

# LAANC

Local Authorities' Aircraft Noise Council  
Tel: 01737 373868  
Fax 01737 373868  
President Michael Elliot  
Chairman Councillor Malcolm Beer

2 Rivermount  
Sunbury on Thames  
Middlesex.  
TW16 5PH

MINUTES OF  
THE LOCAL AUTHORITIES' AIRCRAFT NOISE COUNCIL  
**COUNCIL MEETING**  
HELD AT  
SPELTHORNE BOROUGH COUNCIL OFFICES,  
KNOWLE GREEN, STAINES, MIDDLESEX  
on  
**FRIDAY 13<sup>th</sup> June 2014 @ 2.00 p.m.**

**2.00p.m.** The Chairman, Cllr. Malcolm Beer welcomed those attending and introduced Alastair MacDermid, from Gatwick Airport, and asked for the name/number of those speaking for minuting purposes.

**2.03p.m.** **Presentation on behalf of Gatwick Airport**, by Alastair MacDermid and was followed by questions.

**2.25p.m.** Malcolm Beer asked - Can Gatwick service the Thames Valley  
**Response:** with some difficulty, primarily the M23 corridor and London was their catchment.

**2.34p.m.** Graham Young from Iver Parish Council. Heathrow has considerable effect on residents. Gatwick needs to be on message to Thames Valley. They need to win over the hearts and minds of the residents in Thames Valley. Gatwick doubts regarding the hub not coming through. **Response** Gatwick stated they could do more but it is concentrating its message on London and its own area.

**2.40p.m.** Chris Summers from Ealing B.C. queried whether there was a need for a rail link between Heathrow and Gatwick? **Response** The connections need to be improved.

**2.43p.m.** Ruth Cadbury from Hounslow asked (1) if Gatwick has 2 runways and Heathrow 2 runways would they have different roles and (2) what is BA's position

**Response** (1) people will use the most convenient airport to their home and we need to ask London and S/E - is the traffic demand being served? And (2) the 3<sup>rd</sup> Runway would not be in BA interest. It is their home base and Heathrow is the most expensive airport in the world.

**2.45p.m.** Michael Sullivan from West Windsor Residents Association stated. They would support Heathrow as it is not realistic for Heathrow to continue with 2 runways and should be made to form an alliance. **Response.** Gatwick take a different view, they are not targeting Alliances, Airline Alliances will do what is

best for them. Market outside alliances are well placed at Gatwick.

**2.49p.m.** Virginia Godfree from HACAN asked what mitigation would be given to residents. **Response** Gatwicks new scheme is based on 60 LEQ and extends 15km either end of the runway covering 30,000 people. It has the same house purchase scheme and those eligible for the purchase scheme would receive £1,000 payment whilst living in the property year on year towards their Council Tax Bills.

**2.51p.m.** Chris Hill (Independent) commented that night ground noise compensation scheme should be extended to 2<sup>nd</sup> Runway. **Response** Inevitable at Gatwick.

**2.53p.m.** Gareth Harper (Advisor) stated that with 260 additional slots at Heathrow would the airlines see this as continual expansion at Heathrow resulting in a public auction of the additional slots - it could cause haemorrhage to other airports if all wanted to fly from Heathrow.

**Response:** Gatwick is working to quantify loss to them if Heathrow is chosen and existing services are not likely to move in their view.

**2.56p.m.** Marion Rough (Spelthorne BC) Could the Airport be linked with a light railway with Heathrow/Gatwick both getting an extra runway serving the south and west of London? **Response** Gatwick does not agree with 2 runways - Davies is not looking for 2 runways but looking for one or the other. The Government has to decide.

**2.58p.m.** Malcolm Beer (Chairman) expressed his pleasure that Gatwick had communicated with LAANC to enable us to make our responses and thanked Mr. Macdermid for his excellent presentation.

### **1. THOSE IN ATTENDANCE (Members of LAANC Council)**

Cllr Malcolm Beer (Chairman) Royal Borough of Windsor and Maidenhead; Mr. Gerry Ceaser, Vice-President; Mr. Paul Baker, Hammersmith & Fulham; Mr. John Coates, L.B.Richmond; Cllr. Martin Ellengorn, L.B.Richmond upon Thames; Mr. Rob Gibson, L.B. Hounslow; Mr. Terry Gould R.B.Windsor & Maidenhead; Dr.Chris Hill, Independent; Ms. Janice Johnston, Spelthorne B.C.; Cllr. Lyons-Davis, Datchet P.C.; Dr. Margaret Majumdar, Vice President and EANAG; Cllr. June Nelson, L.B.Hillingdon; Cllr Ian Potts, L.B. of Ealing; Mr. Gareth Harper, Co-opted and Mr. Colin Stanbury, Director.

### **2. APOLOGIES FOR ABSENCE**

Mr. Michael Elliott, President; Cllr. Wayne Strutton, L.B.Slough.

### **3. MINUTES OF THE LAST MEETING:**

The Minutes of the Council Meeting held on 7<sup>th</sup> March were agreed by those present and signed as a correct record by the Chairman.

The Minutes of the Executive Meeting held on 11<sup>th</sup> April were noted.

### **4. MATTERS ARISING, from previous Council Minutes**

Noise TK wound up into a smaller group yet to meet.

It was agreed to keep tabs on Davies Commission's pronouncements.

Changes to Noise preferential routes. We will be consulted on soon with the possibility of this being under night flights regime consultations.

Airspace smoothing is already in operation.

**Matters arising from the Executive Minutes.** Davies to meet MPs and Councillors next week in Hounslow.

There has been no reduction in night flights for seven years - which is not keeping to the obligation given on the last review.

## **5. NIGHT FLIGHTS.**

Nothing new to report.

## **6. DAVIES COMMISSION - UPDATE**

Boris Johnson released two documents supporting the Estuary Airport and these should remain for consideration.

TFL analysis of noise at Heathrow is being produced and significant differences show against Heathrow figures. This is available on the Mayor's Estuary Website.

## **7. CRANFORD AGREEMENT - UPDATE**

Hillingdon has refused planning permission for the runway works. The Government is likely to overturn the refusal to enable work to proceed with the Appeal takes place. Cessation of Cranford and alternation is in Heathrow Noise Action Plan.

## **8. HACC REPORT**

Colin Matthews has stepped down and John Holland Hay is taking over as Chief Executive.

The proposed redundancy of the HACC Secretary was discussed. Heathrow CAA settlement is poor with savings becoming necessary, the proposed redundancy has caused outrage within HACC and redundancy should be withdrawn. It is necessary to have the independence of a secretary and the current proposals do not allow this to occur. Committee membership is being reviewed and a new type of committee is being looked for with less people on it. There is a working group looking at this at present, Rob Gibson and Virginia Godfree are on the group.

A congestion charge is to be implemented around Heathrow allegedly under pressure from the Department of Transport to encourage kiss and fly reductions. The Review is as a result of the Davies Commission and business community taking over which will most likely reduce the frequency of meetings. HACC has to remain independent from HAL.

Representation of environmental organisations is to be reduced to just HACAN. ENAG is likely to be dropped off and there will not be anyone to represent take offs to the east. HACAN looks after landings not take offs.. It was suggested that a letter be sent to the Chairman of HACC and Ealing MPs protesting departures from Northern Runway are likely to make the noise situation worse.

Windsor RA's also looking for representation on HACC.

Airports are required to work with residents and consider their views and concerns.

### **3.37p.m. Presentation on Heathrow Runway 3 proposal.**

Andrew McMilland gave Heathrow presentation with highlights of submission and main messages they have given to the Davies Commission..

**Q. 4.03p.m.** Andrew Davis commented on the infrastructure requirements with additional traffic off the M25; burying the M25 may well be a pinch point restricting the flow of traffic. **Response.** Heathrow has discussed this with the Highway Agency and indications are that construction would have no affect locally. This would add two additional lanes and a feeder line. Traffic to Heathrow could be reduced with rail improvements and traffic flow would be no higher than currently. This would effectively add to the M25's capacity between the M40 and M3.

**4.06p.m.** Chris Summers - Ealing Council commented on the length of new runway being shorter than normal. **Response** Heathrow will have 3 full length runways of 3.5k long and all known aircraft can land.

Cllr. Summers also asked - are you part of the alternative Heathrow Hub proposals?

**Response-** no Heathrow is separate company who have put out their own proposals with much communality and it is up to the Davies Commission to reach conclusions. HAL were concerned to offer respite with the extended runway.

**4.10.p.m.** Gareth Harper asked **1)** Is there a Plan B? **2)** How is the noise impact of 30% spread.

**Response.** Some options would cause Heathrow closure. If no expansion it would reduce its ability to act as a hub and it is already beginning to suffer from other competitors and now overtaken by Dubai. Plan B is less investment routes etc which would lead to Heathrow decline. **2)**The result depends on where you live. Optimising airspace routing and reconfiguring of the airfield are only two things that are different.

**4.17p.m.** Cllr. Graham Young - Iver P.C. Freight is a big input and a large part of the operation is by outside operators. Where can they go if the freight operation expands?

**Response** There is the potential to move to an airport/airfield operation. Lorry numbers can be reduced with rail link on south Side to south of the airport and this would remove lorries from the road.

**4.20p.m.** Cllr. Ruth Cadbury asked **1)** What is the proportion of Transfer passengers now and what is it projected to be in the future and **2)** would the airport be in breach of EU pollution levels. **3)** How far advanced is congestion charging. **Response 1)** A Third of passengers are transfers - a significant traffic hub. Hub models have been successful with an attempt to evade failure. Most aircraft are brought by hubs using airlines which are investing in hub airports. **2)** The only monitor over limits is adjacent to the M4 and come from traffic pollution. There are 16 monitors on and around the airport.**3)** Congestion charge was a tool to restrict kiss and fly traffic and move people to train pollution.

**4.28p.m.** Cllr. Malcolm Beer. Windsor and Maidenhead are having to look in for 12,000 houses in the Borough at 700p.a. Jobs would be increased by 100,000 at the airport which is not sustainable in housing terms. **Response.** Heathrow are looking at where jobs are and where staff would live/travel from. East London residents would find access easy after Cross Rail comes on stream and others living locally might re-skill.

**4.32p.m.** Michael Sullivan.(West Windsor Residents Association) Prosposals to reduce noise in Booklet 9 would result in increased flights and noise over Datchet.

**Response** Aircraft will be higher due to increased approach angle plus improvement in engine and airframe noise will result in less noise in future.. This is not an option with 2 runways as existing landing points at present are not aligned. There will be a residual community that

will have additional/new noise hence compensation packages will be needed. The website has all the evidence that is being submitting to the Commission.

**ANY OTHER BUSINESS.** It was noted that Ealing, Hammersmith and Wandsworth Councils have not paid their annual subscription and representatives were asked to chase up.

Meeting closed at 4.55p.m.

**DATE OF NEXT MEETING:** Executive Council Meeting to be held on July 4<sup>th</sup> in the Goddard Room at Spelthorne Borough Council Offices at 2.00p.m.

The next Council and AGM are to be held on 12<sup>th</sup> September in the Council Chamber at Spelthorne Borough Council offices at 2.00.p.m.

DRAFT

## **OPERATIONAL FREEDOM TRIALS.**

The trial will take place in two phases, the first from 1 November 2011 to 29 February 2012, the second from 1 July 2012 to 30 September 2012. BAA state that this is to enable both winter and summer conditions to be tested.

The trials allow an extension of TEAM to operate during busy times when westerly arrivals may occur out of the declared alternation pattern. Dual westerly take offs may also occur but BAA say that concurrent dual arrivals and take offs (full mixed mode). will not occur.

The Trial started with poor consultation and communications from BAA. This has caused confusion for many stakeholders. An example of the confused BAA message is that on the one hand its website claims to have deferred the planning application relating to the removal of the Cranford Agreement so as not to confuse with Freedom Trials. However on the other hand BAA are saying at public meetings that easterly operations do not “count” as part of the Freedoms trials.

There is further confusion about range of triggers that BAA use for invoking “Freedoms”. During the study periods “out of alternation” aircraft will be permitted for various reasons but not all will count as “freedoms” data.

Local Authorities had no input whatsoever into the Trials operation which had originated from the SE Airports Taskforce which in turn had been tasked by Ministers to look into making UK airports better rather than bigger. BAA has been using TEAM on both runways simultaneously if there is a 20 minute landing delay. Under Operational Freedoms they may do so under a 10 minute limit. The airport operator is instructed by NATS when a qualifying period of delay is either building or likely to build. NATS instructs the Airport Operator accordingly.

It is not possible to ascertain in real time from BAA when the Freedom trial or TEAM Star (TEAM \*) flights are operating. Members expressed concern that if residents are reporting being disturbed by flights that technically are not “freedoms” flights BAA will say that responses to the trials were confused and this in turn may be a way of validating permanent loss of fixed periods of alternation in the future by default.

The Trial started on 1st November 2011 and Mike Rickaby sought definitions from BAA concerning aspects of the Trial which have not yet been forthcoming. It was reported from a meeting attended by some LAANC Executive members that BAA will be reporting to the CAA hourly, daily, weekly and monthly movement data during the trial period. However BAA is currently unwilling share these data with local authorities. To date it has been impossible for local authority officers to provide detailed answers to local residents enquiries regarding times and numbers of “freedoms” flights that have been occurring.

Mike Rickaby informed the meeting that the recent Autumn statement released by The Chancellor of the Exchequer contained strong support for the explorations of all options – except for third runway - for maintaining Heathrow’s hub status. The statement repeats recent claims by BAA and the airlines that Heathrow is falling behind other EU hubs as it now has less destinations than its main competitors and is running at almost 100% capacity. It was also noted that the statement although ruling out the possibility of 3<sup>rd</sup> runway did not similarly rule out future mixed mode operations.

Local Authorities do not have time and expertise to provide evidence but the AvGEN consultancy does.

AvGEN have monitored all arrivals and departures from Heathrow since the trials began and have a daily reporting ability as to what Freedoms are exercised or not, including runway used, type of aircraft, terminal stand, routes, heights etc.

DARTS (Departure and Arrival Route Tracking System) is used via transponders on each aircraft.

The Executive proposal that LAANC and Councils should join together to fund acquiring this information from AvGen was approved.

To the west of the M25 there is disillusionment in not implementing the abandonment of Cranford. It was always going to take until 2013 to create a taxiways etc to enable post Cranford to occur.

The Director is to write to the CAA expressing dissatisfaction with the way BAA are dealing with the Freedom Trial/Cranford as easterly data are apparently not being collected.

#### **6. RECENT DEVELOPMENTS.**

The March 2012 consultation on full aspects of the Framework Policy to be expected and implemented in 2013.

It was noted that the London Night Flights regime runs out in October 2012 and there is a need to consult promptly or to roll over the existing arrangements.

#### **Estuary Airport/Connecting Heathrow and Gatwick.**

“Boris Island” may be thought of as a re-incarnation of the original “Marinair” project first shown to LAANC over 20 years ago.. The project envisages an airport in the Thames Estuary with high speed train and road links to London.

Boris Island is developing momentum but the Government is currently ambivalent. A budget of £40billion will be the catalyst for change in the current climate.

BAA state that if there were to be a new Estuary Airport that would lead to the closure of Heathrow as a primary hub and Gatwick would be re-linked to Heathrow as complimentary hubs. Gatwick and Heathrow have previously worked as twin hub airports for London This stopped when BA moved its operations to Heathrow in expectation of BAA obtaining planning permission for T5. A possible light weight railway between Heathrow and Gatwick (LARTS.) has been proposed which would see a high level light railway built around the M23 / M25 (using land adjacent to the hard shoulders). The railway mimics a successful Canadian system with one train every three/four minutes each way.

#### **7. UK AIR TRAFFIC FIGURES**

Gatwick monthly movements are down at 13% down on the month, but passengers are up 5.5% on the year. Heathrow is bucking the trend with 471,000 movements and

passengers up 4%.

**8. HACC REPORT - Dr. Majumdar**

The December business meeting was scrapped and a seminar proposed, but no programme as yet. The previous meeting saw much discussion on snow, passengers and Olympics preparation.

A380 arrivals often come in on the runway nearest the terminal.

TEAM and TED not to be used at the same time. 150,000 Freedom Trials publicity leaflets have been distributed in the local area.

The new Managing Director of BAA is from Montreal and in his introductory speech to HACC there was disappointingly no mention by him of residents and his focus concentrated on the commercial aspects of the airport.

**9. ANY OTHER BUSINESS.**

Gerry Ceaser reported on non-metropolitan taxis and minicabs from Heathrow, reported to be a success with now 400/500 mini cab trips a week.

Insulation grants were discussed with concerns over eligibility. The report to confirm the revised schemes is expected in the New Year.

**10. DATE OF NEXT MEETING**

2<sup>nd</sup> March 2012 at 2.00 Spelthorne Borough Council Offices.

The Chairman closed the meeting after thanking Spelthorne Borough Council for their hospitality and wishing everyone the compliments of the season at approximately 3.45p.m.