

## LONDON LUTON AIRPORT CONSULTATIVE COMMITTEE

Minutes of the Consultative Committee Meeting held at Putteridge Bury Conference Centre on Monday 20th March 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
Mr M Burlyn	-	NATS
Dr J Davis	-	L.A.D.A.C.A.N
Councillor B Clements	-	Herts Ass. of T & P Councils
Councillor D Cullen	-	Stevenage Borough Council
Ms G Davidson	-	Signature Flight Support
Councillor M Dolling	-	Luton Borough Council
Mr P Hack	-	LLA Branch - TGWU
Mr M Holden	-	Breachwood Green Society
Cllr Mrs B Jennings	-	Bucks County Council
Cllr B Lloyd	-	Herts County Council
Councillor M Muir	-	North Herts District Council
Councillor B Pawle	-	St. Albans District Council
Cllr I Reay	-	Dacorum Borough Council
Mr H Richardson	-	LLA Transport Forum/Surface Access
Councillor D Rowlands	-	Buckinghamshire County Council
Councillor B Sadler	-	Bedfordshire County Council
Councillor K Sharer	-	South Beds District Council
Mr H Thomas	-	easyJet
Mr G Twiss	-	P.A.I.N
Mr B Webb	-	L.L.A.T.V.C.C
Councillor R Webb	-	Bucks Ass. of Local Councils
Councillor D Worlding	-	Luton Borough Council

### 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 A Burke	-	NATS Terminal Control
Mr S Earles	-	Project 2030 Manager (L.L.A.O)
Mrs K Goodman	-	Airfield Environment Officer (L.L.A.O)
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 J Tombe	-	Mid Beds District Council
Mr S Turner	-	Casella Stanger Bureau Veritas
Mr M Wilson	-	North Herts District Council

## **Secretariat & Noise Consultant**

Mrs P Harris - Committee Administrator  
Mrs P Saw - Committee Administrator

## **Chairman's Statement**

The LLACC Chairman and Committee paid tribute to the considerable contribution made by the late Councillor Barry Harris to the work of the LLACC and NTSC from 2000 to 2006; letters of condolence have been sent.

### **1. Apologies for Absence and Substitution**

Apologies for absence were received from Cllr A Bastable, Mid Beds District Council; Cllrs R Berry, South Beds District Council substituted by Cllr K Sharrock; Mr P Bylo, St Albans District Council; Miss S Crocombe, Dacorum Borough Council; Mr T King, Signature Flight Support substituted by Georgina Davidson; Mr T Lee, Airline Representative; Mr I Slater, Luton Borough Council; Mr R Stanell, Cargo Representative; Cllr Sir B Stanier, Aylesbury Vale District Council, Cllr P Swaisland, Bedfordshire County Council.

### **2. Minutes and Matters Arising from the LLACC Meeting 5<sup>th</sup> December 2005**

- i) At para 2A of page 2/2 add at end of 1st para item 6 page 2/5 "a clear majority consensus of members"; at page 2.3 (item 3) members stated that the 5 page Bickerdike Allen Report on assistance to public understanding of noise contours during the Draft Consultation was lengthy and, whilst useful to members, believed the public may still struggle with PPG24 and noise contours; Table 29/1 on Forecast Change in Aircraft Noise Night Day 2006-2030 was acknowledged as invaluable, as guidance, in the absence of any positive aircraft noise information during the consultation; following Resolved (page 2/6) change 2 to 3; at page 2/7 (para 5) the Committee noted that agreement in principle with Beds, Herts and LLAO to pay their share towards Surface Access requirements but wished, in the wider reviewed agenda, that the Master Plan define each partners' contribution in addition to the Government's investment. Emphasis was given by members (page 2/8 para 7) that future usage for the existing runway by 21,000 Business Aviation Operations, downgraded to emergency and maintenance, needed clarification and should be reviewed with the outcome identified in the Master Plan.

#### **Resolved**

- ii) The LLACC accepted the Minutes of the LLACC meeting of the 5<sup>th</sup> December as an accurate and true record and agreed for the Chairman to sign them.

### **3. Minutes of the Noise and Track Sub-committee Meeting 20th February 2006**

- i) The Chairman stated that in line with LLACC wishes, the Night Noise Working Group would reform immediately and report to the June 2006 LLACC meeting. The following members were invited to join LLAO representatives – Mr Terry Lee (Airlines), Mr S Bailes (Local Government Officers), Dr John Davis (Community Groups) and Councillor Dr Ian Reay (Elected Local Government).
- ii) At Agenda Item 2 (page 2/3) para 4 last line delete the word “only”. At Agenda Item 4 (page 3/3) members accepted the Bickerdike Allen note on B737-800 at Luton Airport and noted there were variants of the engine on the B737-800; their departure noise levels were now similar to those arising from operations of other modern 737 aircraft at Luton. The Committee acknowledged the Bureau Veritas paper on Aircraft Noise Certification.
- iii) The LLACC expressed their concern that Night Noise complaints were up 68% (28 to 47) and the night noise contour (48dB(A)) had increased for the third quarter in succession. Clarification was sought on the re-introduction of the P-RNAV route trials. LLAO stated that no timescales had as yet been set and understood that if the trial followed the existing departure route, no consultation was needed; fine tweaking and change to the status of the route would involve further consultation.

#### **Resolved**

- iv) LLACC members accepted the minutes, recommendations and Bickerdike Allen/Bureau Veritas Reports of the NTSC meeting of the 20 February 2006.

### **4 London Luton Airport Reports:**

#### **4a) Managing Director LLAO**

- i) The MD confirmed there were no changes to her written report and invited questions. A reference was made to the extra check in desks that are to be constructed at the north end of the terminal building; this will facilitate new technology, accommodate the introduction of home check in facilities and incorporate a quick baggage drop off. Three double checking desks positioned throughout desks 1-60 are to be used as ticketing desks not check in desks.
- ii) On the question of runway re-surfacing it was identified as a £15.6m project with two main phases of re-surfacing and night runway closures between 00.00-05.45 to allow the contractor access on five out of seven days a week (work will stop during June to end of September and recommence in October) – community communication and noise

monitoring will be ongoing. Members asked for close LLAO contractor communication to minimise night light pollution in nearby communities.

- iii) On the matter of re-location of the Police Helicopter (CASU) to proposed new sites, options were still being considered, not helped by the re-structuring of the Police Authorities into new regional group control police arrangements. NATS explained routing of helicopters under new Director of Airspace Policy rules and though helicopter noise to date had not featured in complaints, members were concerned with low flying police helicopters. The Chairman referred the matter to the NTSC to consider evidence of disturbance to the communities involved. On matters of night operations by the police in the Terminal any such police role was reinforced by LLAO security personnel who are present 24 hours a day 365 days a year; currently the DFT/Home Office were looking at designated and non designated airport police costs.
- iv) Members asked that in the absence of night cargo and passenger flights because of the runway resurfacing works that LLAO consider a review on the commercial value of this night traffic. The public would appreciate, at a time of airport expansion, growth and consequent increase in environmental disturbance, reduced night flying 00.00-06.00 on return to normal night operations. Members emphasised that current and future forecast night noise was a main public concern.
- v) On questions relating to compulsory purchase orders LLAO confirmed it did hold CPO rights, along with other UK airports. LLAO complied with the Airports Act 1986.
- vi) The Chairman thanked the MD for her report and views and asked that LLAO consider a review of the commercial value of night cargo against the value of public night disturbance; the NTSC would review helicopter flying complaints and future plans.

#### **4b) Quarterly Planning, Environmental Management and Surface Access**

- vii) The General Manager Facilities and Planning LLAO presented his Report and members acknowledged that a revised Surface Access Strategy would be forthcoming in the future as part of the government policy enshrined in the Integrated Transport Act. It was accepted that the work of the Highways Agency and Highway Authorities in modelling was important. LLAO agreed that fair and reasonable costs would be established in dialogue with Bedfordshire and Hertfordshire and identified in the Master Plan.
- viii) Reference was made to the East Luton Corridor scheme and its funding. The Committee were informed that the airport had made a significant contribution towards the scheme as a tenant, along with LBC, as the Landlord. It was confirmed that Government had agreed

to the grant funding for the East Luton Corridor scheme and that LLAO was not the principal driver; the aim was originally to open up the Vauxhall site land after the demise and closure of Vauxhall Motors.

#### **4c) Quarterly Noise Monitoring Report**

- ix) The Chairman referred members to the NTSC Report (Page3/2 Agenda Item 2). Members noted that complaints were up 97% (94 to 185 – though 34 were first time complaints). Night complaints up 68% (28 to 47) and that night movements were up 24% (circa 4 additional operations per night). The night noise contour 48dB(A) increased for the third quarter running. A consensus of members stated that the public were upset by the increase in night noise disturbance and night movement frequency.

Members discussed the Directorate of Airspace Policy reduction for helicopter transit levels from 1500 to 1000 ft., the need for an environment impact assessment and possible changes for the Harpenden south lane route towards Hatfield. It was agreed that the NTSC would review the options and discuss with the LLAO Environment Management any onward debate with the Civil Aviation Authority.

- x) A consensus of LLACC members asked LLAO to consider the following action plan.
  - 1) NTSC to review the police helicopter flight complaints and action needed in the future.
  - 2) LLAO review complaints 2002-2006 to analyse trends.

#### **4d) Economic Report**

- xi) A comprehensive report was presented by the Marketing Director that demonstrated the current pressure on airport stands, piers and seating; members noted the complaints feedback on Aircraft and Handling Agents, seating and boarding pier stairs. Members further encouraged LLAO, Chamber of Commerce and the County Tourist Boards ensure tourists on arrival at LLA were aware of the attractions of Bedfordshire, Hertfordshire and Buckinghamshire.

#### **5. Western Airspace Development Update**

- i) Members were aware of the Director of Airspace Policy (DAP) Decision letter on the Extension of Controlled Airspace in the vicinity of London Luton Airport and the attached ERCD Environmental Assessment Report to DAP(31-08-2005) at Annex A, plus the associated LLAO and DAP press releases.

- ii) A clear majority consensus of members accepted the statement by the CAA that “The proposed arrangements will further enhance safety levels by simplifying the interaction between arrival and departure routes during easterly runway operations”. Members acknowledged the fact that the new policy represented a progressive safety enhancement. In addition the LLACC placed great emphasis on LLAO’s proposed future monitoring of the new Airspace along with the associated targets and implementation of Continuous Descent Approach (CDA) – a joint operation of NATS, LLAO operations and the airline operators with reporting to include the NTSC and the LLACC.
- iii) A member had written to DAP (Annex B) on a technical interpretation of “to run the arrival both right hand and left hand down wind”. The Chairman asked the LLAO Environment Office to write a simple explanation to assist with interpretation and that the DAP response be enclosed with the minutes (Annex C).

## **6. Draft Master Plan and 2030 Project Update**

- i) The LLAO 2030 Project Manager introduced his brief on the draft Master Plan. Public consultation had closed on 27 January 2006; Over 6,500 pieces of correspondence were received. It is anticipated that the Master Plan will be published in May 2006. He highlighted that the voluntary Guaranteed and Optional Purchase Scheme consultation would close on the 3<sup>rd</sup> April 2006. The Project Manager was grateful for the consultation responses received from the LLACC and member groups.
- ii) A Joint Project Board has been established to take the Master Plan forward including LLAO, the Highways Agency, Department for Transport (DfT) Aviation and Rail divisions and the Government Office for the East of England. The Project Manager confirmed that LLAOL hoped that the draft Master Plan Steering Group and Working Groups would reform to assist development of future planning applications following Master Plan release in May 2006, though this would be subject to whether members were able or prepared to continue.
- iii) Members highlighted that LLAO had agreed to issue a “pre application consultation” in respect of the existing site planning application, including an Environment Impact Assessment early in 2006; secondly on matters of the revised surface access LLAO intended to ‘pay their fair share’ with respect to surface access costs, which would be agreed with the respective infrastructure providers.
- iv) The Project Manager was asked to explain further answers provided to the LLACC in the consultation period. It was requested that detailed forecast movement for continuing General Aviation on the current runway be provided along with the data used for generating noise contours. The MD stated that this information would not be released. The Chairman ruled that such information could be sensitive, was for

NATS use only, and that members should await the outcome of the May Master Plan.

- v) Information was further requested on differences in the 2030 PSZ as detailed in tables 4 and 5 of the Annexe D2. The LLAO Environment Office has confirmed that a review of the PSZ's is on going and this will appear in the final Master Plan.

## **7. Annual Monitoring Report 2005**

- i) The Chairman stated that as a result of the LLA Environment Office, Luton Borough Council (LBC), support of the MD LLAO and Head of Planning LBC, the AMR2005 was available on time to members, at the end of the meeting. The document constituted one of the material considerations when LBC considers development proposals or determining planning applications for further development. The Chairman also informed that the noise reduction plan, identified in the Executive Summary would be implemented when LLA submitted a planning application in 2006.

## **8. Luton Borough Council Reports**

- i) The LLACC supported additional appropriate improved seating with emphasis on disabled needs in the pier areas following the evidence from the airport planning officer. Confirmation was also given reference stipulations on planning applications, in that any condition needs to be reasonable and enforceable and that once an application is received control measures are investigated.
- ii) Questions were raised on terminology in the Airport Byelaws which described the number of night movements as "determined by London Luton Airport and allocated to the operator of the aircraft". Clarification established that this was not a night quota system but controls through the night noise contours and Night Jet Policy document. It was agreed that the Night Noise Working Party (LLACC and LLAO) would discuss such at their meeting in May.

## **9. Correspondence received since 5th December 2005**

- i) The Chairman acknowledged the value of the Dr John Davis (LADACAN) paper and comments on the Sustainability Appraisal (part of the Draft Master Plan) particularly on pollutions, emissions and toxics. The paper was available to all from the LLACC secretariat at the meeting and positioned there to avoid confusion with the LADACAN consultation note in the members' papers on the Draft Master Plan.

## **10. Date and time of the Next Meeting**

19 June 2006 at 1300 hours.