

Monday 20<sup>th</sup> January 2020 – 13.00hrs. Putteridge Bury Conference Centre

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#### **Members**

Mr M Routledge	Chairman
Cllr A Brewster	Hertfordshire County Council (Vice Chair)
Cllr P Clark	North Herts District Council
Mr M Nidd	LLATVCC
Mr J Hale	STAQS
Cllrs S Golder	BMKALC (sub)
Mr J Morgan	SLAE (sub)
Cllr J Westbury	Beds Ass of Town & Parish Councils
Mr J Beavis	Breachwood Green Society (sub)
Mr D Godfrey	PAIN
Mr A Lambourne	LADACAN (sub)
Cllr D Franks	Luton Borough Council
Cllr R Curthoys	St Albans City District Council
Cllr J Timmis	Dacorum Borough Council
John Webster	NATS (sub)
Cllr Ray Berry	Central Bedfordshire Council (sub)
Cllr S Clark	Herts Ass of Parish & Town Councils
Cllr A Wright	Buckinghamshire County Council

#### **Officers Representing**

Alberto Martin	LLAOL – CEO
Mr N Thompson	LLAOL Operations Director
Mrs C Armstrong	LLAOL Head of Passenger Services
Ms N Morris	LLAOL Noise & Airspace Performance Manager
Ms A Green	LLAOL Community Noise Executive
Mr A Wong	LLAOL Airspace Performance Assessor
Mr N Bradford	LLAOL Communications Manager
Mr D Sweetland	Buckinghamshire County Council
Mr D Gurtler	Luton Borough Council
Ms L Symes	North Herts District Council
Mr P Donavan	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 were received from:**

Mr S Shearer – Freight Operator DHL  
Ms Sophie Dekkers – EasyJet

Mr M Ryles - Airline Representative (Wizz)  
 Mr J Richardson - Bedfordshire Chamber of Commerce  
 Mr D Woodbridge - Airport Union Representative  
 Mrs Lis Greet - Breachwood Green Society  
 Cllr J Gardner - Stevenage Borough Council  
 Mr D Healey - NATS  
 Mr S Mendham - Dacorum Borough Council  
 Cllr D Bowater - Central Bedfordshire Council  
 Cllr E Perry - Central Bedfordshire Council  
 Cllr T Shaw – Luton Borough Council  
 Ms L Aspite - LLAOL Environment Manager  
 Cllr D Barnard - Hertfordshire County Council  
 Mr P White – SLAE  
 Mrs R Webbs – BMKALC  
 Cllr P Ewin – Aylesbury Vale District Council

1.2 The Chairman welcomed attendees to the first meeting of 2020

## 2.0 **Application for Membership by Kings Walden Parish Council**

2.1 Liz Thurlby the representative for Kings Walden presented the case on behalf of Kings Walden Parish Council to become members of LLACC. Members were briefed on the various communities Kings Walden PC represented and the reasons why they would like representation on LLACC. She also explained how the PC had already been working with various departments at the airport to help mitigate some of the problems being experienced in the village/community. As elected representatives the PC felt they were best placed to provide evidence of the impact the airport was having on the Parish.

2.2 Following some discussion, it was felt that Kings Walden Parish Council were already well represented by the Herts Association of Parish and Town Councils; the Breachwood Green Society, County and District representatives and LADACAN as a community group. It was generally felt that a further seat on the Committee ran the risk of over representation and members voted against the proposal for Kings Walden PC to become members.

2.3 In summing up the debate, the Chairman encouraged the Kings Walden PC representatives to liaise closely with the various groups already representing this important community so close to the Airport.

## 3.0 **Minutes and Matters arising from LLACC Meeting 21<sup>st</sup> October 2019**

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

- 3.2                   Item 2.2 – (8.2) - the Chairman confirmed that he would be inviting Simon Healey the ICCAN Commissioner for Luton to a future meeting. **Chairman**
- Item 2.2 – (5.1) – Mr Morgan (the SLAE nominated substitute for LLACC on 20 Jan 20) offered to sit on the PSSC. It was noted that future membership might change as this sub-committee evolved but the Administrator would invite SLAE to future meetings. **Admin**
- Item 4.11 – LLAOL confirmed that the 18<sup>th</sup> February had been set as the date for the next Airspace Change Focus Group meeting.
- Item 7.2 – Work continued to address issues reported in the AMRs including correcting the Noise Graph for 2018. **LLAOL**
- Item 7.3 – LLAOL informed that to date they had not received any requests from members regarding the addition or removal of content from the AMR. In discussion, it was felt that including Full Time Equivalent staff numbers as well as the overall headcount would be beneficial in Quarterly and then Annual Reports. LLAOL agreed to look at this. **LLAOL**
- Item 7.5 & 7.6 – were ongoing.
- 4.0                   Report on Noise & Track Sub Committee – 18<sup>th</sup> December 2019**
- 4.1                   Members were advised that the NTSC had met on the 18<sup>th</sup> December 2019 and reviewed data from the 3<sup>rd</sup> Quarter of 2019 (the summer period).
- 4.2                   Members discussed in detail the content of the quarterly report and noted that passenger numbers had increased by 8.4% and total traffic movements by 4.8%; total movements in the night period had increased by 8.5% and the early morning period was less by 16 movements 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 93% of all arrivals and this was the same as the 3<sup>rd</sup> quarter in 2018; 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 19 by day and none by night; last year for the same period the figures had been 17 and 0 respectively. There were no noise violations by day or night but members did note that the night-time noise contour area had increased by 10%.
- 4.5                   The Airport had issued 18 track violation fines for poor track keeping on departure. Members noted that the majority of aircraft fly on track.

- 4.6 The number of complaints had increased from 3175 last third quarter to 4593 in the same period in 2019. The number of complainants was fewer at 381 opposed to 415. The number of new complainants was 138, in the same quarter in 2018 the number was 180. Complaints relating to westerly departures remained the largest percentage of complaints. The Runway usage was 76% westerly operations
- 4.7 NTSC discussed the limit on early morning shoulder activity (rolling 12-month movements) and noted the total for the preceding 12 months was 6,194 (limit 7,000). They also discussed the limit on night quota activity (23.30-06.00) (12 month movements) where the total for the preceding 12 months was 8,794 (limit 9,650). The airport reminded members of the actions they were taking to keep below all the limits and that they had already implemented many restrictions including the banning of the noisier QC2 aircraft and GA traffic at night.
- 4.8 Members noted that the airport had met with members of the Bedfordshire Association of town and Parish Councils and a member from LADACAN. They also held Public Surgeries with Stevenage and Harpenden and gave a presentation at the St Albans Parish Council Conference. The airport had also had discussions with residents from North St Albans and Sandridge.
- 4.9 In depth discussion was had between the airport and NTSC members regarding the detail within the Quarterly report and members had been advised of a proposed change in the CDA target from 90% to 92% along with the effects the recent storms had had on CDA approaches.
- 4.10 NTSC Members noted that while fuel efficiency was probably the driving factor in aircraft selection by the airlines, there was also a conflict between the use of the new quieter aircraft with increased passenger capacity and the need to contain passenger activity to 18mppa. LLAOL informed that they were managing the seat cap for next summer through the Airport Coordination Committee.
- LBC advised that for planning purposes numbers are recorded against Commercial Passengers and that the airport declared passenger numbers to LBC on this basis and had done so for many years. The resulting figure could not be directly compared with the total passenger figures provided to the CAA.
- LLAOL added that having a seat cap did not incentivise modernisation where quieter aircraft might not be used purely because their passenger capacity was too high.
- 4.11 LLAOL reported on the recent Flight Ops Committee (FLOPSC) meeting which involved useful interaction between pilots to achieve improvements. They informed that FLOPSC were content with the planned arrival route changes (AD6). It was also noted that the benefit of the new Foxtrot

taxiway was to reduce delays and that no effect on the use of intersection taxiways was envisaged. This taxiway would also be used as a drive through de-icing pad for aircraft and this initiative was working well.

- 4.12 NTSC members were updated on the progress with the Airspace Change Proposals that were currently ongoing.

Regarding the London Luton Airport Departures and Arrivals Future Airspace Strategy Implementation South (FASI-S), LLAOL advised that they were progressing with their design work however, other airports were less advanced than Luton and that this was critical as the input of all airports needed to be correlated. LLAOL advised that the CAA had informed that LLAOL would not be allowed to progress to the Stage 2 Gateway until the Master Plan had been approved.

LLAOL informed of their intention to organise an update workshop for the focus group and other stakeholders in early 2020. LLAOL also advised that they were hopeful that the new airspace arrangements would be in place by 2024.

Regarding RWY 26 BPK RNP - LLAOL were still awaiting a response from the CAA on the MATCH route.

After receiving NATS feedback stating the latest designs had a high safety risk LLAOL had decided not to progress these designs within this ACP. They were still awaiting the outcome of the post implementation review (PIR) of the earlier change on this route which was linked to the latest ACP.

*Secretary's note: this PIR has now been published on the CAA web site.*

- 4.13 AD6 - Arrival Routes without using Lorel and Abbott stacks. LLAOL advised this safety related matter was proceeding well, with appraisals of the options soon to be discussed.

- 4.14 LLAOL Section 73 Application: 19/00428/EIA - LBC advised that a revised application had been received which included a lower Daytime contour area request with the limit reducing from 23.34 sq km to 21.4sq km. LLAOL had increased funding for noise insulation to £800k in 2020 and £900k in 2021 as part of their mitigation strategy. It was noted that the extra funds being offered by LLAOL were not conditional on the revised application being granted. The consultation period closed on 8<sup>th</sup> January 2020 and LBC would take the matter to the Development Control Committee towards the end February. If a decision to approve was made, then it would be referred to Central Government to confirm whether the decision should be called in or rest with LBC.

- 4.15 Noise Insulation Sub-Committee - LLAOL advised that the sub-committee met on the 26<sup>th</sup> November and prioritised 297 properties for noise insulation (this was line with LLAOL's new budget of £800,000 for 2020).

This year, 118 properties have been contacted and for those who had responded positively works would commence in the New Year.

- 4.16 LLAOL advised the sub-committee was expecting to meet twice in 2020, as more properties were now being treated and the Noise Insulation Administrator would be conducting surveys of those who were being insulated. Members requested that the survey also included some of the residents who have already been insulated.

- 4.17 Discussion ensued regarding the labelling of Table 1.7 in the Quarterly Monitoring Report – the noise of the Airbus A321neo aircraft and the complaint incident map shown in the Annual Monitoring Report but not in the Quarterly Monitoring Report. It was noted that an actual noise average (derived from NM1 and NM2 data) was still awaited and that the noise analysis still used a blanket -6.3dB for the A321neo on departure which may not truly represent the aircraft's performance at Luton. Further analysis of the A321neo would be undertaken by LLAOL and BAP and reported to the NTSC.

**LLAOL/BAP**

The predominance of slightly noisier events was discussed, and the slight increase in dB had been noted. Following further discussion, it was agreed that this should also be taken forward for further debate at the NTSC.

**Chairman**

LLACC members enquired as to what the Airport's intentions were regarding mitigating the effect on those who were being overflowed on the Westerly departure route particularly with the proposals to increase the size of the airport and with NEO aircraft still only being 4% of aircraft being flown. LLAOL advised that any expansion enquiries would need to be directed to LLAL not the operator.

## **5.0 The London Luton Airport Report**

- 5.1 Members noted the Airport's report and that the Airport ended the year very strongly delivering a full year passenger volume of 17.99m. Luton remained in a good position compared with other airports and continued to work closely with airlines to further incentivise the accelerated introduction of the newer, environmentally friendly fleets. It was anticipated that additional NEO variants would be deployed by easyJet and Wizz Air during 2020. It was noted that Ryanair's fleet modernisation was subject to the timings of the B737MAX's reintroduction to commercial operations.

- 5.2 Members were advised that expansion works had now been completed and that during November the new bridge structure for the DART was put in place. This created a striking visual entrance for customers travelling to the Airport by car using Airport Way. Members were also informed that the overall project remained on track for completion during 2021 and would significantly transform ground transportation for passengers arriving by train.

- 5.3 LLAOL advised that a new canopy had also been installed around the bus and coach terminal providing shelter to customers waiting for the Thameslink shuttle bus that currently runs between Parkway Station and the Airport.
- 5.4 LLAOL informed that they had successfully achieved Level 1 accreditation with the Airport Carbon Accreditation scheme and this was the first step of the Airport's journey to map and then reduce their carbon footprint. They advised that they had also been working hard to reduced non-aviation carbon emissions since 2015, and to date they had managed to reduce the non-aviation carbon emissions by 8098 tonnes of CO<sub>2</sub>. LLAOL also informed that they had just appointed Mr David Vazquez as Head of Sustainability; this was a new position and the incumbent would be attending future LLACC meetings. Members questioned whether an air pollution expert should attend the Committee to advise members regarding pollution as there is significant difference between carbon neutral and actual pollution. Concerns were also raised in that much of the pollution came from vehicles travelling to and from the airport and that more emphasis needed to be focused on making better use of existing facilities.
- 5.5 LLAOL referred to the increase in passenger volume which was being driven by consistent load factors on an average larger aircraft size. Christmas Day operations were the busiest in the Airport's history with just over 17,000 passengers passing through the terminal.
- 5.6 LLAOL informed that they had been exploring options to increase the existing passenger limit and would shortly go out to consultation on proposals to increase the passenger cap by 1mppa to 19mppa.
- 5.7 Members were advised that throughout the last year 72% of departing aircraft did so within 15 minutes of their scheduled time of departure which was 4.4% increase on the previous year's performance. For arriving aircraft, 28% were more than 15 minutes late.
- 5.8 Reference was made to the public surgery held in Leighton Buzzard where only 2 people attended despite widespread advertising. It was suggested that the venue for the event may have been the issue and that any future locations needed to be carefully considered to ensure that they were appropriate. It was noted that Leighton Buzzard Council promoted this particular venue.
- LLAOL advised that they would like to arrange for a presentation to be given to all Herts Parish Councils. **LLAOL**
- 5.9 LLAOL updated regarding the Airspace Change proposals and informed that their main areas of work had been around the submission and subsequent passing of the stage 3 Gateway for the SAIP AD6 arrivals

airspace change; on FASI-S airspace change through initial design options; and on their Noise Contour Reduction Strategy which was submitted to LBC last December.

5.10 LLAOL advised that Border Force were performing well with arriving passengers experiencing 25-minute queue times in the 90<sup>th</sup> percentile.

5.11 The PRM Service continued to grow and there had been an increase of 6.3% in passengers using the service when comparing with the same period in the previous year.

5.12 The Car Sharing tender had now been completed and Liftshare had been awarded the 3 year contract. The new car share portal was expected to come online in the first quarter of 2020.

The tender for the car park transfer fleet was also underway and would be considering options around more sustainable travel.

Members noted that the new covered Drop off and Pick Up area had opened in late October.

5.13 LLAOL informed members that Luton had won the Best Safety Week Initiative category at the Airport Operators Association (AOA) Awards at a ceremony at London County Hall in December.

5.14 Members referred to the Customer Satisfaction results. LLAOL advised that the satisfaction feedback (Happy or Not/Feedback Now) represented around 16% of all passengers. It was advised surveys were also conducted on passengers' end-to-end journey experience with results being received quarterly. Members asked if a more detailed customer service report could be produced for future meetings – Action LLAOL

**LLAOL**

5.15 Members also referred to the Community Trust Fund, in particular the 8 grants to Aylesbury Vale and the 18 to North Hertfordshire. It was asked if information relating to these, including what they were for and how many were initially applied for, could be made available. It was also felt that an overall breakdown of applications and their success would be helpful.

**LLAOL**

5.16 The Noise Contour reduction strategy had been sent to all the members. The Strategy would form an application to discharge the associated planning condition. The document would appear on the LBC website weekly list and there would be an opportunity for people to review and comment.



## **6.0 Luton Borough Council Report**

- 6.1 New Century Park application – LBC advised that they were still waiting for the legal agreement to be signed. Further discussion ensued regarding access to Century Park and concerns were raised regarding the impact of traffic on surrounding communities.
- 6.2 It was suggested by members that due to surface access becoming more of an issue that the Surface Access Strategy be an agenda item for the next meeting.
- 6.3 Bartlett Square development was approved on the 16<sup>th</sup> January 2020.
- 6.4 Hart House application – was still waiting for the legal agreement to be signed.
- 6.5 Variation of Noise Contour planning condition EIA – section 73 – further information had been requested and consideration was ongoing.
- 6.6 Discussion ensued regarding the permitted development consultation for six new aircraft stands (ref: 19/01683). That consultation did include details of the position regarding the number of existing and proposed commercial stands at the airport. The total number of stands applied for was as in the 18m Planning Application.

**LLAOL**

*Post meeting note: To get a clearer picture LBC suggested that members may want to refer to the officer's delegated report that set out the position when LLAOL submitted a screening request to determine if the proposal was EIA development (i.e. development that may have significant environmental impacts). The report can be viewed on the Council's planning website, if you go to the following link and enter 19/01253/EIASCR in the search box, then when the new page opens click on the 'Documents' tab and you will see the officer's delegated report is the second document from the top (if documents are in chronological order with the newest ones being at the top - there are only 11 documents).*

- 6.7 LBC informed that the Local Plan was progressing and advised that the earliest the plan could be adopted would be the Summer 2020

## **7.0 Correspondence Received since October 2019**

- 7.1 Members noted the correspondence.

**8.0 Any Other Business**

8.1 Contour Reduction Strategy – the noise advisor will send the link to the LADACAN representative.

No further business was discussed, and the meeting closed.

**9.0 Dates of Next Meetings:**

LLACC: 20<sup>th</sup> April 2020  
NTSC & PSSC: 18<sup>th</sup> March 2020

*Secretary's Note: All meetings in March and April were cancelled because of the Coronavirus pandemic.*