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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 11<sup>th</sup> December 2015**

	The Chairman welcomed all of the members to the Council Meeting
<b>1.</b>	<b>APOLOGIES FOR ABSENCE.</b> Mr. Terry Collier, Treasurer, Mrs Kathy Croft Observer, Cllr Andrew Davies Wraysbury PC, Cllr Monica Davies, Datchet PC. Mr Rob Gibson LB Hounslow, Cllr Jagjit Grewel Slough BC, G. Harper (co-opted). Cllr. Amrit Mann, L.B. Hounslow, Cllr Wendy Matthews Iver PC, Mr Gareth Harper Co-Opted.
<b>2.</b>	<b>MINUTES OF PREVIOUS MEETING</b> The Minutes of the 11 <sup>th</sup> September Council Meeting, having been circulated were signed as a true record by the Chairman.  The Minutes of the Executive Committee of 6 <sup>th</sup> November 2015 were noted.
<b>3.</b>	<b>MATTERS ARISING</b> There were none on either Minutes that would not be covered by the Agenda...
<b>4.</b>	<b>AIRPORT COMMISSION REPORT</b> There has been surprise at the Government indicating that they are delaying their decision of Runway Capacity until the summer of 2016 to enable more work to be carried out on the environmental impacts including air quality, noise and carbon emissions. The Director had been in meetings last week to challenge the anticipate decision to go ahead with Heathrow R3. Gatwick is now still in the frame and it is now uncertain what is now to happen. It appears that Davies Report now appears lacking and not fit for purpose at a cost of £24m. It is difficult however to see what can be added to the current knowledge on the issues referred back with just another 6 months of work and analysis.



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<p>There are no air quality issues at Gatwick but there are at Heathrow. It is felt that there will be quick activity to set up further study groups to take the statement forward.</p> <p>The House of Commons Environmental Audit Committee Report (EAC) gave an excellent analysis showing where the gaps were in the Davies final report and main recommendation.</p> <p>Some groups had met with NATS and CAA concerning Precision Based Navigation and the “trials” before confirming PN. The findings of reported adverse effect due to noise annoyance were reportedly a surprise to the CAA and the situation needs monitoring, as the impact in future around the whole of London and Home Counties could be enormous.</p> <p>It was confirmed that Heathrow had been challenged on their hub/spoke model and Gatwick are saying this model will change where they are creating a hub/spoke with low cost airlines.</p> <p>Iver have met with NATS and Heathrow to get details of likely airspace uses once R3 agreed. It was reported that Dominic Grieve MP would decide his vote on airport expansion based on pollution results and felt inward investment to S Bucks would be beneficial.</p> <p>Govt. policy is to limit and where possible reduce the number of residents affected by noise and to reduce the numbers if possible.</p> <p>Current Govt. policy also states that the balance of social and environmental advantage lies in concentrating aircraft taking off from airports along the fewest possible number of specified routes and that these routes should avoid densely populated areas as far as possible.</p> <p>In the case of Heathrow, Gatwick and Stansted the policy is given effect by the Secretary of State’s requirement for most departing aircraft to follow the NPRs, normally up to a height of 4,000 feet. Track- keeping compliance is monitored and reported regularly by the noise-designated airports. Similar rules are in place at other airports.</p> <p>The Govt. has stated that it agrees that changes to established routes should not be made in such a way that more people are significantly affected by noise.</p> <p>Noise preferential routes (NPRs) at Heathrow, Gatwick and Stansted have been in place for many years. Industry stakeholders have been pressing government for changes that amount to radical redesign to reflect the capability of modern aircraft and navigational technology (which it is claimed will achieve greater runway utilisation rates and fuel savings). The Govt. states that it expects NATS and the</p>
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<p>CAA to look at the scope for improving the efficiency of long-standing NPRs, taking into account the overall noise policy objective to limit and, where possible, reduce the number of people significantly affected by aircraft noise.</p> <p>So far these changes (trials) have resulted in many new communities becoming sensitised to aircraft noise. LAANC should attempt to get to grips with the problem.</p> <p>In response to complaints and discussions that have taken place at the Heathrow Community Noise Forum, HAL commissioned Anderson Acoustics to investigate the noise impacts that resulted from the recent NPR trials. The reports can be accessed via the following links:</p> <p><a href="https://andersonacousticsltd.box.com/s/6zzsyi2rya9q42bhsy5bb9djed4omkv0">https://andersonacousticsltd.box.com/s/6zzsyi2rya9q42bhsy5bb9djed4omkv0</a> <a href="https://andersonacousticsltd.box.com/s/jx729hobhdjgt3rpb8vhxtaujirrx5p8">https://andersonacousticsltd.box.com/s/jx729hobhdjgt3rpb8vhxtaujirrx5p8</a></p> <p>The Director reported that he believed that the reports represent a robust analysis of the events and provide the basis for an explanation as to why newly overflown communities reported annoyance. In summary the results give some support for a hypothesis which says that people newly overflown or overflown more often reported annoyance when single event noise levels from aircraft exceeded 65dBLAmax (N65). By contrast no increase in annoyance could be found if a higher threshold (e.g. N70) was adopted). It would also appear that the reports confirm a subjective impression report by some communities that A380 Super Jumbo aircraft are lower on take and hence as noisy as previous generation B747-400 large aircraft.</p> <p>It was also reported that the Dutch government had published a recent report on airspace change in the Netherlands. A link for this report is to be found below. The Executive Committee will discuss this report at its next meeting in January 2016.</p> <p><a href="https://www.government.nl/topics/aviation/contents/airspace">https://www.government.nl/topics/aviation/contents/airspace</a></p> <p>Davies has only suggested mitigation for Heathrow R3 and not the other two schemes.</p> <p>The extend runway scheme (Heathrow Hub) will reduce noise for some and increase it for others so other schemes of mitigation are needed for this option.</p> <p>Davies noted no scheduled flights between 11.30pm and 6am should be a firm condition of approval for a 3rd runway at Heathrow which the airlines and Heathrow are unlikely to agree. It is probably impossible to completely ban night flights at Heathrow for the whole night period (23:00 – 07:00) although LAANC believes that most early morning flights could be scheduled after 6am but airlines not flexible and can be predicted to fight the Davies recommended condition.</p>
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	<p>LA's affected by the Heathrow "trials" need to appreciate the value of LAANC and we need closer working relationships with 2M and possibly HACAN. Heathrow appears to be pressing on with contracts for the work for R3 in anticipation of getting the Government go ahead for R3 in summer 2016.</p> <p>Windsor and Maidenhead, Hillingdon, Hounslow Richmond and Wandsworth Plus possibly Hammersmith and Fulham could well have taken court action if the Government had gone ahead with a clear recommendation for R3 Gatwick is also felt likely to challenge a Heathrow decision as were the Green Party.</p> <p>It was agreed to invite Heathrow and Gatwick to our March Council meeting to address the Ministerial statement and beyond.</p>
<p><b>5.</b></p>	<p><b>CAA/NATS CONSULTATION</b></p> <p>It was suggested members look at the NATS Consultation on Air Space Allocations and the CAA site in order to keep up to date on issues. It was agreed to ask NATS to attend the June Council meeting.</p> <p>The review of environmental changes could be found on the CAA web site under Helios Report.</p> <p>The CAA CAP724 and 725 guidance documents give promoters of airspace changes guidance but it is now out of date and not fit for purpose.</p>
<p><b>6.</b></p>	<p><b>REPORT FROM HACC.</b></p> <p>GC attended the October HACC and reported 8 Local Authorities attended with the other nominees.</p> <p>The Local Authorities are to have an online discussion group rather than meeting prior to HACC.</p> <p>Rick Norman (Head of Noise and Environment – HAL) gave a presentation on the Blue Print for Noise and Air Quality.</p> <p>A steeper approach for aircraft landing commenced on 17<sup>th</sup> September for LHR There were bigger fines for LHR airlines in the winter of 2014 with increased penalties but fewer infringements and late runners</p> <p>Runways will be rotated at night 4.30 – 6.30 with no preference spread over all 4 runways. There have been 26% easterlies in 2015 so far. (The Director noted that that this is not a new noise mitigation initiative but represents another effort to introduce previous policy at Heathrow that has been imperfectly delivered due to safety preferences of air traffic controllers for early morning arrivals to major on runways 27L and 27R).</p> <p>A reduction of 5% on nox has been achieved and only Hayes and Hillingdon are now above EU limits. There will be more traffic surveys before the end of the year.</p> <p>John Holland Kaye reported the busiest summer ever with 7.33m passengers in August. There are to be Border Force reductions but an increase in e gates.</p>



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	<p>HAL claims that the DEFRA environmental limits on Nitrogen Dioxide will be met by 2020. A populous poll of 12,000 residents gave 50-46 in favour of expansion (not a majority according to ASA)</p> <p>Heathrow claims it is close to getting agreements concerning the Piccadilly Line and services to Waterloo and the west.</p> <p>The Chief Exec of BA has not responded to the HACC Steering Group's invitation to meet with them. John Stewart will represent us on the Steering Group in 2016 with LAANC returning to the table in 2017.</p> <p>11 people caused 2000 complaints in Slough recently and 10 people account for over 50% of complaints generally.</p> <p>It was pointed out that a survey of homes in Hillingdon and Richmond Boroughs produced 127000 responses. It was claimed that this was ignored by Heathrow.</p>
<p><b>7.</b></p>	<p><b>U.K. AIR TRAFFIC FIGURES</b></p> <p>November figures indicated LHR passengers approaching 74.9 Million - a 2.3% increase over the year and movements at almost 473,000 a 0.5% increase over the year. A further nine flights a day would bring capacity up the planning cap of 480,000 atms / year</p> <p>It was pointed out that on average flights are only two third full.</p>
<p><b>8.</b></p>	<p><b>ANY OTHER BUSINESS</b></p> <p>The continuation of Friday Morning meetings was questioned due to lack of numbers attending. It was agreed to survey Members to see if there is consensus on a day and time when more could attend.</p> <p>The Meeting closed at 12.35pm.</p>
	<p><b>DATE OF THE NEXT MEETING.</b></p> <p><b>20<sup>th</sup> January 2016 Executive Committee Meeting</b></p> <p><b>11<sup>th</sup> March 2016 Council Meeting</b></p> <p>All meetings are at Spelthorne Council Offices, Knowle Green, Staines, Middlesex, TW18 1XB at 10.30am.</p> <p><b><u>Chairman..... Date.....</u></b></p>