

## Heathrow Community Noise Forum – 14 September 2015

### 1.30 - 4.30pm Heathrow Compass Centre - meeting notes

#### Attendees

<b>Name</b>	<b>Borough</b>
Margaret Majumdar	Ealing
Paul Conlan	Ealing
Cllr Ted Plenty	Slough
Ajit Bansal	Hounslow
Graham Young	Richings Park and Iver
John Coates	Richmond
Peter Willan	Richmond Heathrow Campaign
Stephen Clark	Teddington Action Group
Avril Horn	Teddington Action Group
Kathleen Croft	Stanwell Moor Residents Assn
Cllr David Hilton	Windsor & Maidenhead
Cllr Chris Turrell	Bracknell
Jane Snell	Englefield Green resident
Cllr Conrad Sturt	Surrey Heath
Cllr Rebecca Jennings-Evans	Surrey Heath
Rosalie James	Aircraft 3 villages
Peter Sims	Runnymede
Neil Luxton	Elmbridge
Steve Bax	Elmbridge
John Stewart	HACAN
Darren Rhodes	CAA
Stuart Lindsey	CAA
Isobel Pastor	DfT
Ian Jopson	NATS
Dan Foster	NATS
Dean Plumb	BA
Nicole Porter	Anderson Accoustics
Matt Gorman	Heathrow
Jane Dawes	Heathrow
Cheryl Monk	Heathrow
Richard Norman	Heathrow

#### Visitors

Henk Veerbeek	NLR
Mike Fairbanks	PA consulting

#### Apologies

Dave Curtis	NATS
Cllr Amrit Mann	Hounslow
Natasha Fletcher	Teddington Action Group
Kate Mann	Ascot resident
Cllr Colin Davis	Spelthorne
Cllr Wendy Matthews	South Bucks
Laura Jones	Heathrow

## 1. Welcome and apologies for absence:

- 1.1 Matt Gorman (MG) welcomed members and observers in the public gallery and noted apologies for absence (above).

## 2. Previous minutes and actions:

- 2.1 The previous minutes were agreed
- 2.2 **Route contours:** DR confirmed discussions are on-going with Heathrow regarding producing noise contours to reflect the impact of changes to the Compton route.
- 2.3 **Noise fines:** MG reported that there had been a delay to this data being published but promised it would be available before the next meeting of the CNF in November.

## 3. Presentation from NLR:

- 3.1 Henk Veerbeek from NLR gave a presentation to share progress on the data verification of Heathrow's Noise and Track Keeping Systems (the presentation is available online with the minutes). The scope of the work had been agreed through the CNF sub group
- 3.2 He confirmed that NLR's role is to look at the way flights are represented, not if there had been changes to flight patterns over time. This would be assessed through the analysis being undertaken by consultant, Mike Fairbanks.
- 3.3 HV also confirmed that NLR will be verifying Heathrow's noise modelling. He explained that the sub group members will agree which noise monitors would be used to provide this data and that these would covers arrivals and departures.
- 3.4 RN reiterated that the objective of this exercise was not to consider changes to noise patterns over particular areas but to provide confidence around the noise modelling used by Heathrow.

## 4. Presentation by Mike Fairbanks

- 4.1 Mike Fairbanks presented the early analysis that had been carried out on 4 of the penetration gates agreed by the sub-group (this presentation available on-line).
- 4.2 He explained that the analysis shows the traffic through each gate but didn't yet show changes to concentration, altitude etc. as that forms the next stage of the analysis.
- 4.3 Views were expressed that it was difficult to make many assumptions based on the data presented. MG agreed and explained that the first stage of the analysis was to answer the question about whether new areas were now being overflown since the airspace trials, which the analysis confirm there are not. The next stage of analysis will confirm what changes have occurred in terms of aircraft types, altitudes,

concentration and numbers of aircraft over particular area. The detail of exactly what will be analysed will be agreed with the sub group members at the next sub group meeting.

- 4.4 David Hilton asked that the trial data is separated from other periods when the analysis is presented.
- 4.5 Members were reminded that alongside the Teddington analysis, these were the first in a series of reports that will be done through the Forum to explore flight patterns around Heathrow. NLR's work will confirm whether the data can be relied upon.
- 4.6 Steve Bax raised concerned about increased noise in East Molesey especially before 6am and after 11pm. MG said that the analysis will build a picture of changes over time. He confirmed that the published departure routes had not been changed however the analysis will show if there have been other changes to altitudes, concentration etc. Once we have the data, he said we can agree what can be done.
- 4.7 Cllr Sturt said that some of the increase in complaints will be as a result of individual sensitivity to noise. He gave an example of next door neighbours in his area where one was significantly disturbed by aircraft noise and the other was not.

## **5. Noise impacts – a summary of trial reports**

- 5.1 Nicole Porter, from Anderson Acoustics presented the findings from the noise impacts of the trials. The report is available on-line at [Heathrow.com/trials](https://www.heathrow.com/trials).
- 5.2 Nicole explained that the trials had shown that it was necessary to use a range of noise metrics to better reflect the actual impact for local residents and changes of noise –for example using the N65 metric (number of events above 65 decibels), as well as using average noise metrics.
- 5.3 The report shows that many of the complaints came from outside the average noise contours and corresponded with the areas where changes had been seen to the N65 metrics. Nicole explained that one of the learning's from the trials is that these metrics should also be used in assessing impacts. Their use will also enable Heathrow to better plan communications and engagement around the information.
- 5.4 John Coates asked if there were any thresholds of annoyance set with N65 i.e. how many events over 65 decibels would someone need to experience before they became annoyed. Nicole confirmed that there was no evidence yet.
- 5.5 MG said that Heathrow has acknowledged the limitations of average noise metrics for many years which is why as part of the Noise Action Plan, the airport committed to developing other metrics such as N65 etc.
- 5.6 Stephen Clark said that time of day of flights was important too. He thought the report raised important issues when considering aviation policy and concentration versus dispersal in the future. It was pointed out that the more you concentrate flights, the fewer people are affected but those people are affected to a higher degree.

- 5.7 MG explained that Govt. policy today favours concentration over dispersal, however Heathrow's view is that this noise should be shared more fairly by rotating flight paths. He explained this is not something that the USA has done when modernising airspace and have faced intense challenge over introducing precision navigation routes.
- 5.8 DH said that airspace modernisation must balance commercial opportunities with ensuring aircraft are less obvious to people on the ground.
- 5.9 It was agreed that these were important issues and that a separate workshop would be set up later this year where more time could be given to discuss these matters  
Action: MG

## **6. A380 and noise optimisation – update.**

- 6.1 Rick Norman gave a quick update on next steps following the presentation from BA at the previous CNF meeting. This had identified that Airbus have a tool in development which could optimise the departure procedure of an A380 for noise management purposes. He explained the airport and BA are interested in exploring its potential use with help and input from CNF members.
- 6.2 He said that Airbus, BA and Heathrow had met as a technical team since the last CNF and the plan is to develop some generic examples of how the tool could be used. This will facilitate a discussion at a workshop with a sub group of CNF members to help establish what sort of principles should guide its potential use.
- 6.3 He asked for members interested in being part of this workshop to let him know.

## **7. AOB**

- 7.1 Margaret Majumdar asked if there could be a future item at the CNF on late running flights

**Dates of the next meeting - Thurs 5<sup>th</sup> November 2pm-5pm – Heathrow Academy**