quota activity – 23.30-06.00 total for preceding 12 months was 4,520 (limit 9,650). The figures again reflected the impact of the ongoing pandemic.
- 4.5 NTSC Members had discussed the quarterly report in detail particularly the violations by executive jets and the temporary relaxation of QC based restrictions to facilitate cargo aircraft (some transporting essential Covid related goods). The Airport's actions to address those reporting multiple complaints was also reviewed.
- 4.6 AD6 (the new arrivals routing) – was discussed and LLAOL advised on the extensive public consultation and numerous responses, and advised that analysis of responses was on-going and would lead to three formal stages to be completed:
3D: Review of responses; 4A: Any changes to design; 4B: Final submission to CAA
- These documents will be issued by 25th June and the CAA will provide their response by September 2021. If the design was approved, the expected implementation could be by February 2022. One NTSC member raised concern that the consultation documents, although in line with CAA advice, failed to explain adequately the noise implications. LLAOL advised that this was a matter for the CAA.
- 4.7
- 4.8 FASI-S – NTSC members were advised that the extensive re-organisation of flight paths in southern England was not proceeding and was awaiting Government funding. LLAOL informed that Parliament were processing the "Air Traffic Management and Unmanned Aircraft Bill" and if approved would allow Central Government to direct Airports to develop airspace proposals. *Post meeting – Central Government on 19th March informed that £5.5 million will be made available to aid industry to develop and evaluate new flight routes to modernise airspace.*
- 4.9 NADP Trial - LLAOL advised on the proposed trials for this summer on the effectiveness of the Noise Abatement Departure Procedures (NADP) used at London

Luton Airport. It will involve two key operators, operating either Boeing 737 or Airbus A320 family types, for periods for their westerly departures using the NADP1 procedure designed for close in noise reduction and then the NADP2 procedure designed for noise reduction at more distant locations.

During the 3 month trial, seven noise monitors will be deployed, at locations from South Luton to Markyate and Flamstead. The results (noise, air quality, and movement data) will be analysed towards the end of 2021; to seek benefits associated with certain NADP procedures.

The trial data and analysis will be shared with NTSC members and will allow LLAOL and NTSC to make a recommendation to operators as to which NADP procedure is preferred at Luton. Currently the main operators use for runway 26 departures a NADP2 type procedure.

NTSC members welcomed the trial and offered suggestions to maximise the benefit of the trial including the:

- need for a peer review of such studies from other UK airports, e.g. Birmingham, Heathrow (see pp 99 – 101, CAP1691),
- need for all main operators to take part, in particular Wizz Air,
- need for further noise monitors further along the departure track,
- need to quantify effect on fuel usage and emissions,
- concern over planned relaxation on noise and track violation policy during trial.

- 4.10 FLOPS-C Attendance - LLAOL advised that the committee had not met recently; LLACC/NTSC were represented by the Chairman who if unavailable could ask another NTSC Member to represent him.
- 4.11 Airport Noise Contour Production - It was suggested that a note on how the noise contours were produced should be circulated to all NTSC members.
- 4.12 Airbus A321neo Noise Performance - The disappointing noise results at Luton for this new aircraft were discussed; explanations were provided related to detailed pilot knowledge. It was suggested that now Wizz Air have a based A321neo at Luton, the base captain should be invited to attend NTS-C to give further explanation.

5.0 Report from Passenger Services Sub Committee from 17th March 2021

5.1 Members noted the report.

5.2 LLAOL referred to UK Border Force and advised that they had been paying a lot of attention to preparing for when routine travel restarted particularly to resourcing for E Gates and vetting Passenger Locator Forms. It was noted that there were currently no issues with the process but there was potential for it to be an issue in the future.

The Chairman stated that the PSSC welcomed the very informative presentation given by the Airport Chaplain.

6.0 Luton Borough Council Report

LBC Briefed on the following reports:

6.1 New Century Park – was expected to be decided within the next few weeks.

6.2 Airport Application – The application for the Noise Reduction Strategy was affected by the main application and would need to be revisited.

6.3 Highways and Transport – the Local Transport Plan v4 was expected to be adopted by the Council. The Economic Heartland (EEH) Transport Strategy and National Bus Strategy were also highlighted.

7.0 Correspondence Received since January 2021

7.1 Members noted the correspondence. The Chairman encouraged members to read the various consultations and to respond on behalf of their groups or organisations.

8.0 Any Other Business and Next meeting Dates

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

PSSC – 9th June at 10.30

NTSC – 9th June at 14.00

LLACC - 19th July 21 at 13.00