

## Heathrow Community Noise Forum – 2 February 2017

### 1:00pm – 4:00pm Heathrow Academy – meeting notes

#### Attendees

<b>Name</b>	<b>Borough / Organisation</b>
Cllr David Hilton	Windsor & Maidenhead
Cllr David Sleight	Wokingham
Cllr Rebecca Jennings-Evans	Surrey Heath Council
Cllr Tony Popham	Elmbridge Borough Council
Cllr Wendy Matthews	South Bucks Council
Christine Taylor	Harmondsworth & Sipson
Gerry Ceaser	LAANC
Hannah Cook	Spelthorne Borough Council
John Coates	Richmond Council
John Stewart	HACAN
Kathleen Croft	Stanwell Moor
Margaret Majumdar	EANAG
Murray Barter	RAAN
Paul Conway	Englefield Green
Peter Willan	Richmond Heathrow Campaign
Rob Beere	AN3V
Rob Buick	Englefield Green
Stephen Clark	Teddington Action Group
Surinderpal Suri	Hounslow Council
Nicole Porter	Anderson Acoustics
Spencer Norton	BA
Andrew Haines	CAA
David Elvy	DfT
Tim May	DfT
Dan Foster	NATS
Ian Jopson	NATS
Cheryl Monk	Heathrow
Derek Provan	Heathrow
Matt Gorman	Heathrow
Peter Leeming	Heathrow
Rachel Thomas	Heathrow
Richard West	Heathrow
Xavier Oh	Heathrow
Zoltan Bazso	Heathrow

#### Apologies

Rosalie James	AN3V
Isobel Pastor	DfT
Geoff Clark	Virgin Atlantic
Jane Dawes	Heathrow
Richard Norman	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. He observed that the Working Groups have changed this year and an update will be provided later in the meeting. Updates from the Working Groups will be brought to the Forum throughout the year.
- 1.2 He noted that the Government had launched consultations on UK Airspace Policy and the National Policy Statement (NPS) on Heathrow expansion today. These would be reviewed in detail at the Working Groups and discussed more broadly at the main Forum meetings.
- 1.3 The Government has also published its decision on the introduction of full easterly alternation at Heathrow, in other words the ending of the Cranford Agreement. The Government made this decision in 2009 and Heathrow submitted a planning application in 2013. The Government has now published its decision to support the planning inspector's recommendation to grant planning permission. He observed that Heathrow will now review the details and look at how to take those plans forward.

## 2 Previous minutes and actions

- 2.1 **Airspace modernisation consultation:** This will be covered during this meeting.
- 2.2 **Circulate working group dates:** These have now been circulated.
- 2.3 **Vectoring reports:** Dan Foster (DF) advised that two reports have been prepared. The first has been completed and presented to Heathrow and the second will be circulated to airlines before being presented through Working Group 2.
- 2.4 Stephen Clark (SC) noted that he had sent in comments on the previous minutes. MG advised that he would be happy to note or action those as appropriate. **ACTION MG**

## 3 Airspace and consultation update

- 3.1 Peter Leeming (PL) gave an update on the Airspace Change Programme. The presentation can be found [here](#). He advised that Heathrow is developing an airspace strategy and action plan for both the current operation and a potential 3 runway operation. The presentation includes timetables for Heathrow's programme, public external consultations and other airspace projects that sit outside Heathrow's responsibility.
- 3.2 John Stewart (JS) observed that he understood that the plan was to do away with the holding stacks and asked if this was planned by 2024/5. PL confirmed this was the case and would be part of LAMP2 (London Airspace Management Programme). He advised that there may be something resembling a stacking contingency but this would possibly be over the English Channel or further out.
- 3.3 Peter Willan (PW) asked for assurances that improvements over the next 10 to 15 years would be shared with the communities. MG agreed that this was a good goal to aim for and that noise envelopes will be developed further through the DCO process.
- 3.4 In response to the proposals for an additional 25,000 flights per year from 2021, Margaret Majumdar (MM) observed that this was the equivalent of 4 extra flights per hour. PL agreed this equated to 2 arrivals and 2 departures per hour but noted this would be introduced gradually over time and not all at once. MG added that it was currently only a proposal and would be part of the DCO application.

- 3.5 SC thought it would be helpful to provide links to consultations which are relevant to Heathrow on the HCNF website. **ACTION CM**
- 3.6 Gerry Ceaser (GC) requested more information about the proposed extension to the ban on night flights until 05:30. PL explained that the Airports Commission had recommended extending the ban on scheduled night flights to 6.5 hours. Heathrow has suggested the period of 23:00 to 05:30 and supports the introduction of this before the new runway opens. MG added that it would be possible if permission is granted for a third runway and providing that the required modernisation of airspace is in place.
- 3.7 David Hilton (DH) asked which of the consultations will look at future departure routes. PL explained that Heathrow's first consultation this summer would look at design principles that will be used to inform future designs. At this stage the second consultation planned for Summer 2018 would present design envelope options (areas within which each flight path could be positioned), with final flight path options in 2022/3. DH noted this would mean a third runway would be given planning consent before a full understanding of where the flight paths would be.
- 3.8 JS asked if a rough idea of flight paths would be known before the planning enquiry in 2020. MG said that when we come to submit our development consent application in 2019, it will give an indication of where flight paths and their associated noise impacts are likely to be. He noted that there will be a lot of consultation between now and then.
- 3.9 Tony Popham (TP) asked when the various consultations would start and finish and who the stakeholders would be. MG proposed the dates should be added to the HCNF website and advised that the current Government consultation closes on 25th May.
- 3.10 Peter Willan (PW) felt that consulting in 2021 would be too late in order to influence airspace design and that 16 weeks was not enough time to consult with the whole of London. Tim May (TM) said he would cover the Government's position on this later in the meeting. SC added that people would be unaware to what extent they would be affected and felt that the public are widely ignored. MG explained that Heathrow would be extensively consulting over a wide area and confirmed these concerns would be noted.

## 4 Airspace modernisation and airport expansion

- 4.1 Andrew Haines (AH) gave a presentation on addressing the impacts of airspace modernisation and airport expansion. The presentation can be found [here](#).
- 4.2 Darren Rhodes (DR) explained that a new CAA research report on noise attitudes was also published alongside the consultation today and suggested this could be a future agenda item. JS and MG thought this would be a good idea. Rob Buick (RBu) asked for a link to the research report and MG said it would be added to the Forum website. **ACTION CM**
- 4.3 SC mentioned that TAG had raised a number of issues in their consultation response to the CAA's consultation on airspace change process. These included suspicions about the independence of how airspace is governed, the role of DEFRA, the inability to appeal or reverse a change, the possibility of communities proposing changes and the need to look at noise outputs and not just structural change. He accepted that the new process was more inclusive of communities but felt it still prioritised the industry. AH explained that ultimately the CAA is guided by its statutory duties and guidance and has a long track record of working within this statutory guidance. He advised that there is a mechanism to reverse a change, adding that the mechanism is extensive and robust.

- 4.4 David Hilton (DH) felt that as the regulator the CAA was the only guardian communities have, and questioned if they had the teeth to create a balance between commercial and environmental issues. AH responded that they are guided by statutory guidance that seeks to achieve this balance.
- 4.5 PW wanted to know if the flight paths for R3 would be proposed to the CAA individually or all in one go. AH responded that the CAA was encouraging Heathrow and NATS to package them together but could not dictate that. MG suggested it was probably more of a question for Heathrow, noting that some changes to the two runway airport are being looked at for example the review of the Compton route, but for a three runway airport those changes will be packaged as a whole.
- 4.6 Murray Barter (MB) felt that a lot of changes can occur without an airspace change, observing that the CAA was judge and jury and an outside ombudsman was needed. AH responded that the CAA's transparency should provide those checks and balances. Tony Popham (TP) added that there was a historical mistrust of CAA and airlines, and he asked how an independent regulator would affect the CAA. AH thought there was a role for an independent body but cautioned that decisions cannot be made on noise alone without consideration of other issues, for example safety and carbon.
- 4.7 JS noted that HACAN members in Clapham and Oval felt there had been changes and more concentration over the area. MG advised that the joining point study had not shown any recent significant changes. He added that he would be happy to talk to those HACAN members, noting that previous challenges from groups such as TAG on aircraft altitudes had enabled Heathrow to discover things once Heathrow had drilled down into the detail.
- 4.8 AH observed that Stansted, Luton and London City airports had all increased movements by 10% last year with more to come, so there are a lot more aircraft in the vicinity of London. JS suggested that would reinforce what HACAN members had said.

## 5 DfT consultations

- 5.1 Tim May (TM) gave a presentation on the Government consultations for the Airports National Policy Statement (NPS), UK Airspace Policy and Night Flights. The presentation can be found [here](#). The consultations on NPS and UK Airspace Policy start today and will run for 16 weeks. The consultation on night flights has already started and will run until 28 February.
- 5.2 Rob Beere (RBe) asked for clarification about quieter aircraft. TM explained that aircraft are certified when they are new, being assessed and put into QC bands. New aircraft such as the Airbus A350 or Boeing 787 are much quieter than those they are replacing. The Boeing 747 is being phased out and the A320 family of aircraft is being retrofitted to reduce noise levels, with around 50% of movements already retrofitted and commitments from 80% of operators to do this. MB asked if QC bands were assessed using empty aircraft, but TM explained that they are measured using maximum take-off weights in accordance with ICAO rules.
- 5.3 TM's presentation mentioned that the NPS sets out a ban on scheduled night flights of six and a half hours if Heathrow is expanded. Margaret Majumdar (MM) assumed this would only relate to scheduled flight times and would not stop flights running late due to issues such as thunderstorms. TM confirmed this was correct in terms of what the NPS says, but this was something that people could address in their consultation responses.

- 5.4 Wendy Matthews (WM) wanted to know what was being done about ground noise at night. TM stated that DfT rules only look at the number of movements. MG added that Heathrow was aware of the issue and was discussing it with residents from WM's area. He observed that limits are imposed for engine testing at night and added that further research on this is underway.

## 6 Draft Airports National Policy Statement & UK Airspace Policy

- 6.1 David Elvy gave a presentation introducing the Government's consultations for the Draft Airports National Policy Statement (NPS) and UK Airspace Policy. The presentation can be found [here](#). MG suggested there was little point debating this now as it's only just come out. Some members asked for hard copies and MG said this could be arranged.

### **ACTION CM**

- 6.2 MM was disappointed that no flight paths were shown, noting that many people would be newly affected by a third runway and it would not be possible to let everybody know. DE advised that DfT was sending out 1.5m leaflets. MG noted that this issue was covered earlier and that Heathrow will be consulting extensively.
- 6.3 Christine Taylor (CTa) observed there were no consultation roadshows taking place in the area most affected by third runway plans. She felt that 1.5m leaflets were too few and asked whether she should run a postcard campaign. DE said he would look at the possibility of providing buses for those residents. CTa asked if the M4 would be widened. DE responded that this proposal had been looked at but was not felt to be necessary.

## 7 Draft 2017 work plan & working groups

- 7.1 Nicole Porter presented the draft work plan for the HCNF Working Groups for 2017. This was circulated to members in advance and can be found [here](#). She noted that there will be two Working Groups going forward. Group 1 will cover monitoring, research and policy (merging old groups 1 and 4). Group 2 will cover operating procedures (merging old groups 2, 3 and 5).
- 7.2 PW asked if the HCNF should also look at air quality. MG noted it was covered by other groups such as the LFF (Local Focus Forum) but was happy to take views.
- 7.3 PW also wanted to know if the NPS would be discussed at the next Forum meeting. MG suggested that it would be, noting that the Forum looks at noise issues for both a two runway and a three runway airport.

## 8 Noise monitors & template update

- 8.1 Zoltan Bazso (ZB) gave an update on the deployment of noise monitors and the new format for Community Information Reports. The presentation can be found [here](#). He noted that there had been good progress in securing new monitor locations. The monitors will now be powered by fuel cells rather than solar power, offering more flexibility for site selection. He advised that the Community Information Reports for Strawberry Hill and NPL had been delivered to the respective community representatives and were currently awaiting response before publication. The final draft report for Englefield Green had also been delivered to community representatives and reports for Ascot and Windlesham would follow.
- 8.2 PW asked about the capability of noise monitors to measure below 55 decibels because of background noise. NP confirmed they could measure below 55dB but that noise levels were mapped to aircraft events so that was the part of the data that was processed.

- 8.3 Surinderpal Suri (SS) observed that he had not seen the community reports. CM explained that they had been sent for comment to those groups locally affected before publishing them to the wider community. SS asked if a health based metric should be considered, but NP explained that the reports are based on facts and not interpretation, noting that the current template provides a common level of information that everyone had agreed on. SC noted that TAG had received the draft on 24th December and had sent back comments in January, so the report and community response should be finalised this month.

## 9 AOB

- 9.1 A number of AOB items were submitted before the meeting. MG noted that most of these had been covered during the meeting. However there was unfortunately no time to discuss the remaining items now, so these would be covered by a written response.

**ACTION MG**

## Date of next meeting

Wednesday 22nd March 2017, 1pm-4pm, Heathrow Academy.