

Minutes

Meeting of London Luton Airport Consultative Committee

Monday 14 April 2008 – 13.00hrs. Putteridge Bury Conference Centre

Members

Mr J Bailey	Chairman
Cllr B Lloyd	Vice Chairman – Hertfordshire County Council
Cllr R Berry	South Bedfordshire District Council
Cllr N Brook	Hertfordshire County Council
Mr M Burlyn	NATS
Mr G Farley	NATS (M Burlyn's replacement)
Cllr N Clements	Hertfordshire Association of Town & Parish Councils
Cllr M Dolling	Luton Borough Council
Cllr J Gledhill	Bedfordshire Association of Town & Parish Councils
Mr P Hack	LLA Branch – TGWU
Mr M Holden	Breachwood Green Society
Cllr B Jennings	Buckinghamshire County Council
Mr T Lee	Thomsonfly
Cllr M Muir	North Hertfordshire District Council
Cllr M Patston	Stevenage Borough Council
Cllr B Pawle	St Albans District Council
Cllr Dr I Reay	Dacorum Borough Council
Cllr B Sadler	Bedfordshire County Council
Cllr P Swaisland	Bedfordshire County Council
Mr G Twiss	PAIN
Mr B Webb	LLATVCC
Cllr R Webb	Buckinghamshire Association of Local Councils
Cllr B Wells	Mid Beds District Council
Mr R Wood	LADACAN (substitute)

Officers Representing

Mr P Bylo	St Albans District Council
Mr A Divney	LLAO (Community Relations Executive)
Mr S Earles	LLAO (GM Planning & Corporate Social Responsibility)
Mrs K Goodman	LLAO (Airfield Environment Officer)
Mr R Hiscock	Aylesbury Vale District Council
Mr G Jones	LLAO (Managing Director)
Ms R Jones	Buckinghamshire County Council
Mr A Judge	LLAO (Operations Director)
Mr R Monck	Hertfordshire County Council (substitute)
Ms W Rousell	Luton Borough Council (Planning)
Mr M Nahvi	South Bedfordshire District Council
Ms N Rapier	LLAO (Marketing Director)
Mr N Thompson	LLAO (Airfield Environment Manager)
Ms S Williams	Stevenage Borough Council
Mr S Yang	North Hertfordshire District Council (substitute)

- 2.6 Item 9.5 – All the environmental information on the Airport website is to be updated, including an updated Information Pack with details of the new helicopter procedures introduced last year.
- 2.7 Item 9.6 – The easterly Compton departures over North Harpenden will be investigated as part of TC North Consultation.
- 2.8 Members of the Committee requested that a list of acronyms used at the LLACC meeting be disseminated to members with each agenda. **LLACC Admin**
- 2.9 The Committee accepted the Minutes, as amended, for the LLACC meeting of 17 December 2007 as an accurate and true record and **agreed** for the Chairman to sign them. **Chairman**
- 3 Minutes of the Noise & Track Sub Committee (NTSC) 26 November 2007**
- 3.1 The Chairman informed that the function of the NTSC is to give advice to LLACC members on airport related matters, principally those noise and track issues that could impact local communities.
- 3.2 The intention of Annex A attached to the minutes of NTSC is to highlight the key facts from LLAO's Quarterly Environment Report and facilitate comments on them at LLACC. Members welcomed the new approach adopted in Annex A.
- 3.3 NATS referred to the departure route analysis on page 3.5 and suggested that it might be helpful to refer to Clacton/Dover/Detling departures as Brookmans Park as the 3 routes follow the same path through this location. LLAO will also change their report to suit. **Noise Advisor**
- 3.4 Item 2.2 – Helicopter overflights. Concerns were raised by members regarding the non-Luton helicopters that transit over the area. LLAO were asked if the origin and destination could be identified as it was felt that these are as much to blame for the helicopter noise problems being experienced especially over Harpenden. It was noted that NATS do monitor the overflights but only pick up the Luton inbound.
- 3.5 LLAO informed that their Noise and Track System can identify the Luton tracks but cannot give any detailed information on overflights. The Committee were reminded that VRP's were for guidance only and pilots are not required to fly them and that NATS cannot stop helicopters from transiting Class D airspace.
- 3.6 On the Managing Director's suggestion it was **agreed** that contact should be made with NATS at Swanwick regarding the request for information on helicopter overflights at Luton and to report back to the Committee. **LLAO**
- 3.7 Members suggested that a penalty system of fining airlines for any irregularities in track keeping, similar to those used at Stansted, should be implemented at Luton. LLAO **agreed** to consider the implications of such a scheme and report back to the Committee. **LLAO**
- 3.8 Page 3.5 – Year on year data on Night Noise was not referred to in the summary but was noted in the Quarterly Report.
- 3.9 Page 3.6 last bullet point on NTSC Minute: 95 dB should read 85 dB.

- 3.10 Members felt it would be of interest to compare pre May 2006 Mentmore noise monitoring to August 2007 and asked if these figures could be made available to them. **LLAO**

4 London Luton Airport Reports:

4a Managing Director's Report

4.1 The Chairman thanked the Managing Director and easyJet (Huw Thomas) for facilitating the recent tour of the airport and easyJet facilities by members of the committee. Much was learnt about both operations which members found extremely useful. More notification was requested for any further planned tours.

4.2 The Managing Director informed that the Master Plan remains the same as the update that was given at the 17 December meeting. However LLAO are very conscious of the need to move forward but feel that the process is better done well rather and quickly and will therefore not rush into anything. The external context for LLAO has also become much more demanding with aviation fuel becoming 60% more expensive than 12 months previous and the credit crunch which continues to consume the general public.

4.3 Comment was made on whether respondees to the Master Plan had received individual notification on the withdrawal of the document. The Committee were advised that communication was made via the national media, but LLAO did not write to every individual that had commented.

4.4 The Managing Director referred to the last meeting and enquired if a letter had been written on behalf of the LLACC to UKACCS Committee advising them of the situation at Luton with regards to the Border and Immigration Agency. The Chairman confirmed this had been done and the Managing Director requested that a letter now be sent to the Minister of Immigration welcoming the extra people at Luton but with a request for more as there were still not enough to reduce delays to an acceptable level. **Chairman**

4.5 The Committee acknowledged the report of the CAA statistics for on-time performance, published by the CAA on their website. It was noted that LLA's performance is above many of the larger UK's airports.

4.6 Community Engagement Strategy – The Managing Director indicated that he would be interested in getting feedback from members regarding the strategy and the art exhibition in the onward travel centre.

4.7 The Chairman thanked the MD for his informative report.

4b Quarterly Planning & Development , Surface Access & Corporate Social Responsibility Report

4.8 LLAO's new Community Relations Executive (Adam Divney) was formally introduced to the Committee. Part of his responsibility will be to deliver the Community Engagement Strategy. The Chairman and the Committee welcomed his involvement and look forward to hearing updates on the progress of the Strategy.

4.9 Employee Travel Survey – 15% of the surveys have been received back and results are being counted. The survey was quite detailed and included employer facilities for employees. It is anticipated that the results of the survey will build up into an understanding of needs along with information that will help in the preparation of revised airport travel plan proposals on which it is hoped that the Committee will advise and comment. LLAO **agreed** for a summary of the survey to be available for the next meeting.

LLAO

4.10 Rail Air Shuttle Bus Service – This appears to be working well with no confusion with regards to tickets. LLAO are delighted with the service and are very positive for its future success. Feedback has been almost zero regarding the charges but it was noted that the process could be a little slicker for collecting revenue.

4.11 Waste strategy recycling bins – Recycling facilities are now available in all the public areas of the airport.

4.12 Luton & South Bedfordshire – Local Development Framework. The committee were advised that several TC North meetings held by NATS were attended by local authorities and new development and growth areas were amongst the items discussed. NATS had advised that they will not be taking into account any new or proposed development during the consultation process as this was not a requirement within the CAA's CAP 725 guidelines in which they are only required to take into account current areas of population.

Several members raised their concerns on the effect of TC North proposals on new or proposed development areas, commenting that they do need to be recognised when evaluating the airspace proposals.

The Chairman requested that Local Authority representatives need to make absolutely clear, when responding to the TC North consultation, that there are developments ongoing and where they are.

4.13 Community Engagement Strategy – The Community section of the Airport's website is currently under construction and will include video clips of LLAO community projects. In addition LLAO have sponsored Local News TV a local website aimed to inform and communicate with the local community. The website, www.local-news.tv also has a video diary of community projects – A video clip of the art gallery was added to this website recently.

20 projects have been set for 2008. The committee were asked if they have any projects in mind that they would like LLAO to consider to either contact Simon Earles or Adam Divney.

All

Members noted with pleasure the support given by LLAO for Earth Hour and for their elected Charity of the Year (East Anglian Air Ambulance which is a totally voluntary organisation).

4c Quarterly Environment Report

4.14 Taken with Agenda Item 3

4d Quarterly Economic Report

4.15 The committee were advised that no airlines had ceased trading. easyJet launched a daily Hamburg route which is a direct replacement for Bremen. Ryanair have launched a service to Kerry which is a direct replacement for Fez.

- 4.16 A comment was made that the report appears to give more emphasis to new routes as opposed to routes that are cancelled, giving an unbalanced picture. LLAO confirmed that all new routes and route cancellations are recorded within the report and that 11 new routes have been launched for seasonal purposes. It was made clear that many changes to routes are seasonal.

5 Luton Borough Council Reports

- 5.1 The Committee were advised of an error in the site description for the J C Decaux planning application which should read Roundabout Holiday Inn.
- 5.2 The Annual Monitoring Report was made available to every member of the Committee at the end of the meeting. In addition the report will be available to download from the LLA website as of today's date and from the LBC website in due course.
- 5.3 The Committee were advised that the position of Head of Planning has now been filled. Mr Chris Pagdin took up his position at the beginning of March 2008 but is unlikely to attend LLACC meetings.

6 Master Plan Update

- 6.1 The Master Plan update was covered in the Managing Director's report (para 4.2).

7 LLACC Website Update

- 7.1 The new LLACC website is still under construction. The Chairman has details of options being considered.

8. H M Treasury: Aviation Duty – A Consultation

- 8.1 The Chairman introduced the consultation on Aviation Duty which the Government would like to introduce from 1 November 2009 to replace the current Air Passenger Duty.
- 8.2 Although the LLACC has not been formally consulted it was agreed that the Committee should respond to the consultation.
- 8.3 Following extensive debate members detailed points for consideration by the Treasury in relation to Aviation Duty.
- 8.4 The Committee felt that action to ensure that aviation meets in full its environmental and social costs should be supported, but were concerned that to maintain credibility for this environmental tax, the tax raised should be proportionate to the environmental and social costs.
- 8.5 If charge is per plane, it should relate to emissions of individual aircraft, such that the airline can benefit if, as desired, they operate the least polluting aircraft. It should also take into account the situation where alternative travel modes are readily available, so as to incentivise the use of the least polluting modes of transport and support the benefits of the public expenditure on other modes which have been provided.
- 8.6 The amount raised, whether as APD or AD, (or any proposed increase) should be clearly used for environmental purposes not general taxation so as to ensure

passengers appreciate the need to pay for the environmental costs of their aviation use. On that basis it was suggested that the concept should be to collect tax as now on a per-passenger basis rather than by aircraft, with the ticket price making it clear the amount of that tax (not as now when the tax is included in other charges).

- 8.7 Due to the varying views of members the Chairman requested that members respond separately outlining their own personal views to the consultation. **All**
- 8.8 The Committee **agreed** that the LLACC Noise Advisor should encapsulate the views of members and draft a response for the Chairman to send to the Treasury. **Noise Advisor/ Chairman**
- 9 NATS Consultation on TC North proposed Airspace Changes**
- 9.1 The Committee were advised that the LLACC Noise Advisor had co-ordinated the comments made after the presentation to NTSC and sent a list of questions to NATS but there is no indication of when a reply will be received.
- 9.2 The Committee **agreed** to hold a Special Meeting of the NTSC on the 12 May to discuss and formulate their response. It was hoped that answers would be received from NATS in time for the Noise Advisor to draft a report for this meeting. **NTSC to note**
- 9.3 The following concerns were raised by some members:
- the general public are having difficulty understanding the consultation
 - those not currently overflowed may not be aware of any effects on them of the changes
 - the documents are not readily available in some libraries
 - the consultation period is very short
 - the whole process is being implemented too quickly, without any trials and only an evaluation of the changes at the end of a 12 month period
 - the impact of overflying the countryside and rural areas in order to reduce the urban population overflowed could result in greater impact
 - the impact on tranquillity is not easy to measure
 - the lack of consideration of proposed new development areas
 - the increase in the population affected at Luton
 - the need for mitigation
- 9.4 The LLACC Noise Advisor stated, in NATS defence, that it is Government policy not to overfly heavily populated areas. There is no definition of tranquillity and it is therefore difficult to judge if any quieter rural areas should taken precedence over a populated area.
- 9.5 It was **agreed** that the local authorities should continue to ensure that the interests of their electorate are conveyed to NATS. **All LAs**
- 9.6 The LLACC Noise Advisor informed that the diagrams depicting heights for the TC North consultation use minimum climb gradient but do not address specific areas. Following correspondence with NATS the heights shown on the TC North maps over the Chilterns were wrong and have been changed. It was **agreed** that copies would be sent to members. NATS could not give an answer to how many aircraft will be vectored away from the routes. **Secretariat**
- 9.7 The Chairman listed items **agreed** by the Committee:
1. Chase NATS for a response
 2. The Chairman agreed to circulate any new information from NATS to members
 3. The response from NATS to be circulated to the whole committee
 4. Any views to be forwarded to the Noise Advisor as soon as possible for

incorporation into the draft response

5. The local authorities to send to any information to the Noise Advisor on development areas that will be over flown
6. A special NTSC meeting to take place on the 12 May (now arranged for 2.00pm at Putteridgebury) to consider the NATS response
7. Give NTSC responsibility to finalise the response on behalf of the main committee, to be submitted by 22 May

10 Correspondence received since December 2007

10.1 Noted.

11 Any other Business

11.1 DfT are about to write to Consultative Committees regarding the use made of the new powers under CAA Act 2006. The Chairman **agreed** to write to the DfT to request an extension to the deadline until after the next meeting of LLACC. It was also **agreed** that the Chairman will work with a small group of people (including LLAO) to list existing and any proposed policies for mitigating noise and bring a draft to the next meeting.

Chairman

11.2 Consultation by DfT – Access for Passengers with Disability. LLACC have been asked to comment on the draft Code of Practice. The Vice Chairman **agreed** to draft a response on the Committee's behalf, perhaps working with the group established at 11.1 above.

**Vice
Chairman**

11.3 The annual meeting for Chairman of Consultative Committees is to be held in mid June and is to be hosted by BAA at Heathrow. The Chairman will update the committee on items covered at the next meeting.

11.4 The Chairman thanked all those involved in producing the Annual Monitoring Report.

11.5 The meeting closed at 16.15hrs

12 Dates and time of future meetings:

12.1 LLACC
Monday 14 July 2008 at 1.00pm
Monday 13 October 2008 at 1.00pm
Monday 12 January 2009 at 1.00pm
Monday 6 April 2009 at 1.00pm (13 April is Easter Monday)

All to note

NTSC
Monday 16 June 2008 at 2.00pm
Monday 15 September 2008 at 2.00pm
Monday 1 December 2008 at 2.00pm
Monday 9 March 2009 at 2.00pm