



Monday 24th April 2023 – 13.00hrs. – via Teams Meeting

Members

Mr M Routledge	Chairman
Cllr A Brewster	Hertfordshire County Council (Vice Chair)
Cllr C Poll	Buckinghamshire Council
Cllr P Parry	Bedfordshire Association of Town & Parish Councils
Mrs R Webb	BMKALC
Mr A Lambourne	LADACAN
Mr G Breeze	PAIN (sub)
Mr J Hale	STAQS
Mr J Morgan	SLAE
Cllr S Ferguson	Huntingdonshire District Council
Mr J Richardson	Bedfordshire Chamber of Commerce
Cllr S Collins	North Herts District Council
Cllr E Moore	St Albans City and District Council
Cllr J Timmis	Dacorum Borough Council
Mr Richardson	Chamber of Commerce

Officers Representing

Mr N Thompson	LLAOL Operations Director
Mrs N Prior	LLAOL - Noise & Airspace Performance Manager
Mr A Wong	LLAOL - Flight Operations Analyst
Mr O Jaycock	LLAOL - Director of Corporate Affairs
Ms L Symes	North Herts District Council
Mr D Gurtler	Luton Borough Council
Mr P Donovan	Hertfordshire County Council
Mr N Bradford	LLAOL – Head of Marketing & Communications
Mr O Connolly	St Albans City and District Council
Mr A Court	NATS (Substitute)
Mr C Hall	Luton Rising

Noise Consultant & Secretariat

Mr D Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator

Apologies for absence received from:

Mr A Martin – LLAOL - CEO
Cllr A MacPherson – Buckinghamshire Council
Mr T Parsons - Hertfordshire Association of Parish and Town Councils
Mrs A May - LLAOL Airspace Performance Assessor
Cllr D Bowater - Central Bedfordshire Council
Mr D Healey - NATS
Ms W Frost – St Albans City and District Council
Mr G Butler – EasyJet
Cllr D Franks – LBC
Cllr S Ferguson – Huntingdon

2.0 Minutes and Matters arising from LLACC Meeting January 2023

- 2.1 The Chairman welcomed attendees to the meeting. Some minor suggested amendments had been received regarding the last minutes and would be incorporated. No further comments on the minutes were tabled and they were taken as a true record for publication.

2.2 Matters Arising

Agenda Item 4.16 - Ongoing issues with Airbus A321 Neo noise – the Chairman advised that unfortunately he had been unable to make any further progress with Airbus, however LLAOL advised that they had been invited to a meeting, along with other airports, of the CAA and DfT Aircraft Noise Monitoring Advisory Committee regarding A321 NEO. LLAOL agreed to update further following the meeting.

LLAOL

Agenda item 4.17 – Public Surgery in Redbourn – LLAOL advised that the Public Surgery was held on the 13th of February. The meeting had been well attended with many people believing that the flight path had changed in that area. LLAOL informed that they explained the procedure for the Match departure route that had been in place since 2015 and there had been no more recent changes.

Noise Monitoring reports – LLAOL advised that they hoped that the reports would be available for the next NTSC.

Admin

The Administrator undertook to have the Minutes published on the website.

3.0 **LLAOL Management Report**

- 3.1 LLAOL gave members a brief overview for Q1 2023.
- 3.2 LLAOL advised that there had been a very strong start for Q1 2023 and were at around 90% of the same period pre-pandemic in 2019 in both movements and passenger levels. They were in a good position to move forward for the rest of the year.
- 3.3 Operational performance continued to be strong particularly at the key touch points of check-in, security and Immigration especially when considering the impact of the PCS strikes within Immigration which had continued to perform well with good support from the military throughout. This had enabled the delivery of the right levels of service against the target 10 minutes for each of the services.
- 3.4 It was noted that the queue times were also reflected in the customer service scores and were exceeding their 80% target with customers scoring high in all areas and in particular feeling safe, secure and confident/happy to travel. This reflected all the work that had been undertaken with the teams around the LLA Way delivering the Airport's Guest Experience Strategy.
- 3.5 LLAOL advised that from the 27th of March the Airport now had a seamless connection between Luton Parkway Station and the Airport Terminal with the opening of the DART. The journey time was less than 4mins on the DART and the half hourly direct service from London to Parkway took only 21 minutes on the new Luton Airport Express. The journey time from London to the Airport was now around 30 minutes and there were connections to over 60 stations on the rail network. This placed Luton amongst the top airports in terms of access via public transport.
- 3.6 LLAOL had created a new position in a Guest Experience Operations Team. They would have an immediate overview of the passenger experience through the terminal and would have the ability to step-in and respond to various aspects including interacting with ground handlers and baggage control.
- 3.7 LLAOL updated on other improvements that were underway in the retail offering in the terminal with new units opening and others being refurbished. A new mezzanine floor was also being added above Franky and Benny's and new toilet blocks were being opened to ensure the Airport delivered the best customer experience they could.
- 3.8 LLAOL reported that they continued to make good progress with regards to sustainability. The Airport's 2040 net Zero road map captured the priority and the focus on renewables and they were moving away from fossil fuels by electrifying vehicles fleets; looking at how to heat and cool the buildings; and focusing on the Airport's emissions. It was noted that LLAOL were also looking at how to accelerate the reduction of emissions and were running some trials including the use of biofuels. LLAOL were also working alongside their airline

partners on Scope 3 (third party emissions) on the drive to Sustainable Aviation Fuels (SAF).

- 3.9 LLAOL briefed regarding the continued work of the community investment programme and advised that they had received 29 applications split between the Community Trust Fund and new Greener Future Fund. The awards would be made in May.
- 3.10 Many of the Airport teams had been out volunteering in the community ie. litter picking; planting trees with schools as part of the Queens Green Canopy; and various events such as the How to Bid Event.
- 3.11 LLAOL informed the committee about the various awards that the Airport had received.
- 3.12 It was questioned whether Luton would be a Sustainable Aviation Fuel (SAF) airport – LLAOL confirmed that it would be happening as SAF would play a significant role in helping the sector to decarbonise, in the short to medium term, to meet the 2050 obligation mandated by both the UK and EU. LLAOL were working with their airline partners to ascertain and understand how exactly LLAOL could facilitate and support the deployment of SAF at Luton. It was suggested that if there was significant interest in SAF an independent speaker might be invited to a future LLACC meeting. Further discussion ensued regarding the implications of renewable energy.
- 3.13 Reference was made to Electric Vehicles - LLAOL confirmed they had already started to transition to electric vehicles and would welcome any engagement on how to accelerate the process and make use of any Government funding.
- 3.14 It was suggested that it was now harder to park cars at Parkway Station. LLAOL agreed to investigate and report back.

LLAOL

4.0 Noise and Track Sub Committee 15 March 2023

- 4.1 Total passengers served had increased by 74%, total traffic movements increased by 20%. The total movements in the night period, 23.00-06.59, increased by 41% from those for the fourth quarter last year and the early morning, 06.00-06.59, movements were up by 60% compared to the fourth quarter last year.
- 4.2 The airlines had achieved CDA for 91% of all arrivals; up on the same quarter in 2021 (89%).
- 4.3 The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L_{Amax} . In this period (2022 Q4) no daytime nor night-time departures were registered at greater than 80 dB. In Q4 last year the comparable counts were 3 and 0.

- 4.4 There were no daytime or night-time noise violations. The night-time noise contour area decreased by 3%. There were 8 track violations in this quarter due to poor track keeping.
- 4.5 The number of complaints had increased from 1,108 in the fourth quarter of 2021 to 2,365 in the same period in 2022. The number of new complainants was 62, up from 12 in the same quarter in 2021. Complaints about westerly arrivals formed the largest percentage of complaints.
- 4.6 For this quarter, runway usage was 80% westerly operations.
- 4.7 With respect to the limit on early morning shoulder activity (12-month movements), total for preceding 12 months was 4,669 (limit 7,000). With respect to the limit on night quota activity (23.30-06.00) (12-month movements), total for preceding 12 months was 9,157 (limit 9,650).
- 4.8 The sub-committee noted that compared to 2021 passenger numbers were up by a greater proportion than movement numbers. This indicated increased load factors on some flights and the use of larger aircraft on some routes. Activity levels were at about 80% of the pre-pandemic figures in 2019.
- 4.9 It was queried why the CDA performance of EL AL was lower than the other passenger airlines. This was attributed to their relative infrequent use of the airport and so reduced familiarity with the operations.
- 4.10 A question was raised regarding the spread of the traffic within the NPR near Redbourn. It was advised that the change of a waypoint which might address this was not practical.
- 4.11 The forecast for 2023 was noted as containing approximately 3,000 more movements than occurred in 2019. Given this the compliance with the passenger cap was questioned. LLAOL advised that the monitoring of passenger numbers was an ongoing activity, and that each airline had a limit re passengers.
- 4.12 It was noted that the number of complaints in the QMR graphs did not match the text, and that Harpenden occurred in both graphs with different values. LLAOL advised they would review and correct the relevant information.
- 4.13 It was requested that the table in section 1.4.1 of the QMR which gives the quota count for various aircraft types be updated to include the Airbus A321NEO and the Boeing 737 Max8.
- 4.14 The fleet composition shown in the graph in section 1.7 of the QMR was discussed. It was noted that the percentage of NEO aircraft was 17%, which was not considered rapid progress by some. LLAOL advised that they changed their charges on 1st January, with higher charges for aircraft that did not meet the latest Chapter 14 standard. A preference for the graph to be in the earlier 'line' format was also expressed.

LLAOL updated on various items including:

AD6 PIR - LLAOL presented an update on the PIR. The process had been extended until 22nd September 2023. LLA was working with NATS to understand the change in noise contour requirements from the CAA. LLA would also be holding a public surgery in Potton on Thursday 30th March, this would be supported by NATS. It was questioned whether someone from the area where the change in the distribution of flights had occurred could be included at NTSC.

Summer 2023 Restrictions - LLAOL presented the restrictions they would have in place for summer 2023. These were focussed on restricting activity at night and included restrictions on new and re-scheduled slots and on aircraft types permitted to operate. There was a concern that delays would be significant this year, as advised by Eurocontrol, so LLAOL were also exploring the potential implementation of a curfew.

Noise Action Plan – the way ahead - LLAOL summarised their programme for the preparation of their next Noise Action Plan. Currently a draft was being prepared and LLAOL thanked those who had made comments. LLAOL informed that consultation would start on the 10th May and close 21st June. LLAOL were not planning a full public consultation but would involve key stakeholders with an in person event on 23rd May in Putteridge Bury.

Full Length Runway Departure Trial - LADACAN and LLAOL presented their tentative results and conclusions from the trial in early 2022. This concluded that the use of the full runway length does slightly reduce noise close in. Thanks were expressed to Andrew and Nicole for their joint work on this.

It was noted that the full use of the runway had operational consequences, such as the potential for increased holding by aircraft using the revised AD6 airspace. A mitigation would be the planned extension of the taxiway but the timescale for this was unknown. *Chairman's note: now thought to be not before 2026.*

NTSC Future Business - The future approach of NTSC was discussed, and a suggestion made, that as with the Full-Length Runway Departure Trial, a more collaborative approach be taken. This was welcomed by the committee and several potential projects were suggested including: ADR PIR, a Noise Abatement Departure Procedure trial, the Airbus A321neo and working on data accuracy. The committee were requested to provide any further suggestions.

LLAOL advised that the AMR was going to be incorporated within the Sustainability Report this year.

LLAOL advised that on 23rd March NATS would be implementing an upper airspace change. This meant references to COMPTON would change to RODNI but there was no change to ground tracks.

Concerns had recently been raised through LADACAN from Cambridgeshire; Huntingdonshire and Hertfordshire regarding CDA's and Noise on Easterly

Arrivals, reports regarding a resonating, howling noise as aircraft were descending. It was suggested that on 07 arrivals that aircraft were descending to 5000ft then staying level for a long time before turning in to continue their descent. It was thought that CDA was continuous and not stepped. LLAOL advised that although we had the new hold and location the decent profile remained the same with aircraft having to descend from 5000ft due to the interaction with other airports causing Luton traffic to be held down at 5000ft. It was suggested that if the FAS(S) change programme happened this would change and increase height.

5.0 Report from Passenger Services Sub Committee from 15th March 2023

- 5.1 The Chairman referred to the PSSC and informed that much of the detail discussed at the meeting had already been covered under the Airport's update.
- 5.2 There had been a presentation from Luton Rising regarding the DART which had been well received.

6.0 Luton Borough Council Report

- 6.1 Committee noted the LBC Report.
- 6.2 Members were advised that it was still not known when the Secretaries of State would give their decision on the 19mppa application.
- 6.3 Details of the DCO with links had been given in the report for reference. The five host authorities (Dacorum; Hertfordshire; North Herts; Central Bedfordshire and LBC) had chosen to speak with a common voice in responding. All information was on the PINS Website.

LBC gave further information regarding various documents that might be worthwhile for Committee members to review.

7.0 Correspondence Received since January 2023

- 7.1 Members noted the correspondence presented by the Chairman.

8.0 Any Other Business and Next meeting Dates

- 8.1 **Update from Luton Rising regarding the DCO** - Members noted the paper circulated with the papers. It was suggested to members to review the business case which gives the justification why Luton Rising wanted to expand Luton Airport capacity to 35m. The documents could be found on the PINS website.
- 8.2 It was questioned whether the Noise Action Plan (NAP) had been drafted around a 19mppa cap and whether a new NAP would be required if the DCO was approved. LLAOL advised that as the NAP was a 5-year plan from 2024 to 2028 it

did include detail regarding the 19mppa application and the DCO. It was expected that if the 19mppa was approved there would not be a new NAP. LLAOL had enquired with Defra if a new Action Plan would be required if the DCO was approved. Defra advised that a decision would be made if the DCO was approved.

The Host Authorities did not include St Albans albeit it that area was very close to the airport. It was asked what role or communication there was with St Albans Council given that they were so close to the airport? LR advised that engagement had been ongoing with St Albans and other neighbouring authorities.

8.3 Reference was made to public surgeries. LLAO briefed on the type of discussions and explanations given at the surgeries.

9.0 No other business was discussed, and the meeting closed.

9.1 **Date of Next Meeting**

10th July 2023

LLACC Issues & Action Log as at Jul 2023

Serial	Meeting	Date	Action	Responsible	Update/Remarks
1	LLACC	Jan-22	Suggested amendments to LLACC website to be submitted to the Chairman or Administrator for consideration	All Members	Open Item - suggestions always welcome
2	NTSC LLACC	Jun-22 Jan-23 Jul-23	Data on investigation into A321 NEO noise levels and manufacturer's response awaited	LLAOL/LADACAN	Long standing issue with some other airports reporting a similar experience. LLAOL had raised issue with CAA/DfT. Further meeting expected with LADACAN to be invited.
3	NTSC LLACC		Airspace change on arrivals procedures (AD6) was now in effect with data gathering for a Post Implementation Review ongoing	LLAOL/CAA	Ongoing – CAA now intending to use summer 2023 noise contours in PIR with a delayed end-date of Sept 2023.
4	NTSC		Airspace Change (FASI-South) process underway	LLAOL	Change process now at Stage 3a - Consultation Preparation Step. The sponsor plans its stakeholder consultation and engagement, and prepares consultation documents, including the second-phase Full options appraisal with more rigorous evidence for its chosen option(s). Stalled awaiting other Airports to catch up.
5	LLACC	Jul-22	To consult with and involve NTSC and other interested parties in the development of the next iteration of the Noise Action Plan for 2025-2030	LLAOL	Complete. NAP to be submitted to Defra in Sep 23.
6	NTSC	Apr 23	Consider the move of a fixed noise monitor to be closer to the Westerly departure centreline with NMT2 and NMT3 being removed or reallocated.	LLAOL	Under investigation

7	NTSC	Apr-23	Collaborative Projects. Scope out the best projects for a collaborative approach between LLAOL and NTSC members.	LLAOL/Members	Under consideration
8	LLACC	Jul-23	Ground handling performance data based on first bag arrival timing from landing. Potential to produce data to support investigation in to the performance of ground handlers at LLA.	LLAOL	Under consideration