
LLACC Meeting - Monday 20th April 2026 – 14.00hrs. – Virtual via Teams

Present

Mr M Routledge	Chairman
Mr M Reddington	LADACAN
Mr J Morgan	SLAE
Cllr J Timmis	Dacorum Borough Council
Cllr P Parry	BATPC
Mrs R Webb	BMKALC
Mr A Hatch	ATC – NATS
Cllr N Shahanera	Luton Borough Council
Mr G Breeze	PAIN
Mr J Hale	STAQS
Cllr E Akin	Stevenage BC
Mr K Doyle	easyJet
Ms A Noonan	Harrods Aviation
Cllr R Brown	Hertfordshire County Council

Officers Representing

Mr N Thompson	LLAOL – Chief Operations Officer
Mr D Gurtler	Luton Borough Council
Mr P Gilbert	LLAOL – Marketing Communications Manager
Mr N Bradford	LLAOL - Head of Communications & Marketing
Mrs C Armstrong	LLAOL – Head of Guest Experience
Mrs A May	LLAOL - Flight Operations Manager
Mr J Keating	LLAOL - Community and CSR Executive
Mr J Wilkinson	Observer
Ms L Symes	North Herts District Council
Mr R Whear	Dacorum Borough Council

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 D Rosario – HAPTC
 Cllr E Moore - St Albans City and District Council
 Mrs N Prior - LLAOL – Head of Flight Operations
 Cllr V Mallon – Central Bedfordshire Council
 Cllr K Collins – Central Bedfordshire Council (Vice Chairman)
 Mr J Richardson - Chamber of Commerce
 Mr M Reader – Harrods Aviation (substitute Amanda Noonan)
 Ms F McGlone – Luton Rising

1.0	The Chairman welcomed attendees to the meeting.	
2.0	Minutes and Matters arising from LLACC Meeting 19th January 2026	
2.1	The Chairman advised that draft minutes had been circulated for comment and the changes received had been incorporated in the meeting papers. The Chairman invited any final comments. No comments were made and the minutes were taken as a true record for publication.	Admin
2.2	Matters Arising Item 2.2.3 – Sustainability Report – Employment Figures. This topic was going to be taken out of Committee and was still work in progress between LLAOL and LADACAN. Item 6.1 - LBC agreed to send a link regarding National Planning Policy Frameworks – this had been sent to members during the meeting. Link attached again for reference - https://www.gov.uk/government/consultations/national-planning-policy-framework-proposed-reforms-and-other-changes-to-the-planning-system	LADACAN LLAOL
3.0	LLAOL Management Report	
3.1	LLAOL advised on the figures for the quarter: there had been 3.7m passengers - a 2.9% increase on 2025. There were 28k total movements (take-offs and landings). General Aviation remained below 2019 levels at -12.5% of pre-pandemic levels. Cargo tonnage was also down year on year by 61.5% this was primarily due to the ongoing runway resurfacing works that had started on November 3 rd 2025 restricting the full overnight cargo operation (the works had recently been completed).	
3.2	The rolling 12-month passenger (March 2025 to March 2026) figures were 17.67m.	
3.3	Operational performance remained strong, average queue times year to date were 2 minutes for check-in, 6 minutes for security and 5 minutes for immigration. Strong customer satisfaction was also being seen with 4.26 out of 5 (85%) being the ASQ score for overall customer satisfaction, with 100% of customers feeling safe and secure, and 97% feeling relaxed.	
3.4	Members were advised that Luton had recently been named as one of the top ten best airports in the world for low cost airlines for the second year running. It had also recently been awarded Level 4 of the ACI Customer Experience Accreditation; it was only the third airport in Europe to meet the standard.	

3.5	In the terminal there were some changes about to happen: landside a Sainsbury's local store was to open within the next few weeks, airside a new Costa coffee would be opening and the Hawker Bar was to be replaced by All Bar One. There would also be a reconfiguration of a number of stores which was all part of the new Aelia Duty Free contract. This would give an increase to their floor space with a new prosecco bar and a more immersive shopping space.	
3.6	Jet 2 had recently celebrated their 1 st birthday and were introducing a third aircraft for the summer with new routes to Greece and Wizz Air continued to launch 6 new routes including Bilbao and Madrid.	
3.7	The main big project had been the resurfacing of the runway. This was a £19m investment and took 24 months to plan to ensure minimum impact. It was delivered over 95 nighttime shifts between midnight and 05.45 from November until late March with no complaints being received from the airport's neighbouring communities. Elsewhere on the airfield, Taxiway Alpha had been extended an £8.5m investment. Together with 3 new aircraft stands having been built this would help manage aircraft more efficiently onto and off the runway. Refurbishment of the old Monarch hangers was underway an £11.5m investment with easyJet and Wizz each having a hanger for aircraft maintenance. The third was being transformed into a Logistics Consolidation Centre for the Airport which would manage all the deliveries for the airport retailers and restaurants.	
3.8	Members were advised that last year, £25 million was spent with 70 Luton-based businesses, accounting for 19% of LLA's total supply-chain spend and delivering tangible economic benefit to the local area.	
3.9	In Q1 the LLA Launchpad Scheme took place which had involved seventeen Barnfield College and Luton Sixth Form students taking part in a new programme showcasing careers in aviation. The initiative acts as a talent pipeline into LLA's apprenticeship scheme. Students were helped to develop essential employability skills such as professional behaviour, workplace etiquette and interview techniques. As a result, 94% of the participants reported increased confidence in workplace skills, 75% were now considering a career in aviation and 100% would recommend the programme to their peers.	
3.10	During Q1, LLA developed a new employee volunteering and fundraising toolkit to increase participation across the business. This would strengthen support for local communities and charity partners and help to meet LLA's ambition to grow employee volunteering from 15% to 25% by 2027.	

3.11	Questions by Members A member made reference to the reduction in landing and take-off emissions in the written report and asked if this could be presented as an absolute measure in total rather than a per passenger figure. LLAOL agreed to speak with the Sustainability Team and report back. A member congratulated the Airport on their supply chain spend with local businesses. A Member asked if the Airport also had a graduate training programme for post university young adults. LLAOL informed that they did have an apprenticeship scheme for school leavers and currently had 6 apprentices. There was also a classroom to careers programme which was targeting students at all levels. The new immigration regulations were questioned, and it was asked if the Republic of Ireland was included in these. LLAOL confirmed that there were no new restrictions for travelling to the Republic of Ireland as it fell within the Common Travel Area but there were still customs checks. For other routes, the new electronic travel authorisation checks should be carried out before inbound passengers boarded the aircraft. The checks were designed to reduce the number of people being detained at the border in the UK. However, if a passenger arrived without the correct paperwork, they would be detained and deported through the normal process.	LLAOL
4.0	Noise and Track Sub Committee	
4.1	Members noted the report provided by Bickerdike Allen for Q4 of 2025.	
4.2	Total passenger numbers had increased by 6% and total traffic movements by 2%. The total movements in the night period, 23.00-06.59, were 16% lower when compared with the same quarter last year. The early morning, 06.00-06.59, movements were 9% higher than those in the same quarter last year.	
4.3	The airlines had achieved Continuous Descent Approaches (CDA), for 90% of all arrivals; this was lower than the 93% in the same quarter last year.	
4.4	The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L _{Amax} . In this period (2025 Q4), there were two daytime departures, and no night-time departures registering greater than 80 dB. Last year (2024 Q3), the comparable counts were two and zero in the same period in 2024	
4.5	There were no noise violations during the daytime and two during the night-time. LLAOL continued to work closely with the airlines to	

	reduce violations. The night-time noise contour area decreased by 14% compared with the same quarter in 2025. It was noted that there were eight track violations in this quarter due to poor track keeping.	
4.6	The number of complaints had decreased from 804 in the last fourth quarter to 610. The number of complainants was 36 down from 61 in 2024. The number of new complainants was 10, down from 13. Complaints regarding westerly operations (arrivals) formed the largest percentage of complaints.	
4.7	Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 6,456 which was below the limit of 7,000. With respect to the limit on night quota activity (23.30-06.00) (12-month movements), the total for the preceding 12 months was 7,680 which was also below the limit of 9,650.	
4.8	The sub-committee had discussed the QMR LLAOL questioned whether in the comparison of distribution of noise levels from individual events they should continue with comparing back to 2015 levels. It was agreed to revise this in future and instead compare back to data for 2019. In relation to dispensations, it was noted that none of the examples given in the QMR related to passenger hardship, which was the third most common reason. LLAOL agreed to look to include an example(s) in future reports. Concern was expressed over the number of movements at night approaching the limit. LLAOL advised that they were monitoring this daily to avoid any exceedance. It was also noted that in the last quarter night movements were noticeably down due to the periods of closure for the runway resurfacing. In relation to the aircraft types generating the most specific complaints, it was noted the A320Neo/A321 Neo stood out with around 65% of the complaints whilst operating just under 40% of the movements. LLAOL advised that they were not aware of a specific correlation, and noted that as complaints arose for a variety of reasons it might not be entirely noise specific.. It was noted that not all of the complaints were being submitted through Travis. Regarding the measured noise levels by the individual aircraft types at the different noise monitoring points, it was noted that the relative differences were not wholly consistent between NMT02 and NMT03. In the quarter the results at NMT03 were still compromised by the monitor being relatively close to the M1 for around half the period. It was proposed that this would be looked at once unaffected data was available.	

4.9	Low Noise Arrival Metric (LNAM) - LLAOL advised that a trial of a LNAM, a new measure of continuous descent approach, was underway at another airport. LLAOL had considered conducting a similar trial but had concluded implementation was not possible. It was agreed to discuss this further, and the supporting report, at the next meeting.	
4.10	Vectoring Release Altitude (NPR review) - LLAOL advised they had conducted a review of the vectoring release altitude on LLA's Noise Preferential Routes (NPR's). This was the altitude after which an aircraft could be vectored off the routes by Air Traffic Control. The review was to investigate increasing the vector release altitude to 4,000ft during the 24-hour period on all routes. After considering various factors, and engagement with NATS and airlines, LLAOL did not believe it was feasible to make the change within the current airspace setup. It was however agreed that there was a desire to make improved use of both continuous decent approaches and continuous climb operations. LLAOL agreed to highlight this message to UKADS.	
4.11	Noise Insulation Scheme update - LLAOL provided an update on the Noise Insulation. This included that 148 properties had been treated in 2025, and that of the response to a feedback survey, 91% of residents were 'Extremely Likely' or 'Very Likely' to recommend the scheme.	
4.12	The noise insulation sub-committee had also met and provided direction on the next properties to be contacted.	
4.13	NTSC members were advised that analysis had been undertaken by a member of the size of the night noise contours based on the historic numbers of passengers and proportions of next generation aircraft. The analysis suggested that if activity at night under the DCO grew in line with the overall growth, even with increasing numbers of next generation aircraft, it did not appear the contour limits would be complied with. Following further discussion, it was noted that the night contour limits were restrictive, and that during the work of the Noise Envelope Design Group a key feature of the DCO proposal was to limit growth at night. It was also noted that the DCO required the creation of technical panels, one of which would be focussed on noise and to make sure the limits were not exceeded.	
5.0	Passenger Services Sub Committee	
5.1	The Chairman informed members that many of the issues discussed had already been presented in the Airport's update.	

	The Chairman informed that the new PRM facilities was already starting to reach capacity as there had been a significant increase in passengers requiring to use the facility. Another ongoing discussion was the transport links to get passengers to and from the airport predominately bus links and this would be taken forward by the Airport Transport Forum later in May.	
6.0	Luton Borough Council Report	
6.1	LBC updated on the report provided.	
6.2	Local Plan proposals were changing to the LURA. Government had come up with a system for community involvement. LBC would therefore progress the local plan.	
6.3	A new application for an air quality monitoring system on Eaton Green Road and had been agreed and would monitor traffic. It was noted that this was required as part of the DCO. Further discussion ensued regarding the Air Quality Monitoring and how the information was used.	
6.4	Discharged Schedule 5 Clause 2 (Employment, Skills and Recruitment Plan and Local Procurement Plan) of Section 106 dated 9 December 2022 had now been approved.	
6.5	Discussion ensued regarding the new Universal Studio project. LBC would provide an update for the next meeting	LBC
6.6	Members were advised that the number of jobs were recorded in the Annual Sustainability report.	
6.7	A member noted that were the DCO to go ahead there would be a large increase in traffic on Wigmore Lane and Crawley Green Road , made even worse by the proposed East of Luton development of 2,100 homes which would be accessed also by Wigmore Lane and Crawley Green Road. It was noted that this would be moving forward as the area was no longer a Green Belt site. It was noted that the Master Plan had been approved but full planning had not yet been approved	
7.0	Correspondence Received	
	None received	
8.0	Any Other Business	
8.1	Biodiversity requirements within the Section 106 agreement required the Airport to report on their initiatives quarterly in the sustainability report. Following a conversation with LLAOL it was agreed to change the heading from Biodiversity Monitoring to Biodiversity Initiatives and reporting would include: Greener Future	LLAOL

	Fund; tree planting and habitat management at Marston Vale (it was suggested that a meeting of LLACC should be held at the Centre); and Environmental Education Workshops	
8.2	No further business was raised and the meeting closed.	
9.0	Date of Next Meeting 13 th July 2026 at 14.00 via Teams	