

Monday 13th July 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
Cllr J Westbury	Beds Ass of Town & Parish Councils
Mr D Godfrey	PAIN
Ms L Attrup	LADACAN
Cllr D Franks	Luton Borough Council
Cllr J Timmis	Dacorum Borough Council
Mr D Healey	NATS
Cllr S Clark	Herts Ass of Parish & Town Councils
Cllr A Wight	Buckinghamshire Council
Cllr J Gardner	Stevenage Borough Council
Cllr I Mantle	North Herts District Council (sub)

Officers Representing

Mr A 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
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 P Donavan	Herts County 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

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 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
 Ms L Aspite - LLAOL Environment Manager
 Cllr D Barnard - Hertfordshire County Council
 Cllr P Clark – North Herts District Council
 Cllr R Cuthroy -St Albans City and District Council

1.2 The Chairman welcomed attendees to the July Meeting which was being held via Teams and briefed on the protocols for the meeting.

1.3 The Chairman informed members of the sad news that Lis Greet the member for Breachwood Green Society had passed away suddenly on the 10th May. Lis was born in Breachwood Green and was active in the local gardening club, as co-founder of the Breachwood Times, chair of governors of the local school for more than 10 years, and chair of the Breachwood Green Society. She stepped up campaigning on airport-related issues during the South East Regional Airport Study (SERAS) consultation in 2002, becoming the LADACAN membership secretary and in 2009 the vice chair. Everyone remembers Lis for the energy and zeal she brought to all these activities. Her shrewd intelligence and tenacity will be missed by us all.

The Committee looked forward to welcoming the new member from the Breachwood Green Society in due course.

2.0 Minutes and Matters arising from LLACC Meeting 20th January 2020

2.1 Following the request for any adjustments and amendments on the previous minutes, 3 had been received: 1 from Luton Borough Council regarding the list of abbreviations and acronyms a review will be done outside of this meeting. There were also a couple of typos and textual from LBC and LADACAN one of which referred to anomalies in previous AMR's (this action is in hand). LADACAN had also requested the reporting of the workforce by Full Time Equivalents (FTE) as well as total numbers. The recording of FTE was now being carried out but unfortunately had dropped out of the papers for this meeting but LLAOL would ensure this was done in future.

2.2 Matters Arising – one formal - LLAOL were to arrange presentations to some Hertfordshire Parish Councils. LLAOL advised that they were still

happy to hold these when and if Councils were happy to have them attend. LLAOL also confirmed that they were happy to conduct these remotely due to the uncertainty of Covid.

- 2.3** Members requested for more information on item 5.4 on how LLAOL were reducing their carbon footprint, it was noted that they had already reduced it considerably but had not stated how this had been achieved.

LLAOL suggested that for the next meeting the Head of Sustainability (DV) gave a presentation on the Airport's Sustainability Strategy.

LLAOL (DV)

- 2.4** Following the last Noise Insulation sub-committee (NISC) there had been a suggestion for a further meeting earlier in 2020 and members enquired whether this was still likely to happen and whether the £800K budget for insulation work was still available. LLAOL informed that the budget was not dependent on the application to varying Condition 10 and advised that the current insulation scheme had been paused due to Covid as the scheme required access to people's homes. It was noted that the scheme would be picked up again once the situation improved but there was no need, currently, for an immediate meeting of the NISC.

- 2.5** 5.6 – clarification was sought regarding an application to increase the passenger cap to 19m. LLAOL advised that they were working through a planning application to increase the cap but this had currently been paused, along with most other items, and informed that there could be a consultation later this year to work through an application to vary that condition when it was safe to conduct a meaningful consultation.

LBC informed that they had received today an EIA planning request from the Airport's planning consultant which would appear on LBC's webpage within the next 7 days. The EIA screening request does not go out to consultation and the request is not an increase in passengers it is environment impact development assessment on whether it has significant environment impact; LBC have 21 days to respond.

- 2.6** Customer Satisfaction results – LLAOL advised that this has not moved forward as all non-critical works have been paused. LLAOL suggested that the item be added to the PSSC agenda.

- 2.7** Community Trust Fund – LLAOL were unable to give an update at this stage due to ongoing situation, LLAOL reminded the Committee that the fund was independently administered on behalf of the Airport and that the Airport had no active role in where the money was allocated. The Chairman reminded the Members that the Committee had received a very good presentation on the Fund last year but suggested that a simple list of where the money was being allocated would be helpful and could perhaps form part of the Quarterly update from LLAOL to give members a better understanding on what was going on.

LLAOL

- 2.8** Surface Access – LLAOL informed that the Head of Surface Access would be happy to give a presentation at a future meeting. **LLAOL**

3.0 London Luton Airport Report

- 3.1** LLAOL's CEO addressed members and advised them on the Airport's current position and the impact the pandemic has had not only on the airport generally as the operator but also on the community that it served. Members were informed that LLAOL itself has now been operating in survival mode for some time and was focusing on what was essential to guarantee its survival; this had resulted in running at minimum levels. The CEO explained that the situation was serious and referred to passenger volumes for the 2nd quarter this year (April to June) which had been 98% down when comparing with 2019. It was noted that there were many countries also in lockdown with many restrictions in place limiting the need and opportunity to travel. Luton's best month was June with 62k passengers travelling through the airport (comparing with June 2019 1.7m passenger), this had mainly been Wizz Air flights as easyJet did not operate between April and June and Ryanair only restarted in the last week of June with limited services. Cargo operations had continued throughout, but General Aviation had also been significantly down.

Since the end of June, with the pandemic reducing, some countries were reopening their borders and commercial airlines were starting to operate; for Luton capacity was likely to be between 20% to 50% of pre-covid capacity and the Airport was expecting to handle around 13m passengers less than last year (70% reduction in business). It was noted that the aviation industry was not expecting to recover to pre-covid levels for a few years.

In keeping with Government policy and guidelines, Luton had remained open 24/7 for the whole period and had accommodated medical, military and repatriation flights along with dedicated cargo flights of PPE for the NHS. Luton had also been supporting the national effort one example being a drive-in Covid test facility that opened in one of the car parks; they have also created a dedicated volunteer scheme called LLA Heroes which had helped many charities.

Members were advised that the airport had taken every single step possible to reduce costs including reducing salaries significantly, but unfortunately, they had now had to take the next difficult step and had started a staff consultation process to ensure they had the correct staffing levels. No decisions had yet been taken around the potential for job losses but LLAOL had identified that a maximum of 250 jobs may be at risk from 850 (this is just LLAOL staff). It was also recognised that the current situation would have an impact on other airport suppliers and associated businesses in the local area.

Members commended the airport for keeping open during the whole lockdown period but questioned why Wizz air had resumed to fly what many considered non- essential flights whilst others were in lockdown.

LLAOL informed that as per Government guidance it was not the Airport's responsibility to determine if a passenger's travel was essential or not. The airlines were adhering to the guidelines on who was or was not supposed to fly and the Airport observed all requirements to remain open for those who needed to fly. LLAOL reiterated that the airport remained open to serve a purpose; this had had a financial impact and had not been done for any financial gain. Members were reminded that UK airports had been advised by Government to stay open wherever possible. To enable this LLAOL had implemented a number of measures to make sure it was as safe as possible for staff and passengers in compliance with all the Government Guidelines; this included floor markings, signage, announcements to passengers regarding maintaining safe distances, enhanced cleaning regimes and installation of hand sanitizers throughout the building. They were also conducting temperature screening trials on an *ad hoc* basis on outbound passengers and passengers were also being told to wear face coverings which would help prevent the spread of the virus particularly where full social distancing was not possible.

- 3.2** Further questions were raised by members around airport survival and the economic impact of Covid. LLAOL advised that with so much uncertainty it was difficult to see how the Airport was going to evolve; many airports were struggling. There were some government measures in place which had helped but nothing was specific to aviation. LLAOL added that their 3 main carriers easyJet, Wizz and Ryanair were financially very stable and were hoping to come back strongly, but it was probably inevitable that some airports would not continue to operate as usual.

It was questioned how passengers were travelling to the airport. Were people still nervous about travelling on public transport? Were more cars being used? LLAOL advised that there had been a lack in demand for any public transport, but they would be monitoring closely to see how July unfolded. They were also in discussions with suppliers to have coaching services reinstated.

Concern was also raised regarding delays within the current Airspace Change Proposals and why could this quieter time not be used to work on it further. There was a strong view that Government should be prevailed upon to progress changes of benefit to the industry and communities alike.

LLAOL informed that the group overseeing the full suite of airspace changes (ACOG) were still holding meetings remotely. The main challenge was interaction with other airports as Luton cannot progress in isolation. LLAOL informed that they would still go to public consultation in January on the AD6 change which seeks to separate Luton's hold from Stansted and were still looking to go through Gateway 3 of Luton's Airspace Masterplan next

year which was part of FASI. It was stressed that the Airspace Modernisation covers the whole of the UK; Luton is part of FASI(South) which covers up to Birmingham across to Bristol and down to Southampton, many of the airports in this region still have no flights and it was going to be very difficult to get those airports to engage at their own expense in the project. Nearly every airport is asking for Government support to enable this important project as everyone recognises the national importance of delivering airspace change.

A member queried the virus safety aspects of air travel from a cabin air flow perspective. LLAOL informed that they were not in a position to comment on aircraft and how effective their technologies were on board. However, they stressed that the industry was highly regulated and maintenance issues should not be a concern as maintenance regimes are extremely stringent around the world not just the UK. There was comment about airline claims on air flow filtering and it was noted that modern aircraft are fitted with HEPA filters. It was noted that IATA had published a downloadable note on [HEPA Filters](#) which concluded that, '..... HEPA or high efficiency particulate air filters have similar performance to those used to keep the air clean in hospital operating rooms and industrial clean rooms. These filters are very effective at trapping microscopic particles as small as bacteria and viruses.'

It was commented that flights over Stevenage had been increasing prior to lockdown; LLAOL informed that there had been a couple that were off track at the beginning of lockdown but were not aware of any other changes – it was possible that there had been some positioning flights between Luton and Stansted which would not show as track violations as they do not have to follow the corridors but this was not routine practice.

Members asked what arrangements had the airport put in place (or planned to put in place) for 6 months' time when the Brexit changes take effect? LLAOL informed that discussions were ongoing with the Home Office around Border Planning but there were limited changes to UK aviation and most passengers were unlikely to see anything different.

Members questioned whether it was still the intention to build the last taxiway stretch from Alpha to the end of the runway or was that a project for the future? LLAOL informed that it was always a project for the future and that completion in 2026 was the current plan; however, with the Covid situation there were other priorities and this had been frozen for the time being along with the additional new stands that were planned. Both projects remain part of future plans.

It was questioned whether the planning application to 19m passenger and the change to Condition 10 on night movements would be progressed? LLAOL confirmed that they intended to progress with both applications to set up conditions for future success. When and how are questions that

remain but they felt it was important that LLA did not miss the opportunity and looked beyond the current extreme circumstance towards recovery.

The Chairman thanked the CEO and LLAOL presenters for their frank assessment of the current situation and responses to the issues raised which he felt had set the scene well for the rest of the meeting.

4.0 Report on Noise & Track Sub Committee

Members were advised that the meeting in June mainly concentrated on the January to March period when traffic dramatically reduced due to the Covid 19 situation in March.

The passengers served had decreased by 20.5%, total traffic movements decreased by 13.6%. The total movements in the night period, 23.00-07.00, decreased by 10.6% from those for the first quarter last year. The early morning, 06.00-07.00, movements were fewer by 24% than those in the first quarter last year. The airlines achieved in the period Continuous Descent Approaches, CDA, for 88% of all arrivals, less than in the same quarter in 2019, 90%. The noise monitor results show the majority of departures still produced noise levels in the range 70-76 dB L_Amax. In this period (2020 Q1) no departures were registered at greater than 80 dB. Last year (2019 Q1) the comparable counts were none by day and 7 by night. There were no noise violations during the daytime or night-time. The night-time noise contour area had decreased, by 3.4%. The Airport has issued 2 track violation fines, and in the quarter only 2 aircraft departures were fined due to poor track keeping.

The number of complaints decreased from 2,793 last first quarter to 1,368 in the same period in 2020. The number of complainants was fewer in the first quarter of 2020, 117 as opposed to 121. The number of new complainants was 20 which was the same as in this quarter in 2019. Complaints about westerly departures still formed the largest % of complaints. For this quarter, runway usage was 91% westerly, with in February 97% westerly operations. Regarding the limit on early morning shoulder activity (12 month movements), total for preceding 12 months was 5,686 (limit 7,000). The limit on night quota activity (23.30-06.00) (12 month movements), total for preceding 12 months was 8,823 (limit 9,650).

NTSC Members had discussed the quarterly report in detail and reference was made to the new graphs that now displayed the noise by aircraft type, and so illustrating the achieved performance of the new NEO aircraft. The noise advisor informed that subsequent to the meeting the results had been released for Breachwood Green and South Luton showing the new A320 NEO was now starting to perform as expected on departure and they were expecting measurements closer to the airport would show the A320 NEO as operated at LLA was now quieter than the older A319. However, it was noted that the A321 NEO was still not achieving the benefit found at other airports on departure. It was agreed that further work was required

to establish the reason for the lived experience at Luton being different. Members were advised that Wizz had now taken delivery of their first A320 NEO's this would now allow the airport to see comparisons between both EasyJet A321 NEO's and the Wizz NEO's and to assess what might be driving any significant differences.

LLAOL advised that the Airport's Noise Insulation Scheme has been paused this was due to not being able to gain access to homes for the work during the Covid pandemic.

Members enquired about the use of the current, largely empty airspace and asked if this could be used to allow the Luton traffic to fly higher due to lack of conflicts, and by noise monitoring demonstrate the benefit which could be subsequently sought by FASI-S. LLAOL advised that this should be possible.

Summer 2020 Operating Restrictions - LLAOL advised of the changed night-time restrictions to accommodate Covid cargo aircraft (not all QC1) and to allow a small number of ad-hoc movements per week.

Airspace change updates were discussed with members and included the London Luton Airport Departures and Arrivals Future Airspace Strategy Implementation South (FASI-S) and an AD6 Update.

Members were advised of the work LLAOL and LADACAN had been conducting regarding some modifications to the 2018 AMR and the community noise reports and it was noted that LLAOL were considering whether the old community noise reports should be retained on the website; however, concern was expressed that their role in recording trends in noise for local areas would be lost.

Re-designation of the runway - Due to the migration of magnetic north from Canada towards Siberia, the runways previously 08 and 26 were now 07 and 25, it was noted there was a YouTube video showing the changes in signage work completed recently by LLAOL.

5.0 Annual Monitoring Report

The Chairman advised that as a requirement of the last development consent the AMR was to be published in May each year. It was appropriate for the Committee to discuss the report.

LLAOL briefed LLACC members on the detail of the AMR and highlighted Various aspects including: aircraft movements (day, night, early morning) all increased in 2019 compared with 2018; total passenger numbers increased (scheduled increased, charter decreased) to 17.99 mppa, the number of destinations decreased to 141 destinations across 41 countries (the busiest

route being Amsterdam in 2019). The runway splits was 70/30 and was as expected for the annual average. The night quota usage had increased but remained below 3.5k , the ratio of aircraft movements were 88% daytime and 12% during the night. Track violations increased to 53 resulting in £58,000 going into the Community Trust Fund and the CDA was 91% for 2019 which was a decrease when comparing with 2018 the target for 2019 was 90% and 2020 target is 92% and LLAOL were working with airlines to achieve this. Complaints had increased but complainants decreased, 68% complaints were registered by 20 individuals and 54% complainants were people reporting concerns for the first time. Majority of complaints came for the St Albans areas and correlated to the most used Westerly Match route. Employment had increased steadily when comparing 2019 with 2018 with 85% of people being full time and 15% part time and for the Luton area 67% full time and 33% part time. For air quality the main area for NOx emissions was the Drop Off Zone which now had a permanent monitor giving more accurate readings.

Members noted that the report showed there was a significant number of cars emitting carbon coming to and from the Airport. Members welcomed the offer by the airport to give a presentation on Surface Access at a future meeting.

Members congratulated LLAOL on reducing single occupancy vehicle use, which at 59% was impressive against a no more than 66% target.

6.0 Update from LLAL on the Development Consent Order

- 6.1 LLAL updated members on the Development Consent Order which would now seek to expand the Airport to achieve 32mppa and was now planned for submission to Government planners in Summer 2021 instead of this year. The 2 main reasons for the changes to the original plans were from looking at the feedback from the consultation process, and the impact of Covid 19. The feedback from the proposals consulted on in 2019 had resulted in a step change in LLAL's approach to sustainability at the Airport; taking account of the climate change emergency; the carbon agenda; and some other feedback received. It was clear that many people felt that even further steps should be taken so LLAL have taken the opportunity to rethink their approach and explained their intentions on how this is to be achieved; particularly with respect to environmentally managed growth and targets. It was LLAL's intention to show that LLA was the most socially conscious airport in the UK and to set Luton as a leading example of environmental and social responsibility and become the market leader in both areas over

the coming years. LLAL believed the best way of doing this was through the DCO process.

- 6.2 LLAL would be consulting with key stakeholders over the next few weeks and months following the review from earlier in 2020. Covid 19 had had a catastrophic impact on passenger numbers at the airport over the past few months and LLAL were expecting at least 3 to 4 years before passenger numbers recovered to 2019 levels but still believed it was imperative to progress with the DCO to ensure that the Airport was in the best position possible to continue to aid their recovery and continue its growth at the time when it was needed. It was important in their view to clearly highlight Luton as a place for economic opportunity whilst enabling rapid but sustainable growth of the Town's key asset.

Members welcomed the new approach that LLAL are taking regarding both sustainability and environmental responsibility but commented that displacement of poorer performing aircraft to other UK airports would not alter the real climate change issue for the UK. Concern was raised regarding proposals for increasing passenger numbers to 32m over the next 20 years and whether that was the summit of LLAL's long term ambition with no attempt to increase further.

Further discussion ensued regarding various aspects including various mitigation plans, pollution and surface access issues not only in the surrounding countryside approach roads and along the M1 but in more local traffic such as the link road between New Century Park and Eaton Green Road.

7.0 Luton Borough Council Report

- 7.1 New Century Park application – LBC advised that they were still waiting for the legal agreement to be signed. The reason for the was that the land ownership issue was quite complex and lawyers continued to work through it.
- 7.2 Section 73 Planning Application on Condition 10 – This would not be decided during the current lockdown period – because it was a contentious issue that needed proper debate. It had been agreed not to take a decision and until proper meetings were allowed.
- 7.3 Noise Reduction Strategy – members were advised to view a letter received from LLAOL that was available to view on the LBC Planning Portal page under the planning application in response to a letter received from Vernon Cole. LLAOL would provide LBC with an update of their Noise Reduction Strategy by the end of July

- 7.4 Newest application was for an hotel to be built on the old Mondi Packaging site where there was space for a 3rd Hotel (2 have already been built).
- 7.5 Members were advised that no applications have been approved since the last meeting.
- 7.6 There was currently no further information regarding the Local Plan. During Covid the examinations in public by the Planning Inspectorate had been put on hold.
- 7.7 Members were informed of 3 additional things that they might find of interest
- Environmental Impact Assessment Screening - Members were advised that this would appear on the LBC Planning Portal once the 19m planning application appeared.
 - Stansted Airport have appealed the decision to refuse their expansion application last week. Bristol Airport will also be appealing their decision in the next few weeks as it too was refused under similar conditions as Stansted - the main reason being climate change.
 - Members were advised to look at the Planning Inspectorate's NSIP site to see the first DCO for airports, this one relates to ex-RAF Manston (Kent International Airport) to become an Air Freight Terminal. The decision was made early July.

8.0 Correspondence Received since April 2020

- 8.1 The Chairman referred to the two items of correspondence:
- the ICAN report for reference. The Chairman informed that it was still the intention to invite the ICAN representative to a future LLACC meeting to give an update and briefing.
 - An Economic Impact presentation.

Members noted the correspondence.

9.0 Any Other Business

- 9.1 LLAOL thanked members for highlighting some cyber Issues on the LLACC website and advised that LLAOL were working on a solution whereby they will host the website on their corporate website and will update further once work is complete.

- 9.2 LLAOL advised they were in the process of forming a Communities Airspace Modernisation Working Group (this will be discussed further at the next NTSC). This demonstrates the Airport's commitment to airspace modernisation and the intention was to have a small number of community representatives from the North South, East and West, these could be existing LLACC members or other community members, who they will work with on the Airspace Modernisation Programme where discussions regarding consultation, how to engage with communities and to pick up of some of the lessons learnt from previous RNAV Airspace Changes, the PIR and FASI Options.
- 9.4 Buckinghamshire Council referred to a new initiative being launched by the new unitary Buckinghamshire Council; these are the new Community Boards and requested that if they do develop any aviation subcommittees that the airport could give a presentation on a particular topic as support would be very much appreciated."
- 9.5 LLAOL referred to the PSSC and informed that the meetings would now recommence from September (as a Teams meeting). Reference was made regarding the membership of the Committee and LLAOL informed that they have now been approached by some passengers who class themselves a frequent flyers and asked if they could be considered and approved to sit on the Committee. The Chairman also informed that the new Which? Representative is also a frequent flyer through Luton.
- 9.6 No further business was discussed, and the meeting closed.

Dates of Next Meetings:

LLACC: 26th October 2020
 NTSC & PSSC: 16th September 2020 (new date)