



Monday 21st January 2019 – 13.00hrs. Putteridge Bury Conference Centre

Members

Mr M Routledge	Chairman
Cllr T Shaw	Luton Borough Council
Mr M Nidd	LLATVCC
Cllr J Timmis	Dacorum Borough Council
Cllr D Bowater	Central Bedfordshire Council
Ms L Attrup	LADACAN
Mr J Hale	STAQS
Mrs L Greet	Breachwood Green Society
Mr D Healey	NATS
Cllr N Glover	Buckinghamshire County Council
Cllr A Wright	Buckinghamshire County Council
Cllr S Clark	Hertfordshire Association of Parish & Town Councils
Mr D Godfrey	PAIN
Cllr R Drewry	Bedfordshire Association of Town and Parish Councils
Cllr John Westbury	Bedfordshire Association of Town and Parish Councils
Cllr J Gardner	Stevenage Borough Council
Mr J Wilkinson	BMKALC (sub)
Cllr P Irwin	Aylesbury Vale District Council
Mr G Gayle	Airport Union Representative
Cllr A Brewster	Hertfordshire County Council

Officers Representing

Mr N Thompson	LLAOL Operations Director
Mr J Dontas	LLAOL Flight Operations Manager
Mr B Timmins	LLAOL Airspace Performance Assessor
Ms S Cartwright	LLAOL Flight Operations CoOrdinator4
Mr N Lloyd	LLAOL Operations Centre Manager
Mrs C Armstrong	LLAOL Head of Passenger Services
Mr D Sweetland	Buckinghamshire County Council
Mr P Donovan	Hertfordshire County Council
Ms J Woof	St Albans City and District Council
Ms A Gackowska	LLAL (substitute)
Ms L Symes	North Herts District Council
Mr D Gurtler	Luton Borough Council
Mr S Mendham	Dacorum Borough Council
Ms L Aspite	LLAOL Environment Manager
Ms G Davies	Central Bedfordshire Council
Peter Brown	Aylesbury Vale District Council
Mr N Bradford	LLAOL Stakeholder Communications Manager

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:

Cllr M Muir – Vice Chairman North Herts District Council
 Mr Robin Porter – LLAL
 Mrs R Webb - BMKALC
 Caroline Danby Officer - Stevenage Borough Council
 Mr K Besgrove - Harrods Aviation
 Cllr R Mills – St Albans City District Council
 Ms N Monk – LBC
 Cllr R Berry - Central Bedfordshire Council
 Cllr D Barnard – Hertfordshire County Council
 Ms R Williams – Decorum Borough Council
 Ms Sophie Dekkers – EasyJet
 Mr M Ryles - Airline Representative (Wizz)
 Cllr C Duran - Hertfordshire Association of Parish & Town Councils
 Cllr M Dolling – Luton Borough Council
 Mr J Richardson - Bedfordshire Chamber of Commerce

1.2 The Chairman welcomed attendees to the January Meeting**2.0 Minutes and Matters arising from the 22nd October 2018****2.1** Members noted the minutes from 22nd October 2018 and agreed these as a correct record of the meeting. The Administrator undertook to publish the minutes on the website.**2.2** The Chairman referred to the review of the Constitution and the proposal to adopt DFT guidelines. The Chairman suggested that if LLACC were to abide by the DFT guidelines they would need to reconfigure and change the current composition of the Committee and to adjust the balance of discussions to ensure that no single interest group or category of issues dominated discussions. The Chairman advised that he had spoken with other Consultative Committee's regarding their composition of members and informed that some have a good mix, some have no community groups, and some have a separate forum for community groups, many have a broader passenger focus than LLACC currently have and have ABTA representatives. The Chairman added that the DFT guidelines were quite explicit around the passenger experience.

The Chairman informed that a new draft Constitution with slight amendments was circulated with the meeting papers for adopting. While funding the activities of the Committee currently undertaken by LLAOL, the Constitution retained the ability to return to Local Authority funding should this be required.

The Chairman referred to the issues regarding the updating of members name in the Constitution and it was suggested that the institutions of members are listed and not individual names to avoid the frequent changes in representation.

- 2.3** The Chairman referred to the proposal at the last meeting for the introduction of the Noise Management Board to replace NTSC. Members were advised that they did not have a substantial debate at the last NTSC and would keep the proposal under review as ongoing business.

3.0 Report on Noise & Track Sub Committee – 19th December 2018

- 3.1** Members were advised that the NTSC had met on the 19th December 18 and that data from the 3rd Quarter of 2018 was reviewed.
- 3.2** Members discussed in detail the content of the quarterly report and noted that passenger numbers had increased by 3.4% but the total traffic movements decreased by 1.25%; total movements in the night period had decreased by 12% and the early morning period had also decreased by 11% when comparing with the same period last year.
- 3.3** Members noted that CDA compliance continued to be extremely good at Luton and was currently running at 93% of all arrivals.
- 3.4** The noise monitor results showed that most departures had produced noise levels in the range 70-76 dB L_Amax. The total number of recorded departure noise events registered at greater than 80 dB and above for the period was 17 by day and none by night; last year for the same period the figures had been 25 and 2 respectively. There were no noise violations by day or night, members again noted that the night-time noise contour area had increased by 4%.
- 3.5** The Airport did issue 3 track violation fines for poor track keeping on departure. It was noted that 99% of all aircraft flew on track.
- 3.6** The number of complaints had decreased from 5,785 last third quarter to 3,175 in the same period in 2018. The number of complainants was 666 in the previous third quarter and was 415 in 2018. The number of new complainants was 180. Complaints about westerly departures still formed the largest percentage of complaints.
- 3.7** Members were advised that the airport had operated within the planning limits for both the early morning and night quotas.
- 3.8** Members noted the forecast of traffic in 2019 and that the forecast for the early morning movement 06.00 – 06.59 next year of 6878 was very close to the planning limit of 7000.
- 3.9** Section 73 Application: Condition 10 Variation – LLAOL informed that they were planning on submitting their application to LBC in 2018. LBC informed that once they received the application it would be reviewed and then the 16 week planning process could proceed with a thirty day public consultation period.

However, LLAOL informed that the Condition 10 Variation as of today's date had not been submitted as they were working through some further suggestions and comments made by LBC following sight of LLAOL's Environmental Statement.

LBC explained that LLAOL had provided the local planning authority with a scope of the anticipated environmental statement and planning application to vary planning condition 10 (noise contours) just before Christmas 2018. However, since the latest information covering the noise contours for the 2018 summer period and the forecast contours for summer 2019 (which had been provided to the Council at the end of November) had not been incorporated within the scoping document, LBC indicated that LLAOL would need to undertake further work and suggested that if the application were submitted as it was then it was likely that the local planning authority would seek more information (which could delay things further). The Council considered that it was best for LLAOL to respond to these points and then submit the application in a complete form.

Members asked LLAOL what steps they were taking to avoid a breach in 2019 as previous mitigation measures had not prevented a breach occurring in 2018. LLAOL informed that they were working with operators to minimise the breach; however, quieter aircraft were not expected for another few years and therefore the requirement would be for the airport to submit an application to vary the planning condition temporarily to avoid any further breach as the airport had grown much quicker than expected. LLAOL confirmed that there was a requirement for the airport to start to bring down noise even further by 2028.

- 3.10 Airspace Change Focus Group - LLAOL advised that recent advice from CAA was that departing aircraft would still be subject to a 5000ft height restriction on climb out due to constraints arising from traffic using other South East Airports. Regarding the options considered for the left-turn westerly departures these would be discussed further.
- 3.11 Members noted the large programme planned for 2019 Noise Surveys, however the committee raised concern that the reports were not being fed back to the communities. LLAOL advised that they had published the noise survey report for Pepperstock, Childwickbury, Stevenage, Sandridge and Redbourn on the airport website but still had a backlog of completed surveys from 2018 to issue. Further discussion ensued regarding processes of communication with communities and Parish Councils, LLAOL advised that as part of the Noise Action Plan they would be looking at Communication channels.
- 3.12 LLAOL informed that the new Noise Action Plan had been submitted and would soon be in place.
- 3.13 The Noise Advisor informed that the INM method used to produce contours had been completely updated and informed that they would use both old and new models for Q1 2019.
- 3.14 A member referred to Heathrow and that they were looking at where they think the 3rd runway should be placed. It was asked if there was a possibility for LLAOL to speak with Heathrow to see if they could help Luton traffic to fly more continuous climb routes.

4.0 Passenger Services Sub Committee

4.1 The Chairman informed that the feedback received from passengers was discussed although the detailed breakdown by category was not available it was clear that the publicity surrounding the case of Mr Justin Levene had created considerable correspondence. Much of this was enquiring about the provisions for PRM at the Airport; some was very negative; and many regular PRM clients took the opportunity to compliment the Airport on the service routinely provided. The incident ranked as one of the top five issues complained about, other issues included Handling agents' performance at check-in, at the gates and in providing information; Smoking just outside the Terminal entrance by passengers (to address this the Airport have installed a new smoking shelter); Strike Action by some contractors; Speed of the Priority Lane which was so popular it was no longer quick enough.

4.2 The Surface Access Strategy had been published and it was noted that the next action would be the Staff Travel survey. There was discussion about the aspiration to improve the modal split for travel to the Airport and it was generally felt that the targets for non-car-based travel were too low. It was also noted that the DART plan would benefit those travelling by rail but it was uncertain whether it would be possible to join the DART at Luton Parkway as a foot passenger. Many used the Parkway car-park and associated bus service at present but the bus service would cease once the DART was operational. There was some discussion about whether the Airport Transport Forum should be absorbed in to the PSSC. It was felt LBC should be represented to inform the Committee on travel issues such as bus routes and nuisance parking.

5.0 London Luton Airport Reports

5.1 Alberto Martin the new CEO for London Luton Airport introduced himself to the Committee and gave a brief background of himself. The Chairman and LLACC members welcomed Alberto to the meeting and looked forward to working with him.

5.2 Members noted that the airport experienced its busiest every year in 2018 with 16.6m passengers using the airport. It also marked the airports official opening of the £160m redevelopment project and the newly upgraded terminal was opening in December by the Transport Secretary Chris Grayling.

5.3 Members were advised that work on the DART project continues and once complete will replace the shuttle bus service between Parkway Station and the Terminal and once complete will run 24 hours a day.

5.4 Members raised several concerns regarding the current expansion and that they felt many of the issues were being ignored. LLAOL informed that the airport site was very constrained, but they were working to make for the best experience possible for passengers. It was stressed that LLAOL do listen to the concerns raised and are always looking and working hard at ways to mitigate many of the ongoing issues.

- 5.5** Concern was raised by a member regarding the Flight Ops team in that they felt there had been a noticeable decline in their performance over the past 12 months and in particular delays in responding to complaints. LLAOL informed that there had been an issue in the later part of 2018 causing a delay in responses, however this had now been resolved.
- 5.6** Members noted that security continued to demonstrate a consistent performance across all percentiles with half of all passengers transiting the security process in 7 minutes or less and in the 90th percentile experiencing a 16-minute queue time and continues to be extremely favourable when comparing with other major airports in UK.
- 5.7** Immigration had seen an improvement in performance when compared with previous quarter with passengers experiencing 35 minutes queue times in the 90th percentile 14 minutes queues in the 75th percentile and 6 minutes queues in the 50th percentile, this was due to the Immigration hall being extended as part of Project Curium and the addition of 4 new PCP desks.
- 5.8** Members were informed that 29,804 PRM passengers were provided with assistance during the reporting period; this was a 20% decrease when comparing with the last Q3 reporting period.
- 5.9** Passenger volumes in the quarter were up by 4.1% when compared with the same period in the previous year.
- 5.10** Members enquired to progress regarding respite routes, LLAOL informed that there are several key stakeholders that the airport are currently in discussion and informed that they would probably arrange a meeting in February to discuss further. The Chairman informed that at the last Air Space Forum Group meeting modelling had indicated that some of the respite proposals will not work and in particular those to the righthand side. Further discussion ensued regard the processes that has been worked through the Airspace Focus Group and the engagement with stakeholders.
- 5.11** Members were advised on the ongoing works to continue to reduce the electricity consumption in the terminal.
- 6.0 LBC Reports**
- 6.1** LBC advised that 3 Planning Applications had been received for the period; one relating to New Century Park and two relating to Bartlett Square. LBC also informed that a big application was expected later in 2019 for the bridge which would cross the A1081 dual carriageway.
- 6.2** Local Plan early review – LBC were awaiting responses from neighbouring authorities.
- 6.3** LBC informed that a Red Route had been declared for Airport Way and was implemented in December, the scheme will be reviewed after six months and will consider any objections before madding any decision to continue the scheme or not.

- 6.4** LBC informed that the DFT have a holding direction in place for the New Century Park application which would restrict determination until issues raised by the DFT had been addressed. The Highways cannot make any decision until the 7th February (the direction is in place until then) if sufficient information (they need to be satisfied that the model works) is not received by then they could continue or decline the application.
- 6.5** Comment was made regarding the application for an Incinerator on Lower Luton Road. LBC agreed to investigate further and report back.

Post meeting note from LBC:

I got in touch with Roy Romans (team leader for minerals and waste at CBC) re the Lea Bank Energy Park – the new name for the incinerator that is proposed off the Lower Harpenden Road. He directed me to a very helpful page that CBC has created that provides an update about project. This tells me that no application has yet been submitted and that the developer (Emsrayne Renewable Energy Limited) is looking to hold back on the submission until a few months after the Brexit departure date, due to the uncertainty associated with that. The link to CBC's page can be seen at:

<http://www.centralbedfordshire.gov.uk/planning/minerals-waste/lea-bank/overview.aspx>

For your information there is a separate incinerator proposal which went through the DCO process a number of years ago and is currently under construction by Covanta, CBC also has a useful link to that project. I am pasting that below so that you can see what was said about that.

<http://www.centralbedfordshire.gov.uk/planning/minerals-waste/rookery/overview.aspx>

7.0 Correspondence Received since October 2018

- 7.1** Aviation 2050- the future of UK Aviation Consultation – LLAOL briefed members on the consultation process and what airports will be looking at.

The chairman stated that he did not propose for LLACC to submit a response but would encourage individual organisation to submit their own.

8.0 Any Other Business

- 8.1** No further business was discussed, and the meeting closed.

9.0 Dates of Next Meetings

LLACC 8th April 2019
 NTSC 20th March 2019
 PSSC 20th March 2019