



Monday 2<sup>nd</sup> November 2020 – 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
Mr A Lambourne	LADACAN (Sub)
Cllr D Franks	Luton Borough Council
Cllr J Timmis	Dacorum Borough Council
Mr J Webster	NATS (sub)
Cllr A Wight	Buckinghamshire Council
Cllr J Gardner	Stevenage Borough Council
Cllr P Clark	North Herts District Council
Cllr B Chapple	Buckinghamshire Council
Cllr P Parry	Beds Ass of Town & Parish Councils
Cllr J Graziano	Kings Walden Parish Council
Cllr D Bowater	Central Bedfordshire Council
Cllr E Perry	Central Bedfordshire Council

### Officers Representing

Mr A Martin	LLAOL - CEO
Mr N Thompson	LLAOL - Operations 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 A Wong	LLAOL - Airspace Performance Assessor
Mr N Bradford	LLAOL - Communications Manager
Mr D Gurtler	Luton Borough Council
Ms L Symes	North Herts District Council
Mr D Wilson	St Albans City and District Council
Mr C Sheffield	Buckinghamshire Council
Ms G Davies	Luton Borough Council
Mr C Hall	LLAL
Mr A Aldridge	LLAL
Ms Jude Hughes	LLAOL – Energy and Environment Manager
Mr A Perez	LLAOL – Director

### Noise Consultant & Secretariat

Mr J Charles	Bickerdikey Allen Partners
Mrs P Harris	Committee Administrator

**1.0 Apologies for absence and substitution****1.1 Apologies for absence from:**

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  
 Mr S Mendham - Dacorum Borough Council  
 Cllr D Bowater - Central Bedfordshire Council  
 Cllr E Perry - Central Bedfordshire Council  
 Cllr T Shaw – Luton Borough Council  
 Cllr D Barnard - Hertfordshire County Council  
 Cllr R Cuthroy -St Albans City and District Council  
 Mr David Healy - NATS  
 Mrs C Armstrong - LLAOL - Head of Passenger Services  
 Mr P Donavan - Herts County Council  
 Cllr S Clark - Herts Ass of Parish & Town Councils  
 Ms L Attrup - LADACAN

**1.2 The Chairman welcomed attendees to the Teams virtual Meeting, which had been delayed from October, and briefed on the protocols for the meeting.****2.0 Minutes and Matters arising from LLACC Meeting 13<sup>th</sup> July 2020****2.1 Before the meeting Members had been invited to submit any changes to the draft minutes of the July meeting. A few typos had been noted and one item regarding the changing of wording relating to the new Buckinghamshire Council unitary authority. These changes were accepted and the Chairman enquired if there were any other immediate last minute changes or objections before accepting the minutes as a true record of the meeting on the 13<sup>th</sup> July.**

The minutes were accepted, and the Administrator undertook to have them published on the web site.

**Admin****2.2 Outstanding Actions**

Item 2.3 – would be covered under Item 5 of the agenda.

Items 2.7 & 2.8 – action on the Airport to produce further briefings which will be scheduled in the future meetings. Item 2.7 referred to the Community Trust Fund and the distribution of funds LLAOL agreed to produce a list of where the money was being allocated. Item 2.8 referred to Surface Access and a presentation will be scheduled for the New Year.

**LLAOL**

Item 3.2 para 2 – LLAOL advised that they had seen a reduction in the number of passengers using public transport, particularly after the introduction of masks etc, but generally the volume of cars was much lower and in line with the lower passenger numbers. LLAOL informed that they would speak with the Surface Access Team for more data and give a summary of 2020.

LLAOL

The issue of direct routing of flights over Stevenage was raised. It was noted that this issue had been discussed at the NTSC and while it was accepted that routing was above the NPR, and thus allowed, it nevertheless caused unnecessary disturbance; non-standard, direct routing had also been noted elsewhere. Members requested further information regarding the increase in vectored flights during lockdown. It was noted that the issue discussed with NTSC had also been raised with NATS Swanwick but Members asked if the Airport could do anything to encourage NATS not to fly over populated areas even when the opportunity for efficient, direct routing and early climb presented itself. LLAOL suggested that the number of flights involved was very low; they were off airway routings and probably positioning flights between Luton and Stansted which was an established procedure. Members disagreed that the issue only involved positioning flights but also included normal passenger flights being given direct routing once above the NPR but over Stevenage and other built-up areas. It was requested that NATS be asked, for routine movements, to adhere to the NPR ground track even once aircraft had climbed above the NPR corridor. LLAOL requested further details from those raising the issue and it was agreed that the Chairman would table the matter for further discussion at the next NTSC.

Chairman

Members requested what would be happening with the historical Community Noise Reports. It was suggested that if these were not going to be kept on the LLAOL website perhaps they could be added to the LLACC website as an archive. LLAOL informed that no decision had yet been made and this could be discussed further at NTSC.

NTSC

Item 8.1 – action to invite ICCAN to a future meeting, members enquired if this was still the case and if there was a particular meeting that they would be attending. The Chairman informed that they had been invited to present at the April meeting last year which was subsequently cancelled due to Lockdown. Now that the Committee were settling in to business via Teams the Chairman undertook to invite ICCAN to present at the next LLACC meeting in January.

Chairman

Item 2.5 referred to the pre-application consultation to increase the passenger cap from 18 mppa to 19 mppa. It was suggested that any such application to vary this planning condition would have to wait until it was safe (in pandemic terms) to conduct meaningful consultation; Members requested further clarification as the country was approaching a further lockdown. LLAOL informed that they would address this issue within the management update item but said they would be guided by the Local Planning Authority about how to proceed.

### 3.0 Annual General Meeting

- 3.1 **Election of Vice Chairman** – Cllr Annie Brewster has agreed to sit as Vice Chairman for a further year if no other applicants presented themselves.

Agreed Cllr Annie Brewster – as Vice Chair

- 3.2 **Membership** – The Breachwood Green Society had been dissolved and as such had formally resigned from the Committee.

**Applications for LLACC Membership** – King’s Walden Parish Council - Members were informed that the residual members from the Breachwood Green Society were supporting the application of King’s Walden Parish Council to become members of the LLACC. It was noted that the community of Breachwood Green was one of the largest within the King’s Walden Parish Council area which adjoined the Airport’s Eastern boundary.

There were no objections to the application and King’s Walden PC were welcomed as new members of LLACC.

**NTSC Membership** – The Committee discussed the composition of the NTSC. The STAQS representative felt his organisation could make a valuable contribution to NTSC proceedings and requested to be added to the membership. This was agreed and the composition of the NTSC was ratified.

**PSSC Membership** – The Chairman referred to the current membership which now had a broader representation but noted we were still seeking a frequent flyer member who was not a PRM. He stressed that providing a forum to consult on the totality of the passenger experience was a fundamental role of an ACC as set out in the DfT guidelines which the Committee had embraced. He encouraged any Committee member with an interest in the passenger experience to come forward to serve on the sub-committee.

**Members**

**Noise Insulation Committee Membership** – The purpose of this sub-committee was to agree the priority for rolling-out the noise insulation scheme as set out in Planning Conditions. Voting membership was currently limited to the 2 local authorities most impacted by the scheme (LBC and North Herts) and a community group representative (LADACAN). Members noted the membership composition; and Buckinghamshire suggested they would like a place on the committee in future. Members were advised that the Noise Insulation Scheme currently does not reach the Buckinghamshire boundary and was much closer to the Airport, so this suggestion was put on hold for the time being.

- 3.3 **Future meeting dates** – the Chairman informed that all the meetings would be virtual for the foreseeable future. Members noted the dates.

#### **4.0 London Luton Airport Report**

- 4.1 LLAOL's CEO addressed members and advised them on the Airport's current position and the continued impact the pandemic was having not only on the airport generally but also on the wider community that it served. Members were advised that around 10,000 people were employed by the airport and now a significant proportion of those jobs were under threat. Some individuals had already unfortunately had to leave the business and further jobs would be at risk because of the new restrictions being put in place. It was stressed that the airport intended to take as much advantage as possible of the extended furlough scheme to protect as many jobs as possible.

The circulated information showed the performance of the airport over the past few months; however, the current situation was now quite different to the summer. The initial summer figures showed a reasonable volume of passengers and good performance in comparison with other airports. The numbers in summer were down 65% from a normal year between July and September. After August, the airport started to see a bigger drop in passenger numbers and the outlook for the winter was looking really challenging particularly now in light of the recent announcements. Members were advised that from November the airport was facing a completely different situation and was expecting the new measures to have a similar impact on passenger numbers to that experienced at the height of the first lockdown. LLAOL informed that they did not yet know what actions the airlines would be taking following the latest announcements but were expecting a significant impact on the number flights.

Testing protocols that had been put in place by Government might have a positive impact on consumer confidence and it was expressed that although the short and medium-term outlooks were really challenging, it was important for the Airport to look to the future, and to ensure they were in a good place to recover for the benefit of those it serves, those who rely on it for their livelihood, as well as the community groups who depend on it for funding and because of the legal responsibility to manage the business for its shareholders. This was why the Airport was continuing with plans regarding increasing capacity from 18mppa to 19mppa.

The CEO summed up by saying that he wanted to give members a brief on the situation rather than statistics from the summer and reiterated the Airport's concern over the outlook for the winter and the economic impact it would have on the community.

- 4.2 LLAOL referred to the 19 mppa consultation and the Project Director for this initiative gave an update on the process and next steps.

LLAOL advised that they were progressing with an application to vary the current planning condition and increase total passenger flows to 19mppa without building any additional infrastructure. The current situation was that the non-statutory consultation was well progressed and was something that the Airport had opted to undertake to ensure transparency; to give residents

the opportunity to express their views from the very start of the process; and to allow the Airport to incorporate any comments into their strategy or make any necessary adjustments before submitting the application. One of the frequent questions was how the consultation might be achieved during lockdown. The Airport felt, following discussions with their consultant, because the type of consultation already comprised remote and online elements it should not be unduly affected as no public events were planned. This consultation would end in a few weeks after a 5-week programme which was just above the minimum requirement. Once the consultation had ended LLAOL intended to submit the final documents to the Local Planning Authority by mid-December assuming all comments had been incorporated and all stakeholder negotiations had been completed.

Members noted that the proposed increase from 18 mppa (allowed by the 2013 Planning Application) to 19 mppa would have a significant impact and asked how the consultation was being communicated to the surrounding communities. LLAOL advised that there had been media coverage on the BBC and ITV together with comment and press releases in local newspapers in Hertfordshire and Bedfordshire. There had also been paid online advertising and leaflet drops in the local areas. LLAOL had also issued a press release which prompted further press and media coverage. LLAOL confirmed that the response rate had been good and reminded Members that it was a non-statutory consultation, not a legal requirement, with the Airport choosing to consult. The consultation would run until 11<sup>th</sup> November.

Concerns were raised regarding aircraft movements and what the expected recovery time to 18 mppa would be following the pandemic; and whether the potential increase to 19 mppa be made up in a different way ie higher load factors on existing flights or additional flights.

LLAOL informed that they were expecting around a 3 year delay at the moment, with a possible return to 18 mppa around 2023/24; however, it was noted that Luton had been the fastest recovering airport in the UK during the summer and might recover more quickly. LLAOL informed that the 2013 planning application foresaw an initial fleet mix and passenger forecast based on the majority of aircraft being A320 sized and reaching the planning level by 2028. This was pre Wizz growth (Wizz operated a larger aircraft size – responsible in part for reaching the 18 mppa much more quickly). LLAOL expected future growth would involve larger aircraft in the A321 class with the newer generation aircraft (NEO's) which were slightly larger by around 10 seats and were quieter aircraft – they felt, in terms of noise footprint, there would be little difference between 18 mppa and 19 mppa.

Further discussion ensued regarding the Planning Application to 19 mppa and the LBC Planning representative outlined the process involved. There was no intention to revisit the original 2013 application nor subject it to judicial review. It was possible for any decision on the variation to 19 mppa to be referred to the Secretary of State who might call-in the application for decision.

Members questioned other references in the report about the quietness of the A321 NEO compared to other aircraft especially the A321 CEO. It was suggested that the Airport's own data highlighted that they were not quieter and some Members requested that the airport reports facts on the NEO reflecting that they were noisier when used at Luton than other passenger types. A spirited discussion ensued regarding the A321NEO aircraft: members felt that the A321 NEOs when operated from Luton were noisier than most of the aircraft that were operated previously ie. A320. It was accepted that there were a few much older aircraft being used for cargo which were noisier still but the reality that the A321 NEOs are noisier needed to be accepted and the Airport should not keep stating they are quieter. It was noted that some, but not all, A321 NEO movements were slightly quieter at the monitors than some A321 CEOs and the expected benefit as set out in the formal noise certification of the aircraft did not seem to be realised in the operational experience at Luton; this merited further study. The Independent Noise advisor confirmed that the NEO variants of both A321 and A320 were certified as quieter but also brought additional environmental benefits in fuel consumption and hence CO2 emissions. There was some disquiet expressed that the Airport were not acknowledging the level of expertise of some members on noise issues. LLAOL raised concern regarding those comments stating this was not their intention and that all their dealings with the Committee were based on the need to ensure transparency and to keep all well informed.

The Chairman drew this part of the discussion to a close but undertook to continue the debate in the NTSC informed by further analysis of the data. The NEO variants were clearly certified as quieter than their CEO types and we needed to understand better the reality of the experience of operations at Luton to inform other debates on noise contours and planning conditions.

**Chairman**

It was noted that a previous Section 73 application to vary the noise contour condition had been withdrawn and effectively combined with the 19 mppa application. It was also noted that the expected Development Consent Order (DCO) being progressed by the owners, LLAL, would increase further both the contours and the maximum passenger flows. It was questioned whether the 19 mppa application was needed at all.

LBC informed that the current Section 73 would be withdrawn when a new Section 73 was issued as the Airport wanted there to be no confusion over which application had been implemented. LLAOL added that they believed to safeguard the airport, its jobs and any possible impact of Covid it was important to proceed with the application as discussed.

Some Members suggested that there was no need for an application because of the predicted recovery timeline and future plans that would subsume this initiative. LLAOL advised that the DCO and LLAOL's submission were two separate items and they could not pre-judge what LLAL might do so had to make their own application now to set the conditions for future success under the terms of their Concession Agreement with no direct connection to the DCO.

It was noted any increase to 19 mppa would have an impact on surface access and the local road network. Members were informed that, there were actions being taken by LBC in different areas around Luton (not all connected to the airport) and a broader traffic study had demonstrated that there were no additional issues as a result of increasing the capacity from 18 to 19 mppa.

The Chairman asked if there were any surface access plans outside of LBC's area that members could be made aware of. LLAOL informed that there had been a planned doubling of the fast East Midland Railway service – which was due to start in December this year; however, this was now likely to be delayed until the May 21 timetable change. A significant increase had already been seen in the First Capital Connect Thames Link Services resulting in a considerable step up in all the services. A significant increase had also been seen in the number of coaches which served the airport in the same period. LLAOL also noted that the arrival of the DART, which will commence service at the beginning of 2022, combined with an airport express type rail product will have a significant impact; hopefully resulting in a big shift of passengers from cars to rail. Concerns were still raised by members regarding the east-west links and the challenge of what could be done to improve these.

In summing up the discussions the Chairman commented that the application to increase to 19 mppa had sparked considerable debate and identified a myriad of interwoven issues from aircraft noise to surface access all set against the backdrop of an industry hard hit by the pandemic. Members would wish to remain informed and engaged on all these aspects.

- 4.3 Members questioned the good performance across the summer and asked if the Airport felt they could have been more responsible and deterred airlines flying to and from holiday destinations which could result in the spread of Covid-19.

LLAOL informed that the Government had encouraged airports to remain open throughout the pandemic albeit within certain guidelines. Luton had followed these guidelines and always complied with all the required safety measures. LLAOL also advised that Luton was the first airport in the UK to receive the International Health Accreditation that supported and duly accredited the actions the airport had taken to protect staff and passengers.

- 4.4 A Member referred to misleading and wrong information being issued by some airlines regarding the risks to passengers. They asked if this were to happen again would the Airport move quickly to ensure such statements were withdrawn as it took far too long previously to get these statements withdrawn. LLAOL confirmed that this would be possible.

- 4.5 LLAOL advised that the report on passenger numbers from July to September on the Airport's website was different to the CAA figures. This was because of an error in the CAA data for September which only showed 20 Days of data. This had now been corrected.



4.6 LLAOL referred to the Customer Experience and informed that a lot of work had been carried out to ensure the safety of both passengers and staff during the pandemic - a significant number of measures had been put in place to ensure that the airport was as safe as possible for passengers this included cleaning sanitization, protective screens and displaying the latest Governments health guidance across all areas. LLAOL advised that they were very proud that Luton was the first UK airport to be awarded the ACI Health Accreditation. Luton was also short-listed in the Customer Experience Awards and achieved some very high levels in the CAA passenger survey being rated either excellent or good in all areas.

4.7 Members referred to the On-Time performance and the delays in the arrivals performance as there were a series of go arounds due to an incident on the runway. It was questioned why arrivals cannot be spread out further.

LLAOL informed that ATC follow a clearly defined process for arrivals with an objective to get aircraft on the ground as quickly as possible; there was also a very complex scheduling process for airlines who were still trying to meet their schedules over a daily basis. Although the airport had seen a large reduction in flights, airlines are still flying at the most popular times when passengers want to fly and this tended to be the same time of day for all routes and airlines.

## **5.0 Sustainably Strategy**

The Chairman introduced David Vasquez the LLAOL Head of Sustainability and commented that the Committee had previously noted that sustainable development was a key issue for debate and had noted the LLAL consultation for further expansion had shown that issues of climate change and CO2 emissions were more important to respondents than noise concerns.

A presentation was given on the recently published LLA Sustainability Strategy; a copy of the document was issued with the papers of the meeting and could also be found on the LLAOL website.

Responsible Business Strategy (RBS) – It was stressed that many organisations were facing big challenges due to COVID and were working hard to get through the issues it presented. Despite these challenges, sustainability continued to be important for the Airport and they recognised that climate change was a long-term issue that would not go away. The Airport had made clear commitments to sustainability and the aviation industry had stated its aim to meet Net Zero Carbon Emissions by 2050.

Luton's other sustainability commitments laid out in the recently published RBS document included issues on the environment and the intention to work with communities, customers, colleagues and the supply chain. This was important as the airport was one of the largest businesses in the region and it had a responsibility to contribute to the communities in which it operated by not only minimising its environmental impact but also by creating a positive impact through job creation and contributing to the local economy. The airport

followed a very vigorous process bring together all these commitments together within the sustainability arena.

The main 6 areas of focus for the Sustainability Strategy were: Environment; Community; Health and Safety; Colleagues; Customers and the Supply Chain. Annual reports would be produced and published which would explain how the airport was performing against targets within the Strategy. They would include information that would be useful for key stakeholders, investors, Government and many others and LLAOL would invite members to review these documents and give feedback.

As the airport is one of the largest businesses in the region they have a responsibility to give back to local communities in which they operate. The community approach follows extensive research with internal and external stakeholders on what they thought the key issues were. These were grouped into 2 themes: Healthy Life Today and Skills for Tomorrow; programmes have been set up to support both themes. These included for Healthy Life Today - working with our nominated Charity Partner and for Skills for Tomorrow – an apprentice programme with the Princes Trust to get a job in aviation. It was noted that with the impact of COVID the airport were looking at all their community programmes to ensure they were innovative and were using their resources to support local communities in the best way possible.

Community Trust Fund – at the last LLACC meeting members requested further information on the Community Trust Fund. Every year the airport invested £150k in community programmes which supported neighbours who live within the noise contour area. The money is entrusted to an independent organisation, The Bedfordshire and Luton Community Foundation, who manage the Fund on the airport's behalf. Community Groups who are based within the 3 counties where the airport operates can apply for funding up to £10k per project. Funding is then awarded to organisations believed to deliver the most value within the communities. Members were also briefed on other programmes that supported local communities.

Environmental Performance – LLAOL have reduced non-aviation Carbon Emission by around 30% since 2016, this is despite the increase growth in customers. This was achieved through key projects including: Boiler Upgrades; Energy Efficiency; and Air Handling Units. In 2019 all old boilers were renewed this reduced our gas consumption by 17%. Also, in 2019 the energy efficiency of the terminal building was improved by using smarter systems and in 2018 the air handling units were upgraded which led to a reduction in electricity consumption of over a Gigawatt a year.

The airport continued to work with other key stakeholders and other organisations including universities on various carbon related projects to understand how they could continue to reduce their carbon related emissions. It was acknowledged that whilst the airport continued look at ways to reduce their own emissions it was essential that they worked with other airport related

companies such as airlines and road transport companies whose emissions were outside the direct control of the airport.

Members referred to the commitment to achieve Net Zero Carbon by 2050 and asked whether it included airline emissions as well or whether it was things that were in the airports direct control. LLAOL advised that this was an industry commitment and supported by all organisations and included airlines.

Reference was made to the Community Trust Fund and it was requested that the Buckinghamshire Chiltern District should be included in the list of communities that can apply for the fund as it was believed that the Chiltern Villages were missing out. LLAOL advised that the area was determined by those regions who fall within the noise contours but agreed to investigate further on where these regions fall.

Members questioned the airport's definition of Sustainability (for Luton it was sustainable growth of the business). Members felt that this did not have much of a relationship with the ecological definition of sustainability which was not to compromise future generations ability to meet their own needs by things we do today. They felt there should be a more serious approach taken particularly around carbon emissions. Further discussion ensued and it was asked if LLAOL published its Bunker Fuel consumption and if not, then perhaps this could be something that is published to show how LLAOL are reducing carbon emission through Bunker Fuel. LLAOL advised that they do take climate change very seriously and do look beyond their environmental responsibilities. LLAOL referred to emissions and stated that they needed to ensure that they minimised their own emissions as well as working to help partners to minimise theirs. LLAOL agreed to take as an action to provide information regarding scope 3 emissions.

LLAOL

Further questions were raised including surface access and the issues regarding the need for modal shift and how this could be encouraged. Members were advised on the percentages of the various journey's coming into the airport: drop off 45%; car park 16%; rail 21% bus and coach 17% for 2019.

LLAL as owners advised that they had a long-term interest in the airport therefore within the revised DCO proposals they would be consulting on a big shift to a more sustainable way of operating. There would be a statutory framework which would show continuous environmental improvement at the airport to allow it to grow through the DCO process. Detail was being worked through on how this would work in practice and would be central to any growth related DCO aspirations; it would assume the 19 mppa application had been approved and anything above that would be green growth only. Members were advised that it was important that LLAL take the lead on this as the owner and long-term custodian of the airport.

**6.0 Report on Noise & Track Sub Committee**

- 6.1 Members were advised on the April to June period when traffic had been dramatically reduced due to the ongoing pandemic.
- 6.2 The total passengers served had decreased by 97.7%, total traffic movements decreased by 89.7%. The total movements in the night period, 23.00-07.00, decreased by 88% from those for the second quarter last year. The early morning movements were less by 97% than those in the second quarter last year. The airlines had achieved Continuous Descent Approaches (CDA) for 79% of all arrivals, which was less than in the same quarter in 2019 when it had been 92%. The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L<sub>Amax</sub>. In this period (2020 Q2) no departures were registered at greater than 80 dB. There were no noise violations during the daytime or night-time. Not surprisingly, the night-time noise contour area had decreased by 82%. The Airport had issued one track violation fine, due to poor track keeping.
- 6.3 The number of complaints decreased from 2,748 last second quarter to 525 in the same period in 2020. The number of complainants was fewer at 123 as opposed to 292. The number of new complainants was 49 against 114 in this quarter in 2019. Complaints about westerly departures still formed the largest percentage of complaints. Runway usage was 56% westerly operations. Regarding the limit on early morning shoulder activity, the total for preceding 12 months was 3,876 (limit 7,000). The limit on night quota activity (23.30-06.00) total for preceding 12 months was 6,754 (limit 9,650).
- 6.4 NTSC Members had discussed the quarterly report in detail and reference was made to the various experiences with some aircraft flying differently the reasons for which were explained by the NATS representative.
- 6.5 It was explained that the noise monitoring schedule had virtually ceased for the time being due to availability of sites for the mobile monitors during the current ongoing Covid pandemic. (Post meeting note: Locations have now been found for the monitors).
- 6.6 LLACC's Noise Expert addressed the Committee and requested that they support the new NEO Aircraft, as they have 20% less pollution, with regards to their noise members were advised that the Certification was not a wrong process it just does not necessarily show what happens at each individual airport; he stated the aircraft were fundamentally quieter by design. The Noise Advisor stressed the need to get more of these aircraft to reap the benefits.
- 6.7 Community Airspace Modernisation Working Group - LLAOL informed that they were looking for a small group of people to help with the Airspace Modernisation Programme and would like a representative from the north, south, east and west of the airfield to represent community views, and ideally would like representatives from either NTSC or LLACC members. It would however require quite good knowledge of the CAP 1616 process as that is what

the Group would be working too. Any members wishing to join the working group should contact Nicole Morris by email. LLAOL informed that they have discussed the process with ACOG and ICCAN and both groups supported the concept of working with communities and both had also expressed an interest to participate in the group. LLAOL informed that they are still very much committed in delivering airspace change and would like to hold a meeting of the working group soon.

LLAOL informed that the majority of the volunteers at the moment have been from the west and south, ideally volunteers from the north and east would be welcomed.

## **7.0 Report from Passenger Services Sub Committee**

- 7.1 The Chairman informed that the meeting had been very productive and felt that the information shared by the Airport, particularly around Covid and signage, was welcomed; the PSSC were pleased with the approach the Airport had taken.
- 7.2 The Chairman stated that Surface Access is a fundamental part of the passenger journey and the PSSC would be looking at that in more detail.
- 7.3 The other area the PSSC would be looking at is what will leaving the EU finally do to the passenger experience. LLAOL informed that there had been several meetings with a lot of focus on freight and road haulage but there had been little information of what was going to happen at borders for passengers.

## **8.0 Luton Borough Council Report**

### **8.1 Airport Related Applications – awaiting decisions:**

New Century Park application – LBC advised that the Section 106 is now in its final form, given the length of time between resolution to grant and the signing of the Section 106 the application would be reported back to a future Planning Committee prior to their decision being issued. All legal documents had been uploaded on the Planning Application portal.

Discharge Part 3 of Condition 10 Noise Reduction Strategy. This had been reviewed and was awaiting a response from the applicant. LBC informed that questions had been raised regarding Airspace Change and the delivery of the NEO's and they were awaiting responses from the airport assuring that the conditions could be achieved. LLAOL informed that they are reviewing the comments and would be responding in due course.

### **8.2 Determined Applications:**

The Courtyard by Marriot Hotel application was approved by Development Control Committee 30.9.20

**8.3 Local Plan Updates:**

North Hertfordshire Local Plan hearing sessions scheduled for September and October were postponed due to a council motion which was considered on 8 October 2020. The hearing sessions will commence w/c 23 November 2020 for three weeks.

**8.4 Highways and Transport**

The Residents' Permit Parking in the Vauxhall Park area should be implemented this year but was subject to COVID restrictions being lifted and a parking scheme for the Wigmore area was unlikely to progress until 2021/22.

Work on the Vauxhall Way/Stopsley/Hitchin Road junction upgrade is currently on target for completion in early October.

**9.0 Correspondence Received since July 2020**

Members noted the correspondence.

**10.0 Any Other Business**

Dates for the Next Meeting – All meeting will be via Teams

PSSC - 16<sup>th</sup> December at 10.30

NTSC - 16<sup>th</sup> December at 14.00

LLACC – 25<sup>th</sup> January at 13.00