

## LONDON LUTON AIRPORT CONSULTATIVE COMMITTEE

### Minutes of the Consultative Committee Meeting held at Putteridge Bury Conference Centre on Monday 17th July 2006.

#### MEMBERS PRESENT:

Mr D. Brown	-	Chairman
Councillor N Brook	-	Vice Chairman Hertfordshire County Council
Mr D Baggott	-	Chamber of Commerce
Councillor Mrs C Benson	-	Beds Ass. of T & P Councils
Councillor R Berry	-	South Beds District Council
Mr M Burlyn	-	NATS
Dr J Davis	-	L.A.D.A.C.A.N
Councillor N Clements	-	Herts Ass. of T & P Councils
Councillor J Fairbain	-	Bedfordshire County Council
Mr P Hack	-	LLA Branch - TGWU
Mr M Holden	-	Breachwood Green Society
Mr T King	-	Signature Flight Support
Cllr B Lloyd	-	Herts County Council
Councillor M Muir	-	North Herts District Council
Councillor B Pawle	-	St. Albans District Council
Cllr Dr I Reay	-	Dacorum Borough Council
Mr H Richardson	-	LLA Transport Forum/Surface Access
Councillor D Rowlands	-	Buckinghamshire County Council
Mr R Stannell	-	MNG Airlines Cargo
Cllr P Swaisland	-	Bedfordshire County Council
Mr R Tarbuck	-	easyJet
Mr G Twiss	-	P.A.I.N
Mr B Webb	-	L.L.A.T.V.C.C

#### Officers Representing

Mr J Appleby	-	GM Facilities and Planning (L.L.A.O)
Mr S Bailes	-	Hertfordshire County Council
Mr B Bullock	-	Acting Operations Director (L.L.A.O)
Mr S Earles	-	Project 2030 Manager (L.L.A.O)
Mrs K Goodman	-	Airfield Environment Officer (L.L.A.O)
Mr P Hersey	-	Stevenage Borough Council
Mr R Hiscock	-	Aylesbury Vale District Council
Ms K James	-	Managing Director (L.L.A.O)
Ms R Jones	-	Buckinghamshire County Council
Mr R Koller	-	Bedfordshire County Council
Mr M Nahvi	-	South Beds District Council
Ms N Raper	-	Marketing Director (L.L.A.O)
Ms W Rousell	-	Planning (Luton Borough Council)
Mr N Thompson	-	Airfield Environment Manager (L.L.A.O)
Mr S Turner	-	Bureau Veritas
Mr M Wilson	-	North Herts District Council
Ms L Wood	-	Dacorum District Council

## Secretariat & Noise Consultant

Mr J Charles	-	Bickerdike Allen & Partners
Mrs P Harris	-	Committee Administrator
Mrs P Saw	-	Committee Administrator

## Chairman's Statement

The Chairman welcomed Commercial Director, LLAO, Martyn Lloyd and South Beds District Cllr R Berry who were attending for the first time; the Committee wished Cllr Cullen Stevenage District Council a speedy recovery from his operation.

## Apologies for Absence and Substitution

Apologies for absence were received from Cllr Dolling, Cllr Wolding and Mr I Slater Head of Planning Luton Borough Council; Cllr Bastable, Mid Beds District Council; Ms P Khimasia, Mid Beds District Council, Mr T Lee, Airline Representative; Cllr Sir B Stanier, Aylesbury Vale District Council, Cllr Sadler Bedfordshire County Council substituted by Cllr Fairbain; Councillor Cullen - Stevenage Borough Council; Cllr Mrs B Jennings - Bucks County Council; Mr H Thomas – easyJet substituted by Mr R Tarbuck; Cllr R Webb - Bucks Ass. of Local Councils; Mr P Bylo, St Albans District Council;

## 2 Minutes and Matters Arising from the LLACC Meeting 20<sup>th</sup> March 2006.

- i) In matters arising on page 2 / 7 Para 5 the Committee acknowledged agreement in principle with Beds / Herts to assist LLAO and their consultants in their work on Surface Access and Traffic Impact Assessment (TIA); if the TIA suggests that schemes are required they would have to be considered under the normal LTP process and assessed in relation to other priorities in the Counties.
- ii) LLAO expressed their commitment to pay their share towards access improvements; as a tenant LLAO had significantly contributed to the East Luton Corridor scheme in that car parking areas had been reduced; re routing fences and entrances had also occurred in order to accommodate the scheme. At para 6 v the LLAO Environment Office confirmed that a review of the PSZs is on going and, as appropriate, will appear in the Master Plan.

### Resolved.

- iii) The LLACC accepted the Minutes of the LLACC Meeting of the 20<sup>th</sup> March 2006 as an accurate and true record and agreed for the Chairman to sign them.

## 3. Minutes of Noise and Track Sub Committee 22<sup>nd</sup> May 2006.

- i) Members stated there was a total of 174 complaints in the first quarter of 2006 (89 in 2005), an increase of 96%, including 32% of complaints relating to Easterly departures. 41 night complaints (24% of overall total) were made in comparison with 21 for the same period in 2005 – an increase of 95%. Correlation with specific aircraft type in the complaints saw GLF 2 and GLF 3 private executive jets along with private helicopters taking 6% each of the main complaints.
- ii) The consensus of the Committee was that they were concerned with two elements of the first three months of operations in 2006. First - on arrivals, whilst recognising that complaints and noise contours included both arrivals and departures the Committee

noted that only limited details on arriving aircraft could be provided. Second - night noise continued to increase (by 95%) with on average 3-4 night noise complaints a week; this was the first quarter over the past twelve months that there was a decrease in the area enclosed by the 48 dB(A) night contour; this was related to a decrease in total movements induced by runway surfacing. London Luton Airport has a similar number of night flights to Heathrow with 20-25 on average.

### **Resolved**

- iii) That the Night Noise Policy Working Group review night noise amelioration strategies for 2007 onwards in the light of Government policy, London Airports procedures and the considered needs of the London Luton Airport communities; in particular the commercial value of night cargo against community night disturbance be evaluated in line with the Government attitude to bear down on night noise. The Committee accepted the NTSC Minutes of 22<sup>nd</sup> May 2006.

### **4. Minutes and Matters Arising from the Night Noise Policy Working Group (NNPWG) 22<sup>nd</sup> May 2006.**

- i) The Chairman informed the Committee that it was difficult for the NNPWG to move positively forward because of the imminent release of the review of Government Policy on night restrictions at the London Airports along with the delayed outcome of the Master Plan at Luton. The consensus of the Committee was that the NNPWG could only in the short term fine tune the current Night Noise Policy for Luton and then review fully in 2007 the development of Luton after release of the Master Plan and Government consultation with the London Airports.
- ii) Reference was made to the statement from the Secretary of State for Transport dated 6<sup>th</sup> June regarding the two controls governing night flights which were movements and quota; an explanation was given to the Committee by the independent noise consultant for LLAO. The Committee noted that Luton's night contour control system had been praised by Government and is a system Luton will continue to use. Concerns were raised by the Committee that noise after midnight seemed to be on the increase in frequency and volume and that noise generated by landing aircraft was affecting more people. Confirmation was given that the contours do include both take-off and landing noise. LLAO is working with NATS to develop continuous descent approaches (CDA's) to help keep noise levels to a minimum. Reference was then made to the night restrictions where Luton's controls cover the whole of the day and night period whereas designated airports have no controls over their movements within the shoulder period.
- iii) The Chairman invited Bickerdike Allen, independent Committee consultants, to introduce the paper on Night Noise Policy at Luton in the immediate, future and longer term. The key point was that the present planning conditions and the policy of the Luton Plan (1984 and 1999 forecast 8 hour contours) could allow a very large increase in night operations compared to the present level; the existing policy only monitors any increase and limits the departing noise levels to those experienced at Heathrow; it does not provide any mechanism to reduce or limit growth. In essence the London Luton Night Noise Policy is to operate within planning conditions, monitor night operations and noise contours and impose certain limitations on noise levels and types of aircraft.
- iv) Members considered Options for Change to the night noise policy which in the short term could lead to slight adjustments to Night Jet Policy (Issue 5) for the September

4th meeting; then in the longer term accept a fundamental review for March 2007. The Committee further expressed concern that as a non designated airport LLAO, to some degree, set its own standards yet wished for the status and parity of a London designated airport. A need was recognised to review and produce for the LLACC, if not for the November NTSC, then the February 2007 NTSC, forecast night and day contours.

**Resolved.**

- v) The Committee consensus was to achieve slight adjustments to the Night Noise Policy at the September 4th NNPWG meeting and those to be considered were:
  - a Use 1999 forecasts rather than 1984 contours
  - b Reduce night time limit from 87dB(A) max for individual aircraft
  - c Implement programme of portable noise monitoring
  - d Introduce restrictions on non Chapter 4 aircraft types
  
- vi) In the longer term for the fundamental review in March 2007 the following objectives should be considered:
  - a LLAO decisions strike the appropriate balance between the need to protect local communities from excessive noise and the benefits that aircraft services can bring to the national, regional and local economy.
  - b A statement by LLAO on how the balance of economic and social benefits of its night operations and consequential night noise impact has been considered.
  - c Discuss, evaluate and implement where practical the actions suggested on pages 4/8 to 4/9 of the Bickerdike Allen paper on the Night Jet Policy review taken at the NNPWG on the 22<sup>nd</sup> May 2006.

**5. London Luton Airport Reports:**

**5a. Managing Director's Written Statement**

- i) The MD highlighted in her report that the current 2006 estimates are for traffic volumes to be circa 10mppa, that runway construction and lighting had been completed ahead of project timescales and post October 2006 only completion of runway drainage will be necessary. The MD was also pleased to announce that Elliott Renton had been appointed as Finance Director and Andy Judge, from Leeds Bradford Airport, as Operations Director.
  
- ii) Members expressed concern over immigration staffing levels and queues and the MD will update the Committee post July 2006 on LLAOL and Immigration Policy meetings. On questions relating to Abertis the MD stated that LLAO relationships are ongoing and developing; they are continuing to work with LLAO on many projects across the airport group. It is a close relationship in respect that Luton flies a direct route from Barcelona and the TBI Head Office function has moved to Luton from London. Roger Clifton, the TBI Company Secretary, is also Secretary to the Consultative Committee and any required views can be sought in advance of the next AGM.

**5b. Quarterly Planning, Environmental Management and Surface Access Report**

- iii) The Committee were informed that the resurfacing of Luton's runway had been carried out in only 500 hours of construction time; 46 tons of asphalt were moved and at times over 100 vehicles and 150 people were working on the runway at any one time. The

resurfacing was achieved ahead of time and under budget with local residents notified of the works and subsequently only 10 complaints received, none of which related to noise.

- iv) Reference was then made to the LLAO Sound Insulation Scheme which will be released within the next two months and reflects all comments received regarding sound installation. Members were further informed that the Inspector on the East of England Plan had made it clear that Government policy, as contained in the Future of Aviation White Paper, was to be followed and the apparent LLA cap of 18mppa, referred to within the original draft plan, had been recommended to be removed. The 'Translink' project still awaited the report from the additional Public Inquiry and whilst the M1 motorway improvements (junctions 6-10) were well under way there was no information on a direct link from the motorway to the airport.

### **5c. Quarterly Noise Monitoring Report**

- v) Members noted the NTSC recommendations and concerns on the Airfield Environment Report and whilst the total number of complaints (174) were up 96% on the previous 2005 period for the first 3 months of the year, accepted that the LLAO draft Master Plan briefings and public exhibitions throughout the region were part of the reason. The Committee further re emphasised the need for Options for Control at the NNPWG on both Night Noise and any Part 1 planning applications in 2006. References were made to the 10% increase in aircraft movement as against only 4% increase in passenger numbers for the period. The Committee were informed that this was the growth in General Aviation Aircraft which accounted for the increase in aircraft movements rather than passenger numbers. Whilst it was stated that business jets were generally quieter than commercial aircraft the Committee were pleased to hear that the noisier Gulf Stream II and III were being phased out. It was noted that the dramatic increase in throughput at Luton was not related to the Western Airspace Extension (WAE) but rather, like Gatwick and Stansted, reflected record increase in movement figures.
- vi) It was agreed that the 2006 contours would be produced as soon as possible.
- vii) Members then raised the observation that some aircraft are using intersection take offs at Luton despite the assumption that most commercial aircraft would use the full length of the restricted runway length at Luton. Members understood from LLA's NATS statement it involved circa 15% of take offs and had been in operation over 12 months; there was concern that the practice would interfere with noise contours and to date neither the Quarterly Environment Report nor AMR monitored intersection take offs. The LLA Environment Officer stated that the only means of reporting intersection departures was a manual count and that start of take off role is a variable along with many other factors which include both fuel and passenger loads, windspeed, direction and temperature. The noise contour calibration work in 2005 undertaken by Bickerdike Allen and Bureau Veritas included a wide range of aircraft with all of the above variables including intersection departures. Reference was then made to WAE and the easterly arrivals route where it was suggested that several violations had occurred when aircraft had deviated from the flight path around Leighton Buzzard and Dunstable. LLAO confirmed that monitoring of all tracks is ongoing and many violations were a perception. It was suggested that these take off and landing patterns could be one of the subjects covered in the noise monitoring workshop on the 7<sup>th</sup> September.

## **Resolved**

- viii) The Committee consensus was for the implementation of the following action plan:
- a. The six month Director of Airspace Policy CDA report on WAE be presented at the 6<sup>th</sup> November NTSC meeting.
  - b. LLAO review and present enhanced arrivals noise reporting and that on WAE, Mentmore, Stanbridge/Billington and Stewkley be added to the portable monitoring plan.
  - c. That LLAO undertake in depth analysis work on intersection departures
  - d. That Slip End community be invited to the Environment Office to review and understand departing swathe flight operations over Slip End/Caddington in particular the concentration of departing aircraft over the northern edge of the swathe.
  - e. At the LLAO Environment Office September 7<sup>th</sup> Workshop LEQ contour production includes an analysis of intersection take off.
  - f. The second Quarter Environment Report be presented direct to the LLACC on September 18<sup>th</sup> 2006 and include an update on WAE arrivals.

## **5d. Quarterly Economic Report**

- ix) Members received and welcomed a comprehensive Economic Report that covered passenger and aircraft activity, route development and marketing, and terminal operations/customer services. Discussion focused on airlines/handling agents, immigration queues, switchboard and walkway distance to boarding. In particular members noted the DDA/accessibility introduction of a number of preparatory initiatives to deal with anticipated legislative amendments to the Special Assistance Provisions at European airports. This included agreed service level/passenger experience with based carriers and discussions with an external care handling provider and potential structural/service enhancements.

## **6. Master Plan Development Update.**

- i) The MD commented that the consultation process had been inclusive, comprehensive, transparent and open; LLAO was considering the considerable responses. The Airport will respond to consultees once the Master Plan has been published. Confirmation was given to the Committee that the next planning application would not be submitted until the Master Plan had been finalised and released. No date could be allocated to the final Master Plan document as LLAO was still in dialogue with all parties concerned. A statement was then released and will be on the LLAO website.
- ii) “LLAOL published its draft master plan in October 2005. Since then LLAOL has been considering the consultation responses received with a view to producing a final master plan which meets the objectives of LLAOL, LLAL and the UK Government in the most sustainable way possible.
- iii) In parallel, LLAOL and LLAL are in ongoing commercial and technical dialogue which will take some time to conclude.
- iv) It remains the intention, if possible, to publish the final Master Plan in time to inform the Government’s review of the White Paper, expected later this year. LLAOL and LLAL will keep LLACC fully apprised of progress in the coming months.”

## **7. CAA Consultation on Director of Airspace Paper – Classification of Airspace**

- i) Each of the LLACC members had received, prior to July 5<sup>th</sup>, a copy of the Bickerdike Allen paper on Classification of Airspace and asked to respond to the Chairman with their views. The report had received unanimous support and submitted to the Director of Air Space by July 7<sup>th</sup>. A copy is enclosed. BALC and community groups LLAVTCC and PAIN had submitted individual comment and these papers had also gone forward to the Director of Airspace. A question on the definition of tranquility was discussed by Committee members and the Chairman referred them to page 6 of Attachment 1 : ERCD Environment Assessment Report to DAP contained in the papers at Annex A to the Minutes of the March 20<sup>th</sup> Paper 2006. There was no further additional comment to add to the LLACC response. A consensus resolved:

### **Resolved**

- ii) Submission of the Bickerdike Allen Paper on Classification of Airspace to the Director of Air Space by July 7<sup>th</sup>.

## **8. NATS report on Helicopter movements at LLA**

- i) Disappointment was expressed by the Committee for no consultation in the process regarding the CAA Consultation on the amendment of Rule 5 relating to the low flying of light aircraft and helicopters. It was recognised, however, that there were other official bodies not included in the consultation process. The recent revision of CAP725 did set the future Airspace Change procedure and proposed a full consultation process.
- ii) Confirmation was then given to the LLACC that the CAA had adopted the ICAO procedures in 2005. It was highlighted that the relocation of the police helicopter to RAF Henlow in the Autumn would improve in the short term local helicopter noise; it is also likely that with increasing corporate helicopter movements in and out of the South Lane, especially during the period of major roadworks on the M1 Motorway, that when the works are complete, helicopter movements should again fall.
- iii) Clarification was sought regarding the height at which helicopters could fly. Confirmation was given by NATS that the minimum height for all helicopters and fixed-wing aircraft over a "*congested area of a city, town or settlement*" is not below a height of 1000ft above the highest fixed obstacle within a horizontal radius of 600 metres of the helicopter or aircraft or higher if necessary to land clear in the event of an engine failure (Rule 5 [2c]). Additionally, Rule 5 [3c]) states that any aircraft shall be exempt from the 1000ft rule when flying on a Special VFR flight or when operating in accordance with the procedures notified for the route being flown. However, except when landing or taking off, an aircraft (including a helicopter) shall not be flown closer than 500 ft to any person, vehicle or structure (Rule 5 [2b]).
- iv) Whilst helicopter noise complaints were 6% of the total complaints at LLA the Committee appreciated the in depth briefing from the Manager of NATS at Luton and noted the fact that helicopter noise and route location was also under revision in the Central London zone.

## **9. Luton Borough Council Reports**

- i) On invitation from the Chairman the Luton BC Airport Planning Officer briefed the Committee on the Local Plan status and outlined the switch to new Local Development Framework (LDF) system. The Committee will receive progress update reports; the Statement of Community Involvement is one element of the new process.
- ii) One planning application for Signature Aviation, Percival Way, had been received and the papers contained full details of the project; the facility did not increase the terminal capacity for public passengers and will not be used by other carriers; nor is it considered that the facility will increase passenger capacity of the airport.
- iii) On the Statement of Community Involvement the Luton and South Bedfordshire Joint Planning and Transportation Committee (JPTC) had published the draft Statement of Community Involvement (SCI) for consultation purposes which runs from the 12 June to 24 July 2006. The LLACC agreed that each committee member had access to the SCI and could respond as appropriate; some members had been sent papers direct. The LLACC wished that when the JPTC had prepared a submission SCI for Government and Planning Inspectorate that an opportunity would be provided to comment at that stage. The Planning Officer confirmed that Luton BC would make every effort to forward the document to the LLACC at the appropriate time. Reference was then made to future planning applications; it was noted that under the new Act, the Secretary of State can call in a planning application at a much earlier stage than was previously operated. It is therefore likely that a planning application for any new runway at Luton would be called in; initially it would be sent to all three authorities (LBC; South Beds and North Herts). Once a planning application had been received, it will be published along with the locations where it can be viewed.
- iv) Reference was made to planning applications received by LBC. Confirmation was given that every planning application received for development within the airport boundary is sent to the LLACC for consultation within the normal 21 day period. It was feared that as the Committee only meets every 90 days the opportunity may be missed to comment in time. The Chairman informed that he would ensure that a report is presented to the next meeting of LLACC identifying procedures that could be put in place so that the LLACC does not miss the opportunity to respond to any planning applications on which it is consulted. It was further recognised that any planning application would be published on the Local Authority Website.

## **10. Managing Director LLAOL Consultation with LLACC on Chairman designate for 18 September 2006**

- i) The Chairman introduced the detail (page 37 of Committee papers) on the proposed Chairman designate for the LLACC from September 18<sup>th</sup> onwards. The Committee had on 26 May 2006 been invited to comment in writing on the proposed new Chairman and had responded positively. This followed a briefing at the March LLACC meeting that the selection process was on schedule. He then invited the MD LLAOL to move forward further the consultation; she believed that the skill mix, and experience of the Chairman Designate matched the job specification for LLACC Chairman. The Chairman had, on invitation, helped draw up the Chairman model, background experience and essential requirements for the specification.
- ii) The Committee accepted by a 100% consensus the Chairman designate proposal and welcomed the MD nomination of James William Bailey as Chairman designate. As

Director of SASIG (Strategic Aviation Special Interest Group) and past Surrey County Planning Officer his knowledge on all planning aspects and Development Control Performance was evidenced; the skill mix experience was highly appropriate.

#### **11. Correspondence**

- i) There were no matters arising from the correspondence. The Chairman invited members to nominate recommendations for the position of Vice Chairman to be forwarded to the Secretariat at least two weeks prior to the LLACC Annual General Meeting on September 18<sup>th</sup>.

#### **12. Chairman's Concluding Remarks**

- i) The Chairman thanked the MD, LLA Directors and Executive Managers for their presence at all LLACC meetings and their useful written reports in the pre meeting papers; he knew of no other consultative committee where 100% of the airport executive management team, on each occasion, attended consultative meetings. He further appreciated the contribution made by the Community Groups, elected Local Government members, Airport Users and Professional Officers for their contribution to open, transparent and constructive debate during his seven years in the Chair. The Chairman also thanked the secretariat, administrator and Vice Chairman for their invaluable support to him and the Committee; he further recognised the well received professional input to the LLACC by the independent consultant. Finally he believed the Master Plan to be released in the future will be the outcome of in depth, professional, transparent and fully inclusive consultation with the community public and Local Government. He recognised the contribution LLACC members had made to this objective.
- ii) The Committee unanimously expressed their appreciation to the Chairman for the role that he had played within the Committee over the past seven years; in particular the independence, patience, judgement and contribution by which he had ensured open, fair and transparent debate.

#### **13. Date and time of next meeting**

- i) Monday September 18th 2006.

#### **Post Meeting Chairman's Note of Action:**

At Annex A are LLAO responses that take forward matters raised within the minutes. This assists continuity in the handover of Chairmen.