

Monday 7th July 2025 – 14.00hrs. – Virtual via Teams

Members

Mr M Routledge	Chairman
Mr M Reddington	LADACAN
Mr J Morgan	SLAE
Cllr E Moore	St Albans
Cllr J Timmis	Dacorum Borough Council
Mr J Richardson	Chamber of Commerce
Cllr P Parry	BATPC
Cllr K Collins	Central Bedfordshire Council
Mr O Bigaignon	St Albans City and District Council
Mrs R Webb	BMKALC
Mr J Wilkinson	PAIN (substitute)
Cllr A Amjid	Luton Borough Council
Mr A Hatch	ATC – NATS
Cllr R Brown	Hertfordshire County Council
Cllr S Naser	Luton Borough Council

Officers Representing

Mr Alberto Martin	LLAOL - CEO
Mr N Thompson	LLAOL- Chief Operations Officer
Mrs N Prior	LLAOL – Head of Flight Operations
Mr D Gurtler	Luton Borough Council
Mr P Donovan	Hertfordshire County Council
Ms L Symes	North Herts District Council
Mr O Connolly	Kings Walden Parish Council
Mr P Gilbert	LLAOL – Marketing Communications Manager
Mrs C Armstrong	LLAOL – Head of Guest Experience
Mr O Jaycock	LLAOL – Director of Corporate Affairs
Mr N Bradford	LLAOL – Marketing Communications Manager

Noise Consultant & Secretariat

Mr D Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator

Apologies for absence received from:

Cllr D Rosario – HAPTC
 Cllr V Malone – Central Bedfordshire Council
 Mr J Hale – STAQS
 Mr G Breeze – PAIN (substituted by Mr J Wilkinson)
 Ms S Decker – EasyJet
 Mr G Sweedy - LLAOL – Operations Manager, Surface Access
 Mrs L Hanlon – LLAOL – Community & CSR Manager

1.0	The Chairman welcomed attendees to meeting.	
2.0	Minutes and Matters arising from LLACC Meeting 7th April 2025	
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; following a couple of grammatical changes the minutes were taken as a true record for publication.	Admin
2.2	Matters Arising	
2.2.1	Page 2/3 Item 3 – Clarification was given by LLAOL regarding the partnership with East of England Ambulance Service. LLA already had a number of first aiders working in the terminal, but because of their high level of training the LLA fire service had an agreement with the East of England Ambulance Service that they could respond and provide the initial point of care until the emergency services arrived.	
2.2.2	Page 2.7 (1 st Para)– reference was made regarding a missing point and requested that an additional point be added regarding the reduction of Noise Contours by 2028 as a planning requirement.	
2.2.3	Item 5.1 – it was requested that the historical line from the fire report be added to the minutes regarding the recommendation to consider installing sprinklers. LLAOL made further reference regarding the comment raised and informed that the building did comply with fire regulations and stated that the idea of retro-fitting sprinklers was under review. LLAOL had not categorically said that they were not fitting sprinklers. However, LLAOL’s main focus was to rebuild TCP2 the car park that was destroyed by the fire.	
2.2.4	Item 6.2 referred to the comment regarding “ <i>serving the Notice to Grow, which could be done as soon as all the pre-conditions had been met</i> ” it was questioned what those pre-conditions were. LBC stated that it referred to Article 44 and that before the Airport could service Article 44 of the DCO they were required to carry out monitoring of various matters such as: Surface Access; Air Quality; Noise; and Green House Gases (Carbon). There had to be 12 months of monitoring. LLAOL added that there were multiple activities that needed to be carried out and completed before they could serve the Notice to Grow.	LBC
2.2.5	Item 6.3 “Concerns were raised about the Parking Strategy and a member enquired whether this would help with fly parking. LBC agreed to investigate and report back”. LBC informed that the strategy said that in addition to and in response to overspill parking in the east of Luton particularly those close to the airport it was planned, over the next 3 years, to introduce Controlled Parking Zones (CPZs) in Wigmore, Stopsley and the Round Green wards. The	

	Highways department had advised that following a consultation regarding the introduction of CPZs in Wigmore that the residents did not support the introduction of CPZs. However, the other two areas were on the works programme as set out in the parking strategy. It was also advised that a further parking consultation was currently being carried out in the Stopsley area. Further discussion ensued regarding CPZ consultation in the Wigmore area. LLAOL asked if information could be shared with LLAOL regarding fly parking issues being experienced to allow more constructive conversation regarding the issue and possible solutions.	SLAE
3.0	LLAOL Management Report	
3.1	LLAOL advised on the figures for the quarter: there had been 4.7m passengers with a total of 36,200 ATMs and 7.5k tonnes of cargo. When compared with 2019, levels were around 97% in passenger numbers and this was a 3.4% increase on last year. Rolling 12-month Passenger numbers to end of June 2025 was 17.1m, up 4.3% on the same period ending June 2024.	
3.2	There had been some good scores for Check-in, Security and Immigration on the ASQ system (a global airport benchmarking scheme). The ASQ score for Luton was 4.11 out of 5 with 82% overall customer satisfaction. Average queue times of 5 and 6 minutes for security and immigration were considered good.	
3.3	LLA had received a ‘Very Good’ rating (the highest rating) in the CAA’s Annual Airport Accessibility Report 2024/5.	
3.4	LLA had been named the UK’s best airport for low-cost airlines by <i>Skytrax</i> , and was in the top ten globally. This position was based on customer feedback and independent surveys that evaluated everything from airport services and facilities to passenger satisfaction.	
3.5	Members were also informed of two new food and beverage offerings that had opened recently: Fletton Pub & Kitchen a new landside bar restaurant and Final Call – a last stop café by Gate 21 with airside views.	
3.6	LLAOL had published their Sustainability Report and digital copies were available to download. The document outlined progress on the Responsible Business Strategy and key 2024 highlights. LLAOL informed that a hard copy of the report was available on request. Members were advised that the Airport had reached an all-time high in employment on the airport site at 14,000 people. It was also noted that 60% of the supply chain was within a 25 mile radius of the Airport. It was further noted that Luton were leading the way across Europe in the adoption of next generation aircraft with the proportion of based aircraft at Luton being 60%. The Airport had reduced their own emissions by 27% since 2019 and the recycling rate was 82%.	

3.7	Regarding surface access, members were advised that the rebuild of TCP2 was nearing completion and it was on track to open in September.	
3.8	Local services had improved following a £10m investment by Arriva and included 24/7 services with more frequent services from the Airport to Dunstable and Luton.	
3.9	Regarding Community, the Airport had hosted a number of employability workshops for over a 100 students from 7 local schools.	
3.10	The Airport had now launched a new 3 year partnership with Tokko Youth Hub and National Literacy; they were working hard to raise funds for both charity partners.	
3.11	Regarding Community investment, £154k in grants from the Community Trust and Greener Future Funds had been awarded and had supported 12 local projects, benefiting some 15,000 people.	
3.12	Questions by members.	
3.12.1	Members congratulated the Airport on their many awards and the reduction in emissions.	
3.12.2	A member asked if there were any figures available regarding any changes in modal split for surface access. LLAOL advised that Luton Rising produce the figures regarding passenger numbers for the DART but informed that they had seen an increase in passengers compared to those who previously used the bus service from Parkway. It was noted that the proportion of those who use the rail service to and from the Airport was currently around 19% for the year. LLAOL briefed on the various ways they were trying to improve these figures and informed that their current target for modal shift was 38%.	
3.12.3	A member enquired regarding the bus service from the Aylesbury area and asked if there was any provision for an increased regular service from Aylesbury. The Chairman agreed to take the question to the next PSSC meeting.	Chairman
3.12.4	A member asked if there were any reductions in carbon emissions from the Airlines. LLAOL advised that they encouraged airlines to operate the most fuel-efficient aircraft and worked hard to incentivise airlines to deploy those aircraft from Luton. Government had now implemented the SAF mandate and were actively working with the airlines to improve emissions. LLAOL advised they had the highest number of next generation aircraft operating from Luton.	
3.12.5	A member enquired if there was a breakdown of where the 14,000 people involved in the airport work. LLAOL advised that there was a breakdown in the Sustainability Report.	

4.0	Noise and Track Sub Committee 4 June 2025	
4.1	<p>Members noted the report provided by Bickerdike Allen for Q1 of 2025.</p> <p>Total passenger numbers had increased by 9% and total traffic movements by 5%. The total movements in the night period, 23.00-06.59, were 2% lower when comparing with the same quarter last year. The early morning, 06.00-06.59, movements were 5% higher when comparing with the same quarter last year.</p> <p>The airlines had achieved Continuous Descent Approaches (CDA), for 93% of all arrivals; this was the same as in Q1 in 2024.</p> <p>The noise monitor results showed most departures still produced noise levels in the range 70-76 dB L_{Amax}. In this period two daytime departures but no night-time departures were registered at greater than 80 dB. Last year the comparable counts were six and one.</p> <p>There had been two noise violation during the daytime and one during the night-time; all were fined accordingly. The night-noise contour had decreased by 8% when comparing with the same period in the previous year. There had been nine track violations due to poor tack keeping all resulted in fines being issued.</p> <p>The number of complaints had decreased from 1,268 in the last Q1 to 586. The number of complainants was 43, down from 64 in 2024. The number of new complainants was 6, down from 11. The largest percentage of complaints had been about westerly arrivals. Runway usage for the quarter was 60% westerly operations.</p> <p>Regarding the limit on early morning shoulder activity (12-month movements), the total for the preceding 12 months was 5,818 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 7,547 again below the limit of 9,650.</p>	
4.2	<p>The sub-committee had discussed the QMR.</p> <p>Track violations were discussed. The number of violations was not unusual, and lower than in the equivalent quarter in 2024. In terms of the aircraft performing the violations, they were mostly privately owned aircraft. To reduce occurrences due to unfamiliarity, LLAOL have a departure briefing and the procedures are also detailed in the AIP.</p>	

It was confirmed that private jets operated under the same rules as the main airlines. They were operating within controlled airspace, and were being monitored and directed by air traffic control. The area of controlled airspace extended beyond the noise preferential route (NPR) corridors. Consequently track violations outside the NPR were considered as a noise issue rather than a safety concern.

In terms of CDA, it was noted that the main airlines were performing well, but others were bringing the average down. These included El Al, although they had improved from where they were historically, and Israir who were new to the Airport. LLAOL advised they were focussing on private operators whose performance was also below the average.

The top reasons for go-arounds were discussed. LLAOL advised that the main reason in the quarter was 'Unstable approach'. This related to the operational state of the aircraft and that to continue with an approach certain criteria such as aircraft speed, had to be met at a point before touchdown. The specific criteria depended on the aircraft type and individual airline procedures.

The other top reasons were 'Weather' and surface monitoring radar 'SMR'. The remaining reasons each occurred infrequently and so they were grouped under 'Other'. However, because there were many 'other' reasons the combined number of go-arounds for this category was the highest. LLAOL agreed to provide a further breakdown of these reasons to allow further consideration.

The night noise contours were discussed. Firstly, in terms of area it was noted that the areas for 2024 Q1 had changed from those reported in the associated QMR. This had arisen as the validation of the contour methodology is updated each year, but often not until after the Q1 contours are produced. Consequently, the Q1 contours often get updated. The area for 2024 Q1 in the 2025 Q1 QMR was the relevant one to use. LLAOL would look at including text in the QMR to advise of the potential for changes.

Comparing the contours between 2024 Q1 and 2025 Q1 the changes in the relative sizes of the three lobes were discussed. In particular, while there was some reduction in the latest contours to the east towards Stevenage, and to the south-west towards Markyate, there was an increase to the west towards Kensworth. The latter was despite the increase in the proportion of modernised aircraft. It was advised that the increase arose due the lobe being impacted by arrivals from the west, and that there was a higher proportion of these in 2025 Q1, 38% as opposed to 25%.

In relation to the departing passengers it was advised that the non-EU destinations included Turkey, Israel, Morocco, and some parts of eastern Europe.

In was noted that there had been no response from Airbus on the Airbus A321neo performance. LLAOL had attended a meeting in April where the DfT pressed the CAA to progress their work on the matter, with a presentation planned for the next ANMAC meeting. LLAOL were currently monitoring the performance of the Jet2 aircraft as they had a different engine to that of the WizzAir aircraft.

Looking forward, ICAO were planning to introduce a more stringent noise standard for subsonic aircraft. This would affect types seeking certification from 1st January 2029.

Two typos were also noted. In the QMR the footer referred to 2024 not 2025, and in the presentation the noise comparison sample sizes should reference 2025 not 2024.

Airport Updates

Noise Management Plan Review - LLAOL presented a summary of their Noise Management Plan review which was to be submitted by 30th June, one year after the implementation of the 19mppa permission. The changes included higher noise and track violation fines, and further alignment of the dispensation policy with those of the designated airports, as they had recently changed.

Airspace Update - LLAOL advised that the Government had just announced the creation of UKADS, a single guiding mind to coordinate and sponsor future airspace changes to deliver the holistic, modernised airspace design envisaged by the Government's Airspace Modernisation Strategy. UKADS will be provided by NATS. It was currently unclear to what extent community groups or airports would be able to feed into the process.

Separately LLAOL had submitted further information for the AD6 Post Implementation Review. The subsequent report from the CAA was now expected in 2025 Q3.

LLAOL also advised that their submission from 2017 for RNAV approaches was now largely approved. However, it was only being obtained as a contingency and would not change flight tracks over the ground even if used.

FLOPSC Feedback - The meeting discussed CDA in addition to noise from ground operations, including the use of ground and auxiliary power units. The implications for airlines of movements dropping into the early morning shoulder period were also raised and seemed to not have been fully appreciated by some.

Other Discussion - The concern from some residents of south Luton that departures to the west were to the north of the intended track remained. LLAOL had reviewed the tracks provided by LADACAN and

4.3	<p>would provide the results of their analysis to aid a response to the residents.</p> <p>There were no Questions raised by LLACC members.</p>	
5.0	Report from Passenger Services Sub Committee 4th June 2025	
5.1	<p>The Chairman advised that the majority of the PSSC discussions had already been covered under the Airport update. However, there had been a debate regarding batteries in wheelchairs and complying with various airline requirements, it had been raised that there had been some miscommunication with one of the airlines and the PRM handling agent. There was also some discussion regarding transport and in particular buses and their ability to take passengers with reduced mobility. The Chairman stated that he felt the renaming of PRM to Assisted Travel.</p> <p>There was some discussion regarding the rebuild of TCP 2 and further discussion regarding TCP1 and the consideration for installing sprinklers.</p> <p>Following a suggestion by a member, there was also discussion of the potential for an extension of the covered walkway to protect passengers when walking from the car parks.</p> <p>A member raised concern regarding the length of the route taxis have to take when exiting the airport which increased the cost of the fare significantly. LLAOL explained the reasons for the route, which was designed to avoid traffic conflict.</p> <p>Seating at gates was discussed. LLAOL stated that they were aware of the issues and were looking to automate the process to avoid handling agents calling passengers to the gate too early.</p>	
5.2	There were no Questions raised by LLACC members.	
6.0	Luton Borough Council Report	
6.1	The Committee noted the LBC Report following a brief given by LBC.	
6.2	Members were advised that a new suffix at the end of S106 RQ related to clauses within the Section106 Agreement that needed to be discharged.	
6.3	Other items highlighted included the Taxiway Alpha extension at the northern end of the runway. LLAOL confirmed that Taxiway Extension works were progressing well and they would be utilising the next closure period (the runway will be closed from November 25 through to March 26 for 5 nights a week) for runway resurfacing works to carry out the tie-in. This would avoid separate closure periods.	

6.4	Solar Farm – following the grant of the DCO an additional plot of land had become operational land within the southern part of the Airport. An application had been received under permitted development for additional solar panels to be installed on the land. Further explanation was given regarding permitted development criteria.	
6.5	Members were updated on the judicial review process that LADACAN have brought against the Department for Transport who granted the consent for the DCO. LADACAN have now sought leave from the High Court to challenge the decision.	
6.6	Reference was made regarding the Local Plan and members were informed that following consultation to ask landowners/developers and others to submit sites for consideration. Although the deadline for submissions had passed, LBC were still open to submissions via their website.	
7.0	Correspondence Received No correspondence was discussed	
8.0	AOB	
8.1	A Member enquired why Ground and Air Noise are both treated separately and asked what can be done about it so that the totality of noise experienced by residents is accounted for and that relevant noise insulation against the totality is provided. BAP informed that ground noise has much lower eligibility criteria than air noise does and it already preferentially treated if added together what criteria would you use.	
8.2	A member commented that the ground noise modelling recorded by Arup and by BAP were completely different for the same period in time. They enquired how this could be so and how it might impact (Ground Noise) insulation issues in the Wigmore area in future. BAP had spoken with Arup on what details and assumptions had been made by them but without knowing exactly there was likely to be a differences.	
8.3	Members were advised that the 8 th October would be a Tour of the Airport by PSSC and LLACC members were invited to attend.	
8.4	A member noted that at the previous LLACC meeting on 7 Apr 25 it was advised that the Environmental Scrutiny Group would include a representative from Dacorum Borough Council. Date of Next Meeting 20 th October 2025 at 14.00 via Teams	