



Monday 23<sup>rd</sup> October 2023 – 13.00hrs. – via Teams Meeting

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### Members

Mr M Routledge	Chairman
Cllr C Poll	Buckinghamshire Council
Cllr P Parry	Bedfordshire Association of Town & Parish Councils
Mr A Lambourne	LADACAN
Mr J Hale	STAQS
Mr J Morgan	SLAE
Cllr E Moore	St Albans City and District Council
Cllr D Barnard	Hertfordshire County Council
Cllr D Franks	Luton Borough Council
Cllr K Collins	Central Bedfordshire Council
Cllr N Crowie	Herts Association of Parish Councils
Cllr S Furguson	Huntingdonshire District Council
Mr G Breeze	PAIN
Cllr V Malone	Central Bedfordshire Council

### Officers Representing

Mr A Martin	LLAOL - CEO
Mr N Thompson	LLAOL - Operations Director
Mr A Wong	LLAOL - Flight Operations Analyst
Mrs A May	LLAOL – LLAOL Airspace Performance Assessor
Mr O Jaycock	LLAOL - Director of Corporate Affairs
Mr N Bradford	LLAOL – Head of Marketing & Communications
Ms S Selmani	LLAOL - Senior Public Affairs Executive
Ms L Symes	North Herts District Council
Mr D Gurtler	Luton Borough Council
Mr C Hall	Luton Rising
Mr A Wright	St Albans City and District Council
Mr S Braund	Buckinghamshire Council
Mr J Keating	LLAOL – Community an CSR

### Noise Consultant & Secretariat

Mr D Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator

**Apologies for absence received from:**

Mrs R Webb - Buckinghamshire and Milton Keynes Association of Local Councils  
 Graham Sweedy – LLAOL Surface Access  
 Cllr L Rossette – Stevenage Borough Council  
 Cllr S Jarvis – North Herts District Council  
 Neil Bradford – Head of Communications and Marketing  
 Danny Williams – LLAOL Head of Digital and Car Parking  
 Nicole Prior – LLAOL Head of Flight Ops  
 Cllr M Muir – Hertfordshire County Council  
 Cllr J Timmis – Dacorum Borough Council

**2.0 Minutes and Matters arising from LLACC Meeting 10th July 2023**

- 2.1 The Chairman welcomed attendees to the meeting. Some minor amendments to the minutes of the previous meeting were suggested and these would be incorporated; no further comments to the minutes were received and they were taken as a true record for publication.

**Admin**

**2.2 Matters Arising**

Agenda Item 2.2 – Update from the Noise Advisory Committee – LLAOL advised that they had met with the CAA and DfT to discuss the performance of the A321NEO at Luton. LLAOL advised that they had now heard back from the CAA who had asked for additional data which would be forwarded. The CAA would respond once they had reviewed the data.

**LLAOL**

Agenda Item 3.15 - It was asked if baggage delivery times could be published in reports for future LLACC meetings. LLAOL agreed to look at the possibility of this but suggested it was more appropriate to review this within the PSSC meeting.

**LLAOL**

LBC sustainability Scrutiny Board – Cllr Franks advised that the Scrutiny Board had not yet met but was scheduled for 20th November. It was suggested that if local groups/ interested parties who were not members of the Council but wanted to take part they should contact Cllr Franks.

**All Members**

A member enquired regarding the combining of the Sustainability Report and the AMR. It was suggested that to avoid any confusion the report might be called the Sustainability and Monitoring Report not just Sustainability Report so that it was clear that the report contained information regarding monitoring as well as sustainability. It was advised that this was discussed and that the 19m enquiry and the section 106 agreement, that went with the enquiry, has the report name changing to the Sustainability Report; as this terminology was used in the Section 106 Agreement it was the legal term for the document.

Agenda 5.6 – Night quota was getting close to the limit and a member enquired if any action was needed. LLAOL advised that it was monitored on an ongoing

basis and it was noted that it is an annual rolling figure and LLAOL were not currently in breach.

Agenda 5.18 – reference was made to helicopter noise over a resident south of the runway. The Flight Ops Team were investigating and would contact the resident.

### 3.0 AGM Matters

3.1 **Election for Vice Chairman** – Cllr Micheal Muir was nominated as Vice Chairman. **All in favour**

3.2 **List of Membership** – any amendments please advise the LLACC Administrator

Cllr N Crowie to replace Cllr Parsons representing Herts Association of Town and Parish Councils.

3.3 **Membership Composition** – Any replacements or withdrawals should be advised to the LLACC Administrator

Cllr K Collins to join the PSSC.

Cllr S Fergusson to join NTSC.

### 4.0 LLAOL Management Report

4.1 LLAOL briefed members on the recent Car Park Fire at the airport on the 10<sup>th</sup> October. The incident had been escalated to a major incident immediately and all local authority emergency response teams were in attendance. It was noted that the fire was contained to one car park and there were no casualties apart from some minor smoke inhalation events; these patients were discharged from hospital within a few hours.

The airport operation was resumed after 24hours thanks to the amazing efforts of all the teams concerned in-house as well as external parties.

Members congratulated LLAOL on how quickly they managed to get the airport operational again and that nobody was seriously injured.

Further discussion continued regarding the car park, and the next steps.

4.2 Members were advised that passenger volumes in the past 3 months to the end of September were 4.8m; an increase of 13% when comparing with the same period from 2022. It was noted that General Aviation demand continued to return to pre-Covid figures.

4.3 Members noted that the airport had had a really strong summer. ASQ Scores over the summer period were the highest they had been for the summer; immigration performed well despite some strike action during the summer. LLAOL also advised that the first two next generation security lines had just gone live and the Airport were on track to be fully compliant by June.

4.4 Members asked if passengers numbers could be updated on the website as many people would find that interesting. **LLAOL**

4.5 It was also asked if members could be updated at future meeting on those who have benefited from the Community Trust Fund. **LLAOL**

4.6 Reference was made regarding Flight Operations and night-time Operations. LLAOL gave further explanation.

4.7 LLAOL confirmed that the budget for the Noise Insulation Scheme had all been spent, this included budget that was rolled over from 2021 into 2022 and again into 2023.

4.8 Questions were raised regarding the Next Generation Aircraft. LLAOL confirmed that this terminology referred to NEOs. It was suggested that this may change in the future as we move into a new era with NEOs being called New Generation aircraft.

#### **5.0 Noise and Track Sub Committee 6<sup>th</sup> September 2023**

5.1 Total passengers served increased by 19%, total traffic movements increased by 3%. The total movements in the night period, 23.00-06.59, increased by 3% from those for the second quarter last year and the early morning, 06.00-06.59, movements were up by 15% compared to the second quarter last year.

5.2 The airlines achieved in the period Continuous Descent Approaches, CDA, for 94% of all arrivals, up on the same quarter in 2022 (93%)

5.3 The noise monitor results showed the majority of departures still produced noise levels in the range 70-76 dB  $L_{Amax}$ . In this period (2023 Q2) 6 daytime and no night-time departures were registered at greater than 80 dB. Q2 last year the comparable counts were 0 and 0.

5.4 There were 7 daytime noise violations and 1 during the night-time. The night-time noise contour area increased by 8%. There were 11 track violations in this quarter due to poor track keeping.

5.5 The number of complaints increased from 1,293 last second quarter to 5,329 in the same period in 2023, much of which is due to the AD6 change. The number of new complainants was 71, down from 114 in the same quarter in 2022. For this quarter, runway usage was 41% westerly operations.

5.6 With respect to the limit on early morning shoulder activity (12 month movements), total for preceding 12 months was 5,046 (limit 7,000). With respect to the limit on night quota activity (23.30-06.00) (12 month movements), total for preceding 12 months was 8,951 (limit 9,650).

- 5.7 The sub-committee discussed the QMR and the noise violations where 4 were by the same aircraft type. LLAOL advised that they were all the same operator, who operates a significant number of movements from the airport. Following the fines and discussion with LLAOL the operator is looking to undertake full length departures where possible.
- 5.8 In relation to complaints, there was a suggestion to use a second axis for some of the graphs, one for the number of complaints, and one for the number of complainants, as there is often an order of magnitude difference between the two.
- 5.9 On the number of complaints themselves it was noted that the numbers were considerable despite the ongoing modernisation of the aircraft fleet. This was attributed primarily to the AD6 airspace change and the post implementation review which was ongoing.
- 5.10 A member from LLACC asked why the Night Quota had reduced compared with the previous year. LLAOL advised that there were 2 reason one being the fleet modernisation, Luton had one of the highest percentages of fleet modernised aircraft of any airport in the UK, the other was fewer delays.
- 5.11 LLAOL updated on various items including the Noise Action Plan (2024-2028); Noise Comparison 2014 to 2023; NTSC Projects and the Annual Sustainability Report.

## **6.0 Report from Passenger Services Sub Committee from 6<sup>th</sup> September 2023**

- 6.1 The Chairman referred to the PSSC and informed that much of the detail discussed at the meeting had already been covered under the Airport's update.
- 6.2 The Chairman informed that there had been a lengthy discussion regarding the new security lanes and if there was scope for the new system confusing people with some lanes where passengers can take items through in bags and other where they cannot. The airport gave reassurance that processes were in place to avoid this happening.
- 6.3 Ground handling was also discussed in some detail and LLAOL briefed further regarding how they had worked with the ground handlers to improve their service.

## **7.0 Sustainability/AMR Report 2022 – non-noise aspects**

### **The following comments were raised by members**

- 7.1 The Report does contain potentially useful reviews of Performance Against Targets (PATs), however the progress flags were not always accurately assessed. For example, the PATs for environmental responsibility (p54 onwards) contain 25 measures, variously flagged "Completed", "In progress", "Behind target" or "Cancelled". Some appear not to be flagged accurately.

**LLAOL Response:** LLAOL previously had seven (7) status measures: Completed, In progress, On target, Cancelled, Paused, Behind target, Missed target. Having so many status' made it difficult to track progress i.e. what is the difference between 'In progress' and 'On target'. LLAOL now have changed the seven (7) status' down to four (4): Completed, In progress, Behind target and Cancelled (with an exception of one target marked Paused target 3.9).

**Item 1.6** - flagged In progress but actually looks to be Behind target

**LLAOL Response:** The Target 1.6 Water - Reduce total water consumption to less than 6.98 litres/pax by end of 2023, representing a 10% reduction from the 2018 baseline. LLAOL didn't have the information at the time of publishing the 2022 Sustainability report. 2022 Per PAX: 0.00839 m3 per PAX which converts to 8.3 litres per pax – so this target needs to be changed to Behind Target.

**Item 1.7** - flagged Behind target but described as COMPLETED with a commentary saying delayed and not yet started!

**LLAOL Response:** The Target 1.7 Water - Identify and quantify operations that currently use potable water but could be served by non-potable water by end of 2021. The target status is correct as Behind Target. The progress update should reflect this and is incorrect.

**Item 1.11** - flagged In progress but looks to be Target missed

**LLAOL Response:** The Target 1.11 Waste - Less than 5% of non-hazardous construction & demolition waste by weight from qualifying projects to be sent to landfill by 2021. LLAOL still awaiting figures

**Item 1.12** - flagged Completed but unclear what its target actually was

**LLAOL Response:** The Target 1.12 Air quality – LLAOL's Net Zero roadmap includes detailed plans for their transition to a full low carbon fleet using a mixture of sustainable fuels and electric vehicles by 2030. LLAOL informed This is correct, as part of our Net Zero roadmap we have a plan on how to reach a full low carbon fleet by 2030

**Item 1.20** - flagged Completed, but the changes it sought to drive in 1.18 and 1.19 are both Behind target.

**LLAOL Response:** The Target: 1.20 Sustainable travel - Promote and monitor sustainable travel at the airport. Secure 12% participation in the staff travel survey by 2020 and increase the number of organizations attending the airport travel forum (2022: 12). LLAOL informed This was completed as it is a target relating to just LLA staff only. Target 1.18 & 1.19 refer to both customer

and staff travel and because there was no increase these are both Behind Target.

**Rachael Webb's comments:**

The "Cautionary Statement" on page 5 is very disappointing when sustainability should be at the heart of everything such a polluting operation aspires to. Whatever happened to 'dynamic planning'?

**LLAOL Response:** Standard to include in a report that is monitoring progress over a number of years.

I couldn't see that 'Sustainable' / 'Sustainability' was defined or usefully explained anywhere. For example, I'm sure the communities newly affected by noise thanks to AD6 would consider Luton operations to be unsustainable, in that the environmental impact has worsened for them. And see 5. Below

**LLAOL Response:** Page 4 includes a description on the report scope and boundaries. But we take on the point that we could make this clearer in the future.

Review of the PAT tables on pages 70 (Supporting community) and 85 (Health and Safety): Here, a number of items are flagged "Completed" yet relate to things which should happen each year, so ought to be flagged "Achieved" and the target retained for the following year. Some are flagged "Cancelled", excuse being pandemic, whereas ought to be shown as "Not achieved" and the obligation carried over.

**LLAOL Response:** Refer to the earlier point about trying to reduce the number of options that each target can be characterised as but take on their point about this being clearer for ongoing targets.

## **8.0 Luton Borough Council Report**

8.1 Committee noted the LBC Report

8.2 Members were advised that on the 13<sup>th</sup> October the Secretary of States gave their decision on the 19m application and with the report being posted the LBC website. The application was granted but subject to 19 Planning Conditions some of which were already ongoing. LBC briefed further on the various conditions.

Further discussion ensued regarding permitted development rights and the DCO.

## **9.0 Correspondence Received since July 2023**

9.1 No Correspondence was discussed

## 10.0 Any Other Business and Next meeting Dates

10.1 Both documents were taken as read and if there were interest to discuss further as a separate meeting.

10.2 Members discussed the LLACC website, LLAOL to investigate further. The Chairman had forward recommendations from the LLACC members.

**Date of Next Meeting – 22<sup>nd</sup> January 2024**

LLACC Issues & Action Log					
Serial	Meeting	Date	Action	Responsible	Update/Remarks
1	LLACC	Jan-22	Suggested amendments to LLACC website to be submitted to the Chairman or Administrator for consideration	All Members	Open Item - suggestions always welcome
2	NTSC LLACC	Jun-22 Jan-23	Data on investigation into A321 NEO noise levels and manufacturer's response awaited	LLAOL/Chair	Long standing issue with some other airports reporting a similar experience. Discussions between Airport, CAA and DfT taken place. Discussions with Wizz and easyJet to come. Ongoing
3	NTSC		Airspace change on arrivals procedures (AD6) was now in effect with data gathering for a Post Implementation Review ongoing	LLAOL/CAA	Ongoing
4	NTSC		Airspace Change (FASI-South) process underway	LLAOL	Change process now at Stage 3a - Consultation Preparation Step. The sponsor plans its stakeholder consultation and engagement, and prepares consultation documents, including the second-phase Full options appraisal with more rigorous evidence for its chosen option(s).



5	LLACC	11-Jul	To consult with and involve NTSC and other interested parties in the development of the next iteration of the Noise Action Plan for 2025-2030	LLAOL	Complete – NAP submitted to Defra in September 2023.
6	LLACC	11-Jul	Provide note on contouring methodology as referenced in the AMR. Provide appendix or link within AMR to enable interested parties to have access to the methodology.	BAP	Partially complete - appendix to AMR or similar needed
8	NTSC	07-Sep	LLAOL agreed to provide details on the status of 'Quiet Areas' as referred to in the NAP	LLAOL	Complete - LLAOL confirmed definition as per Government guidelines. Level and method of consultation under review
9	NTSC	07-Sep	LLAOL agreed to respond to other questions of fact arising from the NAP review as some members had not had sufficient time to prepare for the meeting.	LLAOL	Complete - answers provided to NTSC
10	NTSC	14-Dec	NAP 2024-2029 . LLAOL would welcome suggestions for additional or new actions that could be included. It is intended to discuss these at the NTSC meeting in March.	All Members	Complete – NTSC members have submitted suggestions which are being considered for the NAP.
11	NTSC	14-Jun	Members to work with Airport on specified NTSC projects	NTSC Members with Airport	Initial set of projects discussed at NTSC in September. Ongoing
12	LLACC	13 Jul	Review Sustainability/AMR	Members	Complete – review discussed at various meetings and finalised at LLACC in October.