



## Minutes

### Meeting of London Luton Airport Consultative Committee

Monday 4 December 2006 13.00hrs. Putteridge Bury Conference Centre

Member	Action
Mr J Bailey	- Chairman
Cllr A Bastable	- Mid Bedfordshire District Council
Cllr R Berry	- South Beds District Council
Mr M Burlyn	- NATS
Cllr N Clements	- Hertfordshire Association of Town & Parish Councils
Cllr D Cullen	- Stevenage Borough Council
Dr J Davis	- LADACAN
Mr P Hack	- LLA Branch - TGWU
Mr M Holden	- Breachwood Green Society
Cllr Hunter	- Hertfordshire County Council
Cllr B Jennings	- Buckinghamshire Country Council
Mr T King	- Signature Flight Support
Mr T Lee	- Thomsonfly
Cllr B Lloyd	- Hertfordshire County Council
Cllr M Muir	- North Hertfordshire District Council
Cllr Pawle	- St Albans District Council
Cllr Dr I Reay	- Dacorum Borough Council
Cllr D Rowlands	- Buckinghamshire County Council
Cllr B Sadler	- Bedfordshire County Council
Mr R Stannell	- MNG Cargo
Cllr P Swaisland	- Bedfordshire County Council
Mr H Thomas	- easyJet
Mr G Twiss	- P.A.I.N
Mr B Webb	- LLATVCC
Cllr R Webb	- BALC

#### Officers Representing

Mr J Appleby	- L.L.A.O (GM Facilities and Planning)
Mr S Bailes	- Hertfordshire County Council
Mrs T Bond	- L.L.A.O Observer
Mr A Burke	- NATS (Terminal Control)
Mr P Bylo	- St Albans District Council
Mrs K Goodman	- L.L.A.O (Airfield Environment Officer)
Mr P Hersey	- Stevenage Borough Council
Mr R Hiscock	- Aylesbury Vale District Council
Miss K James	- L.L.A.O (Managing Director)
Ms R Jones	- Buckinghamshire County Council
Mr A Judge	- L.L.A.O (Operations Director)
Mr R Koller	- Bedfordshire County Council
Mr M Lloyd	- L.L.A.O Commercial Director
Mr M Nahvi	- South Bedfordshire District Council
Miss N Raper	- Marketing Director
Mr E Renton	- Finance Director

Ms W Rousell	-	Luton Borough Council (Planning)
Ms P Khimasia	-	Mid Beds District Council
Mr I 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

## **1 Apologies for absence and substitution.**

Apologies for absence were received from Cllr N Brook (Hertfordshire County Council) substituted by Cllr Hunter; Cllr C Benson (Beds Ass. of Town & Parish Councils) and will be replaced by Cllr Gledhill for future meetings; Cllr M Edmunds (Aylesbury Vales District Council); Mr S Earles (LLAO Project 2030 Manager); Mr M Lloyd (LLAO Commercial Director).

## **2 Minutes and matters arising from LLACC meeting 18 September 2006**

- i It was acknowledged that the introduction of an action column for the minutes and an Any Other Business agenda item would give further clarity to the meeting and the minutes and address any points members wished to raise outside the normal agenda items.
- ii The Chairman agreed that if members felt any minor points needed to be raised following the issuing of the minutes he would be happy for comment to be sent to the administrator for consideration, but that the minutes would not be revised until after the subsequent meeting.
- iii The Committee accepted the Minutes from the LLACC meeting of 18 September 2006 as an accurate and true record and agreed for the Chairman to sign them.

## **3 Minutes of Night Noise Policy Working Group (NNPWG) 6 November 2006**

- i The Committee were informed that at the last NNPWG meeting, although little progress was made regarding a new policy, the meeting was complex with much information being exchanged along with a list of points (Annex C of the minutes of that meeting) for consideration by LLAO before the next meeting.
- ii LLAO were asked for comparative information for the next meeting to try and understand Government policy and where possible, gather comparison information to understand how Luton benchmarked against other airports. It was recognised that to compare LLAO's policy with other London airports would be difficult as LLAO's policy relates to a different night time period. **LLAO**
- iii It was further recognised that awareness of the needs of the local economy and the viability of an airport should not be damaged but there is a need to balance that with community concerns. London Luton Airport is close to a large conurbation and it is important to get an appropriate and workable balance. All the other London airports have different locations and requirements.
- iv There was a hope amongst some members for a system to be developed that would

limit the amount of night movements at Luton and felt that the restrictions now in place for not increasing the number of movements at the designated London Airports should be adopted and developed at Luton.

- v The Committee felt that Annex C should be more restrictive and requested that some of the long term items be moved to the short term for further comment by LLAO. Also, to ask LLAO to consider 84db(A) as a short term night noise limit not long term. LLAO informed that they would take these comments forward to the next NNWPG meeting. LLAO
- vi It was **agreed** that the NNPWG should be asked to bring forward policy suggestions to the next meeting of LLACC, for the short and long term, once the views of LLAO on Annex C have been considered by the Group. NNPWG

#### 4 Minutes of the Noise & Track Sub Committee (NTSC) 6 November 2006

- i The Chairman explained that the NTSC meeting was a Technical sub group of the main committee at which much debate takes place on specific issues. Lengthy discussions on the various agenda items had taken place at the NTSC and members were asked if clarification was required on any of the specific items.
- ii Comment was made that distribution of the NTSC papers should be made available via CD circulation for those that request it as well as hard copy. LLAO agreed that this could be considered but was mindful that the NTSC meeting was not a public meeting and therefore documents could not be circulated on to non members. LLAO
- iii WAE and general track keeping has been in discussion for some time. LLAO continue to monitor this, reporting to DAP on a regular basis. It was **agreed** to give an update on the monitoring at the next NTSC meeting in February as well as a full report on track keeping. LLAO
- iv Helicopter movements were again raised as a concern. Whilst it was accepted that much of this traffic did not operate from LLA, some of which was military, the Committee asked if it were possible to identify destination/origin of those helicopters transiting the airspace. It was clarified by both NATS and LLAO that this information was unavailable as flights in uncontrolled airspace follow visual flight rules and do not need to communicate with an ATC unit if they do not require an ATC service. The CAA is the relevant regulatory body and the Committee were advised to contact them if they required any further information. It was **agreed** that LLAO would produce a report over a 24hour period or longer that identified the helicopter movements operating at LLA. LLAO
- v Intersection departures – It was suggested that further comment could not be made until actual noise levels were provided for intersection departures. It was **agreed** that LLAO would provide this information at the February NTSC. LLAO

#### 5 London Luton Airport Reports:

##### 5a Managing Director's Statement

- i The Committee were given a further update on the Government's changes that have now been implemented for departing passengers with regards to carrying liquids. Passengers are now allowed to carry liquids, albeit in 100ml containers or less, which have to be presented in a 1 litre clear re-sealable bag. This new guidance has caused much confusion amongst the travelling public and in turn has created additional pressure for the security staff.

- ii The airport operator is starting to consider changes that will become necessary at central terminal area, drop off zone, short term car park, and bus set down area. Optioneering will take place on the various options which will be available for passenger convenience and comfort and compliance with all relevant regulatory requirements. It is hoped that an update of the process will be circulated to the Committee prior to the next meeting.
- iii Reference was made to a report claiming a future quadrupling of passengers at Luton and reassurance was sought that no interim Master Plan has been submitted to the DfT. LLAO informed that this information had no foundation as far as the airport was concerned.
- iv The Committee were informed that the resurfacing of the runway project had been categorised as extremely successful due to the speed, complexity and achievability within the timescales set and causing minimum amounts of disruption. Other UK airports have been monitoring the process closely in anticipation of their own resurfacing works.

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

- i The easyJet hanger is being refurbished within the current valid planning consent and is due to be completed by the end of January 2007. Concerns were raised regarding the planning application. Confirmation was given that LBC had reported the existence of the application to LLACC some time ago (1 member responded to the application). Members were informed that they would need to speak with LBC directly if they had concerns about the handling of past planning applications.
- ii Works continue with the East Luton Corridor programme. Work to remodel the roundabout at the Ibis Hotel has seen some extensive excavation works whilst attempting to keep the existing roadway open. At present, there were 2 proposed options available to the airport: Option A could take 6-7 months to complete but this would allow Airport Way and Percival Way to remain open. The alternative Option B, would mean the closure of Airport Way completely for 3 to 4 weeks and diversions would be routed via Frank Lester Way and Percival Way. Once this work has been carried out and Airport Way reopened, Percival Way would be closed for 4 to 6 weeks to complete the works.
- iii LLAO confirmed that they had received a report carried out by the Carbon Trust on benchmarking energy consumption. LLAO would like to improve on these figures and stated that they could be misleading as electricity figures related to the whole airport site whilst gas and water related solely to LLAO. LLAO
- iv The Noise Insulation Scheme has now been introduced and contact has been made with around 34 properties that may be eligible. Of these some 12 to 15 applications have been received. The cut off date for applications is 30 June 2007 and a general reminder will be sent next year. LLAO
- v Reference was made regarding the Surface Access Transport Forum which hasn't met for some time, whilst the Masterplan was in progress. It is hoped that the Forum will resume within the next few months, and this forum may have input into the proposals for developments of the Central Terminal Area.
- vi Members were aware that there were plans for the development of the Vauxhall site which would include new housing. Comment was made regarding the level of noise insulation that would be incorporated into the houses. It was stated that LBC would

follow appropriate Planning Policy Guidance levels in respect of residential use. It was also confirmed that this would relate to the current airport and could not take account of the emerging Master Plan, until that has been agreed.

### **5c Quarterly Airfield Environment Report**

- i LLAO advised that there had been two additions to the quarterly report, following NTSC, in that the total complaint figure had been broken down into monthly figures and details of the noise monitoring workshop, held at the airport in September, were now also included. It was also clarified that the sample flight track diagrams for this quarter outlined all aircraft movements, including light aircraft and helicopters.
- ii Whilst commending LLAO for dealing with a large increase in workload over the summer the Committee were disappointed in the increasing number of complaints in respect of day and particularly night movements.
- iii With regard to helicopter movements the Committee requested a more detailed breakdown to be provided. LLAO agreed to consider this for future reports.
- iv The subject of tactical vectoring was raised. NATS emphasised that aircraft could be vectored off the NPR and that flight crews were not deviating from standard procedures in this respect. Furthermore it was stressed by NATS that aircraft were not in violation of any procedures when instructed to take this course of action.
- v Concern was expressed that the increase in the number of aircraft movements had not been matched by improvements in operating procedures to minimise the impact. NATS informed that a wide range of noise amelioration measures have been introduced over recent years and discussions on potential amendments to helicopter approach routes are in process to try and further minimise disturbance to local communities. LLAO reminded the Committee that it devotes considerable time and expertise to the monitoring and management of aircraft noise.

**LLAO**

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

- i Reference to the new Prague route for Thomsonfly should read 5 x weekly not 3.
- ii Discussion ensued concerning plans for Silverjet to operate within the Old Terminal Building as this was thought not to be permitted under the 1998 planning consent whereby only one terminal could be operational. LLAO clarified that the Silverjet operation would be within the new terminal infrastructure and the planning consent referred to the building which is now easyLand. LLAO agreed to avoid the use of the terminology 'Old Terminal Building' in future. It was **agreed** that an airport plan would be attached to the reports at the next meeting so that the terminology used to describe the buildings could be more easily understood.

**LLAO**

### **6 Master Plan and 2030 Project update**

- i The Committee were informed that discussions with the freeholder were ongoing.
- ii The White Paper progress report is due to be published by DfT before the end of this calendar year and LLAO and LLAL have submitted a joint draft statement for the DfT to consider for inclusion.
- iii It was noted that several villages to the southeast of the runway have set up a new action group CALAE (Campaign Against Luton Airport Expansion) and they are currently represented at the LLACC by the LADACAN representative. CALAE had

requested the LADACAN representative to put forward a request to confirm if Option D has been withdrawn from consideration but this was not formally tabled in the light of the earlier comments by the Managing Director.

## 7 Luton Borough Council Reports

No Planning Applications have been received within the airport boundary.

## 8 Procedures for Consultation on Planning Applications

i The Committee were informed that following a request at the last meeting of LLACC, a joint report has been drafted by the Chairman and LBC in respect of planning applications within the Airport Boundary. This is to clarify arrangements for the offering of any comments by LLACC to LBC.

ii As from 2 January 2007, technology permitting, all applications received by LBC will be scanned and published on the Council's website. Consultation responses received will also be posted on the website. From 2 January 2007, direct notification to members of LLACC of any planning application with the potential to increase the capacity of the airport will continue. Additionally, it is proposed that the Secretariat is advised of any other applications within the airport boundary, by e-mail. Consultees are given 21 days to respond to LBC, therefore the Secretariat will aim to pass this information on to any member who wishes to be notified of the applications within 3 working days and for them to respond back to the Secretariat within 12 days. This will leave 6 days to collate responses and for the Chairman, in consultation with the Vice Chairman, to respond back to LBC.

iii The Committee made reference to the original 1998 Planning Application. Confirmation was given that all development work that has taken place is within the original planning consent and any permitted development rights enjoyed by airports. LBC **agreed** to reissue to members at the next meeting a report covering details of the original planning consent and an explanation of permitted development rights.

**LBC**

iv It was **agreed** that when LLAO submit a Master Plan planning application, if necessary a Special Meeting of LLACC will be convened, so as not to miss the consultation period deadline.

v The process for handling consultations from LBC was accepted as being appropriate. It was therefore **agreed** that members should inform the Administrator, prior to the next meeting on 19 March 2007, if they wish to be notified by email of any planning applications within the airport boundary that are sent to the secretariat by LBC.

**Members**

## 9 Information update

i The Chairman gave a brief on the following documents that he felt would be useful to Committee Members, some of which would need to be discussed at later meetings.

### **Civil Aviation Act 2006**

ii The Civil Aviation Act:

- clarifies and strengthens the measures available to airports for dealing with aircraft noise. These include a greater ability to introduce and enforce noise control measures beyond airport boundaries and to impose financial penalties if aircraft breach these measures.
- clarifies the ability of airports to set charges that reflect local emissions from aircraft. The Secretary of State is also given the power to direct them to levy

such charges.

- provides powers for a levy on the aviation industry to replenish the Air Travel Trust Fund which, along with the ATOL scheme, protects customers of failed tour operators.

In addition, the Act:

- enables Ministers to authorise local authority airport companies to undertake specified activities - such as making their expertise available to other airports and taking part in joint ventures - which have previously been outside their powers. This would allow local authority airports to be more competitive with privately owned airports.
- allows the Civil Aviation Authority to recoup the costs of its Aviation Health Unit by a levy on the industry. The Unit offers advice to the aviation industry and its customers and to Government,
- removes the right of airlines to appeal to the Secretary of State in aviation route licensing cases decided by the Civil Aviation Authority. By cutting out a layer of bureaucracy and speeding up the process this will contribute to better regulation.
- clarifies the respective roles of aerodrome managers and the police in protecting an airport.

NOTE: The Government's original intention when introducing the Civil Aviation Bill - as announced in paragraph 3.14 of the White Paper - was to amend the Secretary of State's powers so that operating restrictions at designated airports could be set using a limit on aircraft movements (as at present, in the night flying restrictions regime) or by alternative means, such as a noise quota system or noise contour. The motivation for this was to ensure that aircraft noise at these airports could continue to be controlled by the most appropriate means in future. This justification was not accepted by some stakeholders, who saw it as a move to lift night flying restrictions, although was never the intention. The provisions were removed from the Bill in the interests of making progress with the legislation as a whole. However, it remains Government policy that the legislation should be amended in this way in future.

It was **agreed** that the Managing Director should report on any action that may be called for, at a future meeting.

LLAO

### **DfT Progress Report on the 2003 Aviation White Paper**

- iii DfT have stated that this will be published before the end of 2006 and have emphasised that it is a progress report, not a review of the White Paper policies. It is likely to make the point that passenger throughput in 2005 was almost exactly as forecast and, it is understood, will comment on the robustness of the 2030 forecast of 400 to 600 mppa.

It is likely to also record progress with the publication of Airport Master Plans and planning applications (and the status of each), comment on International and National legislation, progress on securing carbon trading in Europe, the relevance of the updated UK Sustainability Strategy, the Stern and possibly the Eddington Reports and presumably the aviation industry's Sustainability Strategy. It is not yet clear if it will commit to a further progress report in the future.

It was **agreed** that the technical consultant (Jeff Charles) should submit a short report to the next meeting, together with a commentary from the Managing Director.

JC/LLAO

### **AOA Report on Environmental Guidance Manual for Airports**

- iv Recently published as an update of the previous manual of 5 years ago. The Chief Executive of AOA, in the introduction says (selected quotes only):

*It has been some five years since we published our last Environmental Guidance Manual, and since then there have been considerable changes in the legislative regime and techniques for handling environmental issues.*

*What has not changed is the rationale behind this document. If anything, the need now is even greater than before. Most crucially, the 2003 White Paper on the Future of Air Transport has enshrined the principle of sustainable growth within our industry. Over the next few years we expect to see sensitive expansion of most of our larger airports..... these expansion plans will bring great challenges, not least of which is the environmental impact of our activities.*

*This document is intended to give practical advice and set out clearly how a modern airport should comply with or exceed environmental requirements. Whilst never pretending to offer complete solutions, it nevertheless presents the practitioner with invaluable guidance across a huge range of vital topics. It is an essentially practical document, designed specifically for airport operators, and helpful complementary to the industry is wider Sustainable Aviation strategy.*

*The Manual is freely accessible on the AOA website and we hope that all airports and their stakeholders will come and use it..... I am sure that the manual will quickly be recognised as a key component of our industry's response to the environmental challenges we face, and am confident that it sets the eight okay and our members at the forefront in setting the global standard for the sustainable development of aviation.*

It was **agreed** that the Managing Director should report more fully on the content of the guidance manual and the actions it recommends, at a future meeting.

LLAO

#### **AOA Progress Report on Sustainable Aviation**

- v Sustainable Aviation was published some 18 months to two years ago and subsequent activities have been undertaken by a working group together with a meeting of many stakeholders. Three newsletters have also been published. They have indicated that they will be publishing a progress report in advance of that being prepared by DfT on the Aviation White Paper.

It was **agreed** that the technical consultant (Jeff Charles) should prepare a short report to the next meeting, together with a commentary from the Managing Director.

JC/LLAO

#### **CAP 725: Response from CAA to consultation on Air Space Changes**

- vi LLACC made comments to the CAA earlier this year, as did many other people and organisations. The Directorate of Airspace Policy has now published a "response to consultees" document which can be downloaded from the CAA website.

The Directorate will be working on the revised documentation, with the aim of it being published in March 2007. Once published, it will set the standard for the way in which future air space changes will need to be proposed and progressed.

#### **The Stern Review and the Eddington Transport Study**

- vii Both these reports have been published recently and both make important references to aviation. It is also likely that there will be some reference to the implications of both reports in the Chancellor's pre-Budget statement shortly.

It was **agreed** that the Managing Director should report on any implications for London Luton Airport at the next meeting.

LLAO

**10 Correspondence received since 18 September 2006**

Comment was received regarding the content of the correspondence included within the papers. Some members felt that their correspondence with the Chairman and with the LLAO officers should have been included. Others members welcomed less correspondence being circulated. The Chairman commented that he had excluded material that would be included on future agendas. Following debate the Chairman agreed to review the correspondence to be included for the next meeting.

**Chairman**

**11 Any Other Business**

No further business was discussed and the meeting closed.

**12 Dates and time of future meetings:**

Monday 19 March 2007 at 1.00pm  
Monday 18 June 2007 at 1.00pm  
Monday 17 September 2007 at 1.00pm

**All to note**