



President Mr Michael Elliot
 Chairman Councillor Malcolm Beer
 Director. Colin Stanbury
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MINUTES OF

THE LOCAL AUTHORITIES' AIRCRAFT NOISE COUNCIL
COUNCIL MEETING

HELD AT
 SPELTHORNE BOROUGH COUNCIL OFFICES,
 KNOWLE GREEN, STAINES, MIDDX

Commencing at 10.30am

on

FRIDAY 10th June 2016

	<p>The Chairman welcomed all of the members to the Council Meeting</p> <p>THOSE IN ATTENDANCE. Cllr. Malcolm Beer, R.B. Windsor & Maidenhead, Mrs Val Beale, LB Hillingdon, Mr Gerry Ceaser Vice President, Mr John Coates LB Richmond, Cllr Monica Davies, Datchet PC. Nigel Davies EGAG, Mr Michael Elliott, President, Mr Gareth Harper, Co-opted, Dr Chris Hill, Independent, Dr Margaret Majumdar EANAG, Cllr Wendy Matthews, Iver PC, Mr Colin Stanbury Director, Mr Surinderpol Suri, LB Hounslow, Cllr Howard Thomson Spelthorne BC, Cllr Wayne Strutton, Co opted, Mr Peter Willan Richmond Heathrow Campaign. Mr Graham Young Observer</p>
<p>1.</p>	<p>APOLOGIES FOR ABSENCE; Mr Paul Baker, Hammersmith and Fulham, Mr. Terry Collier, Treasurer, Mrs Kathy Croft Observer, Cllr Andrew Davies, Wraysbury PC, G. Harper (co-opted). Cllr. Amrit Mann, L.B. Hounslow, Mr Chris Nash RB Windsor and Maidenhead Cllr June Nelson LB Hillingdon</p>
<p>2.</p>	<p>MINUTES OF PREVIOUS MEETING The Minutes of the 11th March 2016 Council Meeting, having been circulated, were signed as a true record by the Chairman</p> <p>The Minutes of the Executive Meeting held on 22nd April 2016 were noted.</p>

3.	<p>MATTERS ARISING There were none that would not be dealt with elsewhere</p>
4.	<p>HEATHROW AIRPORT EXPANSION</p> <p>1) Update The Prime Minister will announce a decision on additional runway capacity in July, with internal intelligence suggesting it being soon after the Referendum on 23rd June. It is expected that there will be a National Policy Statement that has been Judicial Review proofed. This could allow Heathrow and Gatwick to run on to the consultations on the NPS in December. The Local Authorities are getting ready for a Judicial Review as there will only be a 4/5 week window after the announcement to lodge an appeal. It could be interesting if both Heathrow and Gatwick were allowed to roll forward . It is unlikely that we will find out the extra work that the Government has required to be undertaken. The DfT will not release the detail of the Noise Study that has been undertaken as it is still being peer reviewed (since December 2015!). The spec for the peer review underlines extensive work. There have been two peer reviews one on data collection and one on acoustics. It is understood that the Government will consult widely on the noise issues etc. The CAA will put their own interpretation on the reviews and publish the same but are keen that the current matrix continues. The noise study covered only 2000 residents spread over 9 principal airports, a third less than ANASE which chose subjects from 17 UK airports. Concerns were again expressed over the housing requirements should Heathrow get the go ahead. The same situation will apply for Gatwick Councils. It is felt that development of housing should not take place in overflowed areas. Heathrow claim that a third runway could reduce noise below existing levels possibly with this being achieved by spreading the noise over more residential areas for the first time.</p> <p>2) Heathrow statements and Presentation on Runway Three. The Chairman attended this presentation and meeting recently. The Heathrow MD has indicated that there would be no scheduled night flights. 16 come in at present but there was no answer when pressed that there would be an absolute ban between 11.30pm and 6.00am. A letter was prepared to send to Heathrow but it has been held back and not sent. CS and JC to pick up on the subject. The promise of no night flights is meaningless as there will always be exceptions as at the present time. The Night Flight regime is now in Stage 1 consultation with the new rules to come into force Autumn 2017. Confusion reigns as to when a ban is not a ban and this is still in the melting pot. The Stage one consultation is being carried out through focus groups which will close in July. Stage two will come out in the Autumn. The new generation of quieter planes could result in more night flights because they would be QC exempt unless the QC's are reviewed. It has been suggested that if late take offs were stopped this could have an immense knock on effect the next day but apparently currently more are stopped after 11.30pm than are allowed to take off.</p>
5.	<p>CAA AIRSPACE CONSULTATION The Director apologised for not having enough copies of our response to the consultation</p>

	<p>and the technology he intended to use failed on the morning.</p> <p>Members managed to have sight of the copies and it was agreed to send the suggested responses to all members asking for comments to the Director by Monday 5pm.</p> <p>There were 40 questions to be answered, the consultation was full of jargon and an online response was required. Hard copy could be provided but we are not sure they will be read. The Director advised anyone wishing to respond to do so on line.</p> <p>Tactical changes will not be consulted on which is likely to happen more often to concentrate flights over a very narrow band. If under a concentrated route this will worsen the noise situation, this is what caused the Gatwick Judicial Review. The Helios focus groups on how CAA deals with consumers has resulted in a consultation which will cover areas of potential conflict and make changes in airspace usage more transparent. It is already clear that London airspace is full. The EU requires that the UK modernise its airspace usage by 2024. It is thought that the CAA will hide behind safety issues as reasons for promoting the concentration of flying along existing departure and arrival routes from major UK airports. We need to know the basis of the claimed safety case as it not currently in the public domain. It was agreed that an online response disadvantages those without computers and that the LAANC response to the consultation would highlight this.</p> <p>The consultation refers only to Departures (arrivals are not considered) Overall the consultation does not deal with a number of fundamental issues and there is a need to know from the CAA the effect of all flight path change assessments whether they occur within existing designated departure and arrival routes or as part of new possible departure and arrival routes as envisaged by the introduction of new precision navigation technology (PRNAV). Current guidance provided by the CAA to air space change sponsors (CAP725) is considered to be out of date and inadequate for noise assessment. The CAA has said it will issue a consultation on updating CAP 725 later in 2016 or 2017. The Chair thanked all who had contributed to the response.</p>
<p>6.</p>	<p>U.K. AIR TRAFFIC FIGURES</p> <p>The CAA has stopped providing traffic stats for free and now charge £300.00 plus a month. They still give free year on year figures. The latest available comparison is up to March where 75million passengers and 38000 movements are noted.</p> <p>It was agreed that the Director would write to the CAA complaining about the charges and asking for the normal service to be resumed.</p>
<p>7.</p>	<p>REPORT FROM HACC.</p> <p>The Chairman attended the HACC Meeting in the absence of Gerry Ceaser. Heathrow’s CEO reported on a better working relationship with Hong Kong. There is concern with the chairman and the meetings are becoming bland. A BA pilot spoke on night flights from Hong Kong indicating early arrivals were needed to enable passengers to onward travel getting to early morning meetings in Europe.</p>
<p>8.</p>	<p>ANY OTHER BUSINESS</p> <p>Outstanding subscriptions of Member Councils were noted Runnymede, Elmbridge and South Bucks joining seems to have stalled</p> <p>The Meeting closed at 12.30pm.</p>

DATE OF THE NEXT MEETING.

15th July 2016: Executive Committee Meeting

16th September 2016 AGM followed by Council Meeting.

All meetings are at Spelthorne Council Offices, Knowle Green, Staines, Middlesex, TW18 1XB at 10.30am.

Chairman.....

Date.....