

LONDON LUTON AIRPORT CONSULTATIVE COMMITTEE

Minutes of the Consultative Committee Meeting held at Putteridge Bury Conference Centre on Monday 18 September 2006.

MEMBERS PRESENT:

Mr J Bailey	-	Chairman
Cllr N Brook	-	Vice Chairman and Hertfordshire County Council
Mr E Alford	-	LLATVCC
Mr D Baggott	-	Chamber of Commerce
Cllr A Bastable	-	Mid Bedfordshire District Council
Mr M Burlyn	-	NATS
Cllr N Clements	-	Hertfordshire Association of Town & Parish Councils
Cllr D Cullen	-	Stevenage Borough Council
Cllr K Crossett	-	Bedfordshire Association of Town & Parish Councils
Cllr J Fairbain	-	Bedfordshire County Council
Mr P Hack	-	LLA Branch - TGWU
Mr M Holden	-	Breachwood Green Society
Cllr B Lloyd	-	Hertfordshire County Council
Cllr M Muir	-	North Hertfordshire District Council
Cllr Dr I Reay	-	Dacorum Borough Council
Mr H Richardson	-	LLA Transport Forum/Surface Access
Cllr D Rowlands	-	Buckinghamshire County Council
Cllr P Swaisland	-	Bedfordshire County Council
Cllr M Siderer	-	Luton Borough Council
Mr H Thomas	-	easyJet
Mr G Twiss	-	P.A.I.N
Cllr R Webb	-	BALC
Mr R Wood	-	LADACAN

Officers Representing

Mr J Appleby	-	L.L.A.O (GM Facilities and Planning)
Mr S Bailes	-	Hertfordshire County Council
Mr B Bullock	-	L.L.A.O (Acting Operations Director)
Mr P Bylo	-	St Albans District Council
Mr F Cusden	-	NATS Luton
Mr S Earles	-	L.L.A.O (Project 2030 Manager)
Mrs K Goodman	-	L.L.A.O (Airfield Environment Officer)
Mr P Hersey	-	Stevenage Borough Council
Mr R Hiscock	-	Aylesbury Vale District Council
Ms R Jones	-	Buckinghamshire County Council
Mr M Nahvi	-	South Bedfordshire District Council
Ms W Rousell	-	Luton Borough Council (Planning)
Mr Slater	-	Luton Borough Council (Planning)
Mr N Thompson	-	L.L.A.O (Airfield Environment Manager)
Mr S Turner	-	Bureau Veritas (Consultant to L.L.A.O)
Mr M Wilson	-	North Hertfordshire 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

Vice Chairman's Opening Statement

The Vice-Chairman welcomed members to the Annual General Meeting and gave introductions for the proposed new Chairman.

1. Election of Chairman

Following the Committee's 100% consensus of the chairman designate at the last meeting, James William Bailey has been proposed by the Airport Operator for the position of LLACC Chairman. The Vice-Chairman reaffirmed that Jim Bailey is an extremely experienced man and welcomed him into the position.

The Chairman thanked the Committee for their vote of confidence and made a few introductory remarks (reproduced at Annex A).

2. Apologies for Absence and Substitution

Apologies for absence were received from Cllr M Dolling substituted by Cllr M Siderer, Cllr D Worthing (Luton Borough Council); Ms P Khimasia (Mid Beds District Council), Mr T Lee (Airline Representative); Cllr B Pawle (St. Albans District Council); Mr R Koller (Beds County Council); Cllr B Sadler substituted by Cllr J Fairbairn (Beds County Council); Cllr R Berry (South Beds District Council); Cllr B Jennings (Bucks County Council); Cllr Sir B Stanier (Aylesbury Vale District Council); Cllr C Benson substituted by Cllr K Crossett (Beds Ass. of Town & Parish Councils); Mr R Stannell (MNG Airlines); Mr T King (Signature Flight Support); Dr J Davis substituted by Dr R Wood (LADACAN); Mr B Webb substituted by E Alford (LLATVCC); Ms K James (Managing Director LLAO); Ms N Raper (Marketing Director LLAO); Mr E Renton (Finance Director LLAO).

3. Minutes and Matters Arising from the LLACC Meeting 17 July 2006.

The Committee highlighted items within the July minutes that they felt required amendment or further discussion:

Page 3/2 Paragraph 2 (i). Line 5. It was agreed a new paragraph should be started prior to "LLAO expressed .."

Page 3/4 Para 1. line 3. It was agreed that "1999" should be removed from the text.

Page 3/5 Para 5c (vi). It was agreed that a paragraph should be added "It was agreed that 2006 contours would be produced as soon as possible".

Page 3/6 Para 6. A number of members at the meeting expressed concern that consultees have had no response from the airport. LLAO confirmed that they will respond to all consultees once the Master Plan has been published.

Page 3/7 Para 7 (i). "Community Groups BALC" should read "BALC, Community Groups".

Page 3/7 Para 8 (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]).

3/8 Para 9 (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.

Resolved:

The Committee accepted the Minutes of the LLACC meeting of 17 July 2007 as an accurate and true record (subject to the above changes) and agreed for the Chairman to sign them.

4. Minutes of the Night Noise Policy Working Group – 4 September 2006

- i) Reference was made to the Civil Aviation Bill which should be back in the House of Commons in October. The Committee was informed that the Bill would now still include controls to limit the number of occasions take off and landings can occur, as well as permitting limits on contours and quotas. The Bill is expected to be passed by the end of November. Further discussion will take place at the next meeting on the 6 November.
- ii) It was requested that further discussion takes place regarding the limitation of movements during a night-time period and the definition of the night-time period for Luton. Reassurance was given that this would be discussed at the next meeting when the working group would debate what they would like to be incorporated into the next Night Noise Policy. LLAO were also requested to submit their proposals for a future policy.
- iii) The Committee was informed that the Night Noise Policy Issue 6 had some minor changes from the previous Policy and would carry the Policy through to the next review date in March 2007.

Resolved:

That the Minutes of the Night Noise Policy Working Group of 4 September 2006 be noted.

5. London Luton Airport reports:

5a) Managing Director's Statement

- i) The Committee was informed that current heightened security regulations regarding the restrictions on cabin baggage would continue for the foreseeable future. Any changes will be posted on the LLAO website, but it was accepted that any person with any doubts should contact their airline.
- ii) Comment was made regarding the number of flights that were cancelled at Luton during the initial period of heightened security particularly by easyJet. The Committee was informed that easyJet cancelled a number of flights for operational and technical reasons, but where possible do try and give 2 weeks notice so as reduce the compensation. However, some flights are cancelled due to operational issues on a day to day basis. It was noted that easyJet publish their own statistics on flight cancellations and flight punctuality data. It was further noted that the CAA also produce statistics for airlines around the country.
- iii) The Committee was further informed that during the current period of heightened security measures London Luton Airport performed significantly better than many other UK airports.
- iv) In summary it was recognised that cancellations did not affect on the image of LLAO; easyJet's record through the difficult period of running their services was good; and they did not cancel services unless essential.
- v) Reference was made to a report that was sent to the Managing Director of the Airport regarding westerly track-keeping. Confirmation was given that the report had been received and would be responded to before the next NTSC meeting in November.

5b) Quarterly Planning, Environmental Management & Surface Access Report

- i) Further to the report the Committee was informed that the Noise Insulation document was with the printers and would be published by the end of September. The document contains a number of revisions to the original draft including increasing the financial limits, widening the qualifying criteria, the inclusion of community buildings and alternative means for addressing acoustic insulation. The document relates only to the existing airport site.
- ii) LLAOL continues to develop its Environmental Management System, including a new Energy Strategy. LLAOL committed to present energy consumption data to the next meeting, with a view to benchmarking.

5c) Quarterly Noise Monitoring Report

- i) The report for the period April to June 2006 includes the impact of the Western Airspace Extension which was approved in March 2006 and came into effect from 11th May 2006. It also includes CDA compliance for both easterly and westerly arrivals.
- ii) Following implementation of the WAE members of the Committee highlighted that complaints had been received stating that the route was noisier than expected and asked if there was any room for flying any quieter. It was noted that the route will continue to be monitored and a report will be produced for the next NTSC meeting in November.

- iii) It was recognised that there are communities around Luton who are now affected but who were not affected in the past. There is an obligation on the Airport management to ensure that the route is being flown with the minimum impact on the affected communities and therefore further discussion should await the outcome of the report at the NTSC meeting in November.
- iv) A letter to the Vice Chairman from a resident of Flitton was received too late for inclusion in correspondence. The Airport Environment Manager reported that he is looking into the issues raised and a response will be sent in due course.
- v) The NTSC is tasked with monitoring CDA and its performance. It was questioned why CDA compliance was better at Gatwick and Heathrow. The Committee was informed that the constraints of the airspace around Luton are such that CDA procedures start at 5000ft whereas at other airports it is 6000ft. The constraints of the airspace also require that Luton controllers have less flexibility with their approaches.
- vi) Concerns were raised regarding the increase in the number of noise complaints being received. It was recognised that increases have been seen throughout all the major airports, a big contributor for this being the hot weather as well as greater awareness of aircraft activity as a whole.
- vii) The Chairman requested that an analysis is carried out to identify how many of the complaints relate to genuine problems. The Committee was informed that every complaint received by LLAO is acknowledged and responded to although there is currently a backlog of about 6 weeks before a full response is sent. If a complaint results from something out of the ordinary happening NATS and the airline concerned are contacted to establish the cause before responding.
- viii) Reference was made to the WAE flight path, where aircraft are seen flying on the boundary of the buffer zone that has been put in place to ensure that aircraft are kept 2 miles within the controlled airspace (this rule is applied nationally). Tracks will vary dependent on weather conditions and flows. LLAO are in regular dialogue with DAP and NATS such that track keeping over the north of Leighton Buzzard has improved. It was confirmed that Aylesbury has always been overflowed by easterly arrivals which has not changed as part of the airspace extension. Maps showing the flight tracks over Aylesbury have been included in the AEO Quarterly Reports since 2004.
- ix) From the 191 complaints correlated to specific aircraft types 117 referred to private jets and helicopters. It was recognised that GA traffic does cause some disturbance however, GA aircraft are being improved and LLAO are in regular dialogue with the General Aviation Operators to ensure that noise abatement procedures are being followed. Confirmation was given that if an aircraft is found deviating from the noise abatement route they are brought back in line by ATC.

5d) Quarterly Economic Report

- i) Following a recent report published by the Guardian newspaper regarding car parking prices at Luton Airport, LLAO commented that the information published was found to be incorrect. Research shows that in terms of pre-booked car parking LLAO are extremely competitive. Car parking prices are continually reviewed to ensure that LLAO remains competitive within the market place.

6) Masterplan and 2030 Project Update

- i) Ongoing discussions continue with respect to the long term development plans of London Luton Airport. Several options remain available for the way forward and the LLACC will be kept informed of any decisions made with respect to the Master Plan publication.
- ii) Concerns were raised regarding the possible option of re-consultation in that it will bring back fear to the communities that could be affected.
- iii) Following further debate the Committee agreed that their preference would be to have a full Master Plan in place and to avoid an Interim Master Plan. However members expressed concern that the delay is causing blight and uncertainty and asked the airport to make progress as soon as possible.

7) Luton Borough Council Reports

- i) No further planning applications have been received by LBC since producing the report.
- ii) A response of approximately 50% so far has been received relating to the Employment Survey for inclusion within the AMR.
- iii) Reference was made to the draft wording of revised Policy T12 in the Panel's report on the East of England RSS. The Committee was advised that the wording was generally acceptable and no representations need be made.
- iv) The Joint Planning and Transportation Committee comprising of LBC, South Beds DC and Bedfordshire CC are looking at a number of options for a highways network surrounding Luton.
- v) Confirmation was given that Translink scheme when constructed will only extend to Luton Parkway Station, however as part of the East Luton Corridor works a dedicated bus lane will continue between Parkway and the Airport.

8) Annual Meeting of Airport Consultative Committee Chairman and Secretaries Hosted by Manchester Airport 21-22 June 2006

- i) The report was noted by the Committee.

9) Correspondence Received since 18 July 2006

- i) Clarification was given regarding the submissions of correspondence being sent to members. It was agreed that for future meetings the Chairman will ensure that important correspondence that relates directly to London Luton Airport is included in the agenda papers. Most of the correspondence from the UKCCS and other routine papers would be included in the correspondence file held by the Administrator.

10) Annual General Meeting

10i) Election of Chairman

See Agenda Item 1 above.

10ii) Election of Vice Chairman

One nomination has been received for the Vice Chairman position. It was proposed by Cllr Lloyd and seconded by Cllr Pawle that Cllr N Brooks be elected as Vice Chairman.

Resolved:

To elect Cllr N Brooks for a third term as Vice Chairman of the London Luton Airport Consultative Committee until the Annual Meeting in September 2007.

10iii) Applications for Membership

No applications for membership have been received.

10iv) Election of Members for the N&TSC

The Committee was informed that the named representative on N&TSC had to be on LLACC although substitutes could attend. As there were no withdrawals from the current NTSC membership and Cllr Berry replaces Cllr Harris (deceased), membership could remain as current.

The Terms of Reference remain unchanged.

Resolved:

To appoint Cllrs Brook, Berry, Muir, Reay, Rowlands, Sir Stainer, Swaisland Messrs Davis, Twiss, and Webb to the Noise and Track Sub Committee; Mr J Bailey (LLACC Chairman) is Chairman of the NTSC.

10v) Finance of Noise Consultant

Members agreed that an Independent Noise Consultant was required by the LLACC and therefore accepted the costs. Funding for the Independent Noise Consultant has come from Local Authorities with each representative to date involving a contribution of £650 per year. The current level of service is within the budget for 2006/2007.

Resolved:

The Local Authorities represented on LLACC be asked to contribute £650 or £1,300 per Council (depending on whether that authority has one or two Members on the Committee) to offset the Bickerdike Allen Technical Consultancy fees for the Committee in the September 2006/September 2007 period.

10vi) Dates for Future LLACC Meetings

4 December 2006 - 13.00hrs
19 March 2007 - 13.00hrs
18 June 2007 - 13.00hrs
17 September 2007 - 13.00hrs

10vii) Dates for NTSC Meetings

6 November 2006 - 14.00hrs (subsequently changed to 13.30hrs)
19 February 2007 - 14.00hrs

21 May 2007 - 14.00hrs
3 September 2007 - 14.00hrs

10viii) Constitution Addendum

The Committee considered the changes to the Constitution, along with the rewording of item 3.1.4 which relates to the process of appointing a new Chairman was suggested as:

“When the process to appoint a new Chairman of the Consultative Committee is commenced, the Vice-Chairman shall be given a reasonable opportunity to help confirm that an appropriate process is followed. The Vice-Chairman shall take no part in the selection and will not divulge the name of any candidate”.

Further minor changes were highlighted and agreed.

Resolved:

To accept the changes highlighted within the Constitution and the rewording of item 3.1.4.

11) Date and Time of Next Meeting

4 December 2006 at 13.00hrs – Putteridge Bury Conference Centre

CHAIRMAN'S INTRODUCTION

Thank you for that vote of confidence – I am really pleased to have been invited to undertake this role. It is good to be back at a meeting of the LLACC. I attended my first LLACC meeting in the mid-1970s when I was an officer at Hertfordshire County Council and, I think, Wing Commander Wells was your Chairman. I little imagined at that time I would be in this seat.

One of our key successes at that time was to jointly initiate an annual monitoring report – and when I sat in the public gallery for your meeting earlier this year we were all given the 27th edition. I wonder who has a library with them all in.

So, now to the present and the future.....

I will do my best to ensure we fulfil our mandate which is set out in our constitution and also in the advice provided by the Department for Transport. In essence we are here to:

- exchange information;
- improve the understanding between relevant parties and promote that to a wider community;
- give advice to the airport management and other bodies; and
- help the airport operator to understand the nature of its impacts on the wider community;

but, as I am sure you all know:

- we have no executive powers and we are not a dispute resolution forum.

My role is to be independent – not to take sides so my personal view on an issue is irrelevant. But I do have a casting vote – which I will use carefully. However, I judge the need vote will be rare and likely to be restricted to procedural and constitutional matters.

On many occasions we may not have unanimity of view and it will be important that we minute that variety. I guess we have the Airport management and the industry wanting the airport to grow; the local amenity groups and others are concerned about noise, pollution and road traffic; and the local authorities are likely to be struggling to sort out how they can fulfil their responsibilities to their electorate by providing the wisdom of balance between economic, social and environmental benefits/costs.

We must also remember that the 2003 Aviation White Paper (as set out in para 1.2.3 of the 2005 Monitoring Report) supported the growth of Luton up to the maximum use of a single full-length runway (circa 30 mppa or 240,000atms) based broadly on the current alignment, on condition that the overall environmental impacts of such development will be carefully controlled and adequate mitigation provided. The start of that process is in the draft Master Plan – on which we will have a very brief report later.

Overall, our job is to advise the airport management how to do the best possible job – then individually you may want to say – either here or elsewhere – if that is acceptable to you and your organisation.

Since your last meeting, when you endorsed the suggestion that I might become your Chairman, I have been trying to get up to speed – but I know you are all still more

knowledgeable on local issues and places than I am.

I have met Kathryn James a couple of times – once with Derek Brown to seek to secure a tidy handover and once with Cllr Nigel Brook to start thinking about today's meeting. After that meeting I toured the terminal (landside), had a fascinating hour with Karen Goodman being shown the Topsonic monitoring system and an initial meeting with Simon Earles. I have also had a meeting with Jeff Charles and Derek – again to enable me to become familiar with Jeff's role as our technical advisor. I then attended the noise workshop on 7 September when I had the opportunity to meet a wider cross section of the LLACC membership. Finally, I have been driving round the area this morning to remind myself of the many places I knew well many years ago. Having said that, could I please ask you to be very specific when referring to names and places – just to make sure I understand any locational points you are making.

So, lets now get on with the meeting....