

**Heathrow Strategic Noise Advisory Group (HSNAG)**

Meeting notes: HSNAG/1811

Date	Location
19 November 2018	Oslo, Compass Centre

Attendees	Apologies
Xavier Oh, Heathrow (Chair) Nicole Porter, Heathrow Spencer Norton, British Airways Gerry O'Connell, IATA Ian Jopson, NATS Simon Laver, IATA Colin Stanbury, LAANC John Stewart, HACAN Ian Greene, DfT <b>Quorum: Yes</b>	Cheryl Monk, Heathrow Richard Norman, Heathrow Pete Rafano, Heathrow Mark Burgess, Heathrow Tim May, DfT Darren Rhodes, CAA Kiran Balendra, TfL Andy Kershaw, BA

No.	Agenda Item
<b>1</b>	<b>WELCOME AND PREVIOUS ACTIONS</b>
	Minutes of HSNAG/1809 meeting and review of HSNAG/1809 actions: <ul style="list-style-type: none"> <li>• Approved</li> <li>• Actions reviewed</li> </ul> Note - No minutes from September 2018 will be published.
<b>2</b>	<b>NOISE ACTION PLAN (2019-2023)</b>
	<ul style="list-style-type: none"> <li>• 31 August - draft Noise Action Plan (NAP) was submitted to Department for Environment, Food and Rural Affairs (DEFRA).</li> <li>• Waiting for approval and/or comments from DEFRA.</li> <li>• Required to publish within 28 days.</li> <li>• Ian Greene (IG) - DEFRA providing feedback and comments approximately this week.</li> <li>• 19 January 2019 UK required to submit NAPs to European Commission.</li> </ul> <p>Draft NAP Features for HSNAG to note/oversee/enact.</p> <ul style="list-style-type: none"> <li>• Action 3.6 - Local Planning Principles and Guidance.</li> <li>• Action 3.7 - Monitoring encroachment.</li> <li>• Action 3.8 - Position on Encroachment.</li> </ul> <p>[Maybe set up a workshop on these 3 actions for HSNAG in early 2019 - joint with EHO's]</p> <ul style="list-style-type: none"> <li>• Action 5.14 - quarterly noise and health research - there is never enough time at HCNF or HSNAG meetings. Propose that the report is tabled quarterly at HSNAG meetings.</li> <li>• Action 5.15 - annual review and update of actions for HSNAG agreement.</li> <li>• Action 5.16 - annually setting interim targets for indicators.</li> <li>• Action 5.17 - annually select action items for External Audit.</li> </ul> <p>Section 8 Actions - draft distributed prior to meeting</p> <ul style="list-style-type: none"> <li>• New Tracker Excel set up.</li> </ul> <p>Re Action 3.6</p> <ul style="list-style-type: none"> <li>• Colin Stanbury (CS) - World Health Organisation standards could be promoted by local authorities as a new standard.</li> <li>• PPG24, the Planning Policy Guidance 24 Planning and Noise guidance, is not likely to be re-published by Government.</li> <li>• Our document could be in a similar format. Best to provide guidance with noise levels quoted not just concept.</li> <li>• Where to permit development and what recommendations / restrictions would apply.</li> <li>• IG - possible to develop a PPG24 "light". Department for Transport (DfT) might be interested in our document.</li> <li>• Spencer Norton (SN) - "Possible to have no permitted large-scale development within Noise Preferential Routes (NPRs)".</li> <li>• OR "Development with mitigation". Starting position. Caveat for buyers. Pack for estate agents. Great for buyers but sellers don't want.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Issue re Duty of Care. Possible to discuss with Law society.</li> <li>• Recap idea to work separately from Strategic Aviation Special Interest Group (SASIG).</li> <li>• Target delivery end 2019, perhaps including 3.7 and 3.8.</li> </ul>
<b>3</b>	<b>PROJECT UPDATES (2018)</b>
	<p><u>Councils and developments inside contours (Colin Stanbury)</u></p> <ul style="list-style-type: none"> <li>• Covered under Actions and Draft NAP.</li> <li>• Sub group - CS, Nicole Porter (NP), Xavier Oh (XO) to work on Action 3.8. <b>Action CS/NP/XO.</b></li> </ul>
	<p><u>Heathrow 2.0 - Key Strategic Deliverables</u>  <u>Respite for Residents</u>  Key 2018 Goals:</p> <ul style="list-style-type: none"> <li>• At least halve late running aircraft departures from 330 (2016) to 165 (2022). <ul style="list-style-type: none"> <li>○ 2018 target is 235.</li> <li>○ End Oct at 226.</li> <li>○ Projected for Nov and Dec total will be 263.</li> <li>○ CF average over last 5 years: 304</li> <li>○ 24 last March due to snow.</li> <li>○ 34 in August due to storms.</li> <li>○ Gerry O'Connell (GOC) - European network performance was very poor.</li> <li>○ Good news - number of nights with no late runners - 104 as at 15/11 CF 115 so far.</li> <li>○ John Stewart (JS) - good news story is the downward trend over last 5-10 years. Link two slides on Late Runners and on number of nights with no flights.</li> </ul> </li> </ul> <p>Deliver NAP to DEFRA Secretary of State in August 2018</p> <ul style="list-style-type: none"> <li>• Done.</li> </ul> <p>Quiet Night Charter</p> <ul style="list-style-type: none"> <li>• Launch delayed to 19 November 2018.</li> <li>• First meeting post launch 20 Nov 2018 - tomorrow.</li> <li>• Distribute document to HSNAG.</li> <li>• Eg spare stand to reduce taxiing due to a fault?</li> </ul>
	<p><u>Respite Working Group (Nicole Porter)</u></p> <ul style="list-style-type: none"> <li>• Report still not published.</li> <li>• Highlights have been presented to HCNF earlier in 2018.</li> <li>• Further work/analysis still possible, needs funding from Expansion.</li> <li>• JS - needs to be available for Development Consent Order (DCO) Con2</li> <li>• NP - possible to incorporate feedback from Con1 for Con2 in June 2019.</li> </ul>
	<p><u>Research agenda</u>  Internoise paper has been distributed HSNAG.</p> <ul style="list-style-type: none"> <li>• Presented by NP.</li> <li>• DfT Interest in wider research.</li> <li>• How to keep perception of independence.</li> <li>• GOC - need to keep lobbying ICAO and recognising.</li> <li>• Committee on Aviation Environmental Protection (CAEP) starting to look at non-acoustic factors (NAF).</li> <li>• Possible research item - what can trigger sensitivity to noise.</li> <li>• Low-rate of change airport vs high-rate - two different dose response relationships. Or use local research e.g. SONA.</li> </ul>
	<p><u>Consultation on Expansion and Airspace change</u>  2019 Plan</p> <ul style="list-style-type: none"> <li>• Jan - Mar Second Consultation on Airspace Change and runway operations.</li> <li>• Jun - Aug Consultation on DCO</li> </ul> <p>Jan will include publication of the Con1 report.  JS - Airspace Change Proposal (ACP) consultation on Swathes and how far they might extend.</p>
<b>4</b>	<b>WORKING WITH LOCAL COMMUNITIES</b>
	Community Noise Forum and Working Groups tomorrow. Provisional draft agenda items:

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	<p><u>Heathrow</u></p> <ul style="list-style-type: none"> <li>• Consultation Update</li> <li>• Future runway operations</li> <li>• Steeper departure trial interim report update</li> <li>• Update on Government's airspace modernisation strategy (Sarah Bishop TBC)</li> <li>• Working Group update</li> </ul> <p><u>Community</u></p> <ul style="list-style-type: none"> <li>• Presentations (60 mins)</li> </ul>
<b>5</b>	<p><b>OTHER ITEMS</b></p> <p><u>World Health Organisation (WHO)</u> Report releases 10 October 2018.</p> <ul style="list-style-type: none"> <li>• JS <ul style="list-style-type: none"> <li>○ WHO levels don't ring true.</li> <li>○ Night flight levels is based on 3% sleep disturbance.</li> </ul> </li> <li>• NP <ul style="list-style-type: none"> <li>○ New paper questions sources.</li> <li>○ WHO admitted guidelines are aspirational.</li> <li>○ Need to include practical implementation.</li> <li>○ Lowest levels are annoyance driven.</li> </ul> </li> <li>• GOC - Aviation Strategy needs to provide balance.</li> <li>• CS - WHO claim health impact basis.</li> <li>• IG <ul style="list-style-type: none"> <li>○ Survey of Noise Attitudes (SONA) revision re Lmax verification; conclusions not expected to change.</li> <li>○ Revised report expected in 2019.</li> </ul> </li> </ul>
	<p><u>Notes from email exchange after meeting</u> XO provides examples of levels of aircraft activity for Lden 45 and Lnight 40.</p> <p><u>Lden 45 dBA</u></p> <ul style="list-style-type: none"> <li>• 9 events of Lmax75 per day (0700-1900), OR</li> <li>• 3 events of Lmax75 per evening (1900-2300), OR</li> <li>• 1 event of Lmax75 per night (2300-0700), OR</li> <li>• 1 event of Lmax85 per day, OR</li> <li>• 1 event of Lmax85 at night every 10 days (&lt;1 per week)</li> </ul> <p><u>Lnight 40 dBA</u></p> <ul style="list-style-type: none"> <li>• 1 event of Lmax75 per 8h night (2300-0700)</li> <li>• 1 event of Lmax85 at night every 10 days (&lt;1 per week)</li> </ul> <p>(Lnight40 alone also makes Lden45, so a night flight producing Lnight 40 will allow <u>zero</u> daytime flights to meet Lden45)</p> <p>Lmax75 could be considered a moderate-level aircraft noise event such as a medium aircraft arrival event heard in Richmond. A conversation held out doors would be interrupted.</p> <p>Darren Rhodes comment: Based on [Heathrow's] 2016 END contours where the nearest populations are exposed to 75dB Lden, if the fleet did not change, the 1,300 ops per 24h would need to be scaled back by 1,000th to effect the 30dB reduction required to ensure no one exposed to more than 45dB Lden, so approx. 1.3 events per day.</p>
<b>6</b>	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• 2017 Noise Contour report and readers guide. (Look under Noise Action Plan contours) <a href="https://www.heathrow.com/noise/reports-and-statistics/reports">https://www.heathrow.com/noise/reports-and-statistics/reports</a></li> <li>• GOC retiring end of 2018.</li> <li>• Agreed for 2019 meetings to be held on the morning of each HCNF meeting.</li> <li>• Next meeting: 30/01/19 (Auckland, Compass Centre)</li> </ul>