

Noise and Airspace Community Forum (NACF)

Summary Minutes (28 May 2025, 13:00-16:00, London Heathrow Marriott)

These summary minutes are not intended to be a verbatim record of the meeting, but a summary of the topics and views of forum members and a note of any actions agreed. They should be read in conjunction with a copy of the presentations given at the meeting.

Confirmed attendees

Name	Borough / Organisation
Andreas Lambrianou	Chair
Spencer Norton	British Airways
John Burton *	CAA
Darren Rhodes	CAA
Tracey Waltho *	CISHA
Laura Keith	CISHA
Robert Buick	Englefield Green Action Group
Paul Conway	Englefield Green Action Group
Tim Walker *	Forest Hill Society
Paul Beckford *	HACAN
Christine Taylor *	Harmondsworth and Sipson Residents Association
Armelle Thomas	Harmondsworth and Sipson Residents Association
Becky Coffin	Heathrow
Rick Norman	Heathrow
James Mackenzie	Heathrow
Jennifer Sykes *	Heathrow
Samantha Fountain	Heathrow
Jonathan Pam	Heathrow
Richard West	Heathrow
Michael Thornton *	Heathrow Strategic Planning Group
Dr John Lees *	Iver Village Residents Association
Surinderpal Suri	London Borough of Ealing
Christian Hughes *	Longford Residents Association
Deborah Petty	Molesey Residents Association
Robin Clarke *	NATS
Dave Matthews *	NATS
Seb Frichot	Plane Hell Action
Graham Young	Richings Park Residents Association
Peter Willan	Richmond Heathrow Campaign
Robert Tudway	Richmond Heathrow Campaign
Cllr Mark Howard	Royal Borough of Windsor & Maidenhead
Cllr Sean Beatty *	Spelthorne Borough Council
Maryann Morgan	Sunninghill & Ascot Parish Council
Sue Janota *	Surrey County Council
Stephen Clark	Teddington Action Group
Richard Harbord *	Windlesham Society

Apologies

Wendy Matthews (Buckinghamshire Council), Nigel Davies (Englefield Green Action Group), Bridget Bell (Plane Hell Action), Adrian Eaton (DfT), Tim May (DfT), Ben Lippitt (CAA).

Action Log

Date and Paragraph	Description	Comments	Resolution Date	RAG status
27/11/2024 para. 2.3	Future agenda item on night flight dispensations	Covered as part of the deep dive on night flights	28/05/2025	Green
27/11/2024 para. 3.19	Separate meeting to continue Noise Action Plan discussion	Heathrow's noise team is currently working on next steps		Yellow
05/02/2025 para. 2.3	Understand more about weather-related dispensed flights	Covered as part of the deep dive on night flights	28/05/2025	Green
26/03/2025 para 1.6	DfT to respond to Frontiers Economics scoping study recommendations	DfT liaising with Defra as the question of how noise evidence feeds into appraisal guidance is a process they own		Yellow
26/03/2025 para 2.2	Provide timeline for interactive data dashboard	Expected Q4 as part of new portal currently under development	28/05/2025	Green
26/03/2025 para 3.2	Confirm adherence to engine testing rules is recorded	Airlines provide details upon completion, adherence is reviewed at management level, any issues are followed up	28/05/2025	Green

Summary of previous open or recently closed actions

1 Welcome and Introduction

- 1.1 Andreas Lambrianou (AL) welcomed members to the forum and noted apologies for absence.
- 1.2 AL announced that the previous summary minutes had been finalised. He reviewed the previous actions as shown in the Action Log above.
- 1.3 Armelle Thomas (AT) asked for the word "objected" to be removed from the summary minutes (para 1.4) and stated that Heathrow had previously advised that those left on the wrong side of the road would have the option to move, resulting in the loss of 4,750 homes. The updated summary minutes were circulated to members after the meeting.

2 Data Dashboard

- 2.1 Samantha Fountain (SF) presented the latest data dashboard for April 2025. The dashboard is available on Heathrow's website [here](#).
- 2.2 Cllr Mark Howard (MH) asked what was being done to improve performance. SF advised that Heathrow engaged continuously with airlines. She added that good performance was also encouraged by publishing quarterly Fly Quieter & Greener league tables (available [here](#)) and working with airlines to move any red metrics to amber and green.

- 2.3 SF noted that compliance of aircraft reaching 1,000ft by 6.5km from start of role was 99.96%. Deborah Petty (DP) felt the rule was not very ambitious given some of the low departures over Molesey after 22:30 and asked how long the rule had been in place. Rick Norman (RN) advised the rule had been in place since at least the mid-1990s.
- 2.4 AT asked why the March dashboard was not being presented and wanted to know the impact of the airport closure on 21 March. SF advised that the most recent dashboard was always presented at the forum. The March dashboard is available on Heathrow's website [here](#) and was circulated to members after the meeting. RN added that data showing the effect of the closure on Heathrow's operations would be provided at the next forum. **ACTION SF**
- 2.5 Peter Willan asked if target lines could be added to each chart. SF confirmed this would be considered. **ACTION SF**
- 2.6 Michael Thornton (MT) asked why Continuous Climb Operations (CCO) compliance was lower than 4% climb gradient compliance and why track keeping was worse during easterly operations. Darren Rhodes (DR) explained that the 4% climb gradient was measured between 1,000ft and 4,000ft. CCO performance was lower as most departure routes were designed to level off at 6,000ft to pass below the holding stacks, an issue that should be resolved as part of Airspace Modernisation. He added that track keeping during easterly operations was lower due to a longstanding issue with the CPT route which was not flyable. Spencer Norton (SN) explained that pilots fly a heading rather than a track on the ground. RN noted that further along the CPT route there was also a conflict with easterly inbound traffic and that the issue would be fixed as part of Airspace Modernisation. He added that track keeping data for individual routes was published on Heathrow's website [here](#) and that performance on other routes was better than CPT.
- 2.7 Stephen Clark (SC) asked about the number of nights without late runners. SF explained there had been 189 nights without late running flights (between 23:30 and 04:30) in 2024 and 78 in the first four months of 2025. RN noted this was up from 77 for the same period last year.

3 Night Flights

- 3.1 James Mackenzie (JM) presented an introduction to night flights, explaining their role in Heathrow's operation, the night flight restrictions, scheduled vs. runway times, movement and noise quota limits and the Government's night flight regime review. The presentation was circulated to members prior to the meeting.
- 3.2 MH noted that an aircraft arriving at 04:50 would be flying over properties earlier than that. He felt that pre-06:00 arrivals were historic dinosaurs and that the slot system should be reviewed. He added that a 10% reduction in sleep disturbance seemed like a low target and that more should be done to incentivise using the quietest planes at night.
- 3.3 RN referred to Heathrow's response to the DfT night flight consultation (available [here](#)), noting that the night noise contour has reduced by 41% since 2006. He observed that historical flights at 00:25 and 03:00 no longer operated, noisier QC4, 8, and 16 aircraft were gone and Heathrow offered noise insulation to areas most affected by noise. He advised that Heathrow had never sought to increase the number of pre-0600 flights. JM added that Heathrow applied noise charges to incentivise the use of quieter aircraft through its Conditions Of Use (available [here](#)), with noisier aircraft charged considerably more to operate during the night.
- 3.4 AL asked if early morning arrivals circulated before 04:30. RN explained that arrivals

typically joined the final approach 8 or 9 minutes before landing but would not necessarily use a holding stack at that time of the morning. He added that the pinch-point was aircraft arriving before 06:00 and holding so that they could land at 06:01.

- 3.5 SF presented a review of night flights for the Winter 2024 season. She explained that Heathrow had remained within the DfT quota and movement limit for Winter 2024, with 45 late arrivals and 50 late departures. She described the rules for dispensing flights and noted that the number of dispensations for Winter 2024 was 29, the lowest since the pandemic. The presentation was circulated to members prior to the meeting.
- 3.6 DP asked if Heathrow could provide annual updates. SF advised that annual Airspace, Noise and Air Transport Movement (ATM) Performance reports were published on Heathrow's website (available [here](#)). DP asked how much of the annual quota count was allocated to early morning arrivals. Data for the Summer 2024 and Winter 2024 seasons was provided after the meeting.
- 3.7 Peter Willan (PW) gave a presentation on night flights. He summarised a number of recommendations from previous presentations, argued that there was no good reason for night flights and proposed a study to assess the impact of time-shifting scheduled pre-06:00 arrivals to post-07:00. The presentation was circulated to members prior to the meeting.
- 3.8 PW stated that the Airports Commission had by and large supported time-shifting early morning arrivals into the daytime period. RN reminded him that this was only said in the context of having a third runway, adding that the commission had also noted a strong case for more night flights without a third runway.
- 3.9 SC asked who was leading the Aviation Night Noise Effects (ANNE) study. DR advised the DfT had commissioned the study, and it was being undertaken by a consortium of academics and consultants.
- 3.10 Surinderpal Suri (SS) said there had been no health impact study and that Heathrow's early morning arrivals were incompatible with British Standard BS8233. He asked how Heathrow planned to share the benefits in the future. JM advised that the World Health Organisation (WHO) had reported on a number of studies which looked at the correlation between noise exposure at night and associated health impacts. He noted that Heathrow included certain metrics in the annual noise contour reports as there was strong evidence within a number of studies which showed how they correlated well with health impacts at night. RN reiterated that the number of flights in the night quota period had remained consistent while the noise contour had reduced by 41%, so the benefits of new technology had all been for the community during that time period.
- 3.11 PW called for DfT, Heathrow and all stakeholders to commit to a study on the effect of moving pre-06:00 arrivals to the daytime. RN noted that the Government was in charge of operating restrictions at Heathrow. He stated that the current night flight regime had been rolled over pending more research and the consultation would probably happen within the next year for the next regime to be in place for the Winter 2028 season. He added that the desired outcome should be established at the start of the process, noting the first recommendation in PW's presentation was to update the noise objective.

4 Mobile Noise Monitoring Feedback

- 4.1 DR gave a presentation on mobile noise monitoring which followed on from his response to questions from members following the last forum. He discussed the Aircraft Noise Event Extraction Methodology (ANEEM) system which replaces the previous fixed noise

monitor thresholds used to trigger the recording of noise event. He also showed the noise levels at various monitor sites on the day of the Heathrow closure to highlight how outdoor background noise levels were not as quiet as might be perceived, and that overall noise exposure in Richings Park was dominated by non-aircraft noise.

- 4.2 SC asked if noise measurements were used to validate the noise model. DR confirmed this but noted that the presentation showed there were practical constraints to what could be validated, as there were many other sources of noise in the environment.
- 4.3 DP asked about the regime for calibrating noise monitors. DR explained that this involved a nightly electrical test, a quarterly site visit and an annual swapping-out of the monitors for laboratory calibration, exceeding the British Standard requirement of every two years. DP asked if greenery impacted noise measurements. DR replied that the practical effect would be more background noise from the wind.

5 Methods and Metrics Workshop Summary

- 5.1 Jennifer Sykes (JS) gave an update on the third Method and Metrics workshop on 30 April as part of Heathrow's engagement on the Airspace Change Proposal (ACP) for airspace modernisation. The purpose of the workshop was to provide an update on work undertaken since passing the Stage 2 Gateway of the airspace change process in July 2024 and to discuss Heathrow's approach to the compilation of system options at Stage 3. The presentation was circulated to members prior to the meeting. DP thanked Heathrow for hosting the event. She found it useful but was frustrated that it was not possible to combine system options until NATS decided the position of the stacks. She looked forward to future engagement and would provide further feedback in writing.

6 Area Based Noise Modelling and Reporting

- 6.1 SC gave a presentation on area based noise modelling and reporting. He discussed the latest format change of Heathrow's noise monitor reports and noted the importance of understanding the impact of any proposed aviation changes and the scope of noise modelling for different options. The presentation was circulated to members prior to the meeting.

7 AOB

- 7.1 Seb Frichot (SF) commented that some residents in Camberwell and Peckham did not benefit from respite as they were located between the two final approach paths into Heathrow.
- 7.2 DP cited a newspaper article about flying taxis and asked how they would be integrated. JS advised that several things would need to happen first, such as understanding their flying capability, where they would fly and their noise footprint. Becky Coffin (BC) added that Heathrow was very aware of the concerns communities would have about that.

Date of next meeting

Wednesday 23 July (13:00-16:00).