

## Heathrow Community Noise Forum – 8 July 2015

### 2pm-5pm, Heathrow Compass Centre - meeting notes

#### Attendees

<b>Name</b>	<b>Borough</b>
Geoff Paxton	Bracknell
Margaret Majumdar	Ealing
Cllr Wendy Matthews	South Bucks
Graham Young	South Bucks
Cllr Ted Plenty	Slough
John Coates	Richmond
Peter Willan	Richmond Heathrow Campaign
Stephen Clark	Teddington Action Group
Mo Williams	Teddington Action Group
Kathleen Croft	Stanwell Moor Residents Assn
Cllr David Hilton	Windsor & Maidenhead
Cllr Chris Turrell	Bracknell
Kate Mann	Ascot resident
Paul Conway	Englefield Green resident
Cllr Marisa Heath	Runnymede
Conrad Sturt	Surrey Heath
Cllr Peter Szanto	Elmbridge
Rosalie James	Aircraft 3 villages
Neil Luxton	Elmbridge
Christine Taylor	Harmondsworth resident
John Stewart	HACAN
Tim May	Department for Transport
Patrick Leahy	Department for Transport
Darren Rhodes	CAA
Stuart Lindsey	CAA
Isobel Pastor	DfT
Ian Jopson	NATS
Dan Foster	NATS
Dean Plumb	BA
Matt Gorman	Heathrow
Jane Dawes	Heathrow
Cheryl Monk	Heathrow
Richard Norman	Heathrow
Laura Jones	Heathrow

#### Apologies

Dave Curtis	NATS
Ajit Bansal	Hounslow
Cllr Amrit Mann	Hounslow
Cllr Steve Bax	Elmbridge
Natasha Fletcher	Teddington Action Group

## 1. Welcome and apologies for absence:

1.1 Matt Gorman (MG) welcomed members and noted apologies for absence (above). He acknowledged that the Airports Commission had recently made a recommendation to Government to expand Heathrow and that this would be of interest however, he confirmed that the focus of the Forum would continue to be issues about Heathrow's noise impact today.

## 2. Previous minutes and actions:

**2.2 Route contours:** Darren Rhodes said had worked up a proposal to carry out the work required to produce noise contours to reflect the impact of changes to the Compton route. He will discuss a way forward with Heathrow.

**2.3 Noise fines:** MG reported that Heathrow has agreed to publish details of noise infringements on a monthly basis on the noise website. These will be available in September.

## 3. Update – verification & analysis sub group:

3.1 Rick Norman (RN) gave an update on the sub group meetings held since the last Forum. He informed the group that the sub group have appointed a Dutch company, NLR to carry out the data verification of Heathrow's Noise and Track Keeping Systems.

3.2 He explained that the sub group had also agreed on four initial locations for the analysis to be carried out, and that this analysis will run alongside the verification work. This will be carried out by a consultant, Mike Fairbanks. The gate locations and meeting notes from the sub group were circulated to the Forum members.

3.3 RN explained that given the scale of the work involved, they couldn't commit to having all the analysis ready for the next Forum in September, but expected to have at least one set of analysis available to present at the next meeting.

3.4 RN then ran through some initial analysis that had been carried out for Teddington Action Group to show the type of data the analysis will produce. John Coates asked if the analysis will cover arrivals and departures. RN confirmed everything that goes through the 'penetration gates' will be captured in the analysis.

3.5 Paul Conway said he'd previously asked for a map of each day of tracks to be made available, along with the amount of aircraft using each departure route. Cheryl Monk (CM) said this is something that can be picked up as part of the communications workshop that will be set up in the next few months. David Hilton thought daily track maps don't necessarily explain changes to flight paths. It was agreed a range of communications materials were needed.

## 4. Airspace Change process

4.1 Stuart Lindsey gave a presentation on the airspace change process (ACP) – he went through the airspace structure of the inbound and outbound routes of the major airports in the south east of England – Gatwick, Stansted, Luton, Heathrow. The presentation is available at [www.heathrow.com/hcnf](http://www.heathrow.com/hcnf).

4.2 He explained that the CAA own the airspace change process (as set out in CAP 724 & CAP 725) but any proposal to amend the notified structure of the airspace is normally owned by the sponsor of the change e.g. the airport operator or NATS. Notified meaning those airspace elements promulgated in the Aeronautical Information Publication (AIP).

4.3 Peter Willan (PW) asked what the definition of a 'change' was. SL said it is an airspace change to the 'notified' structure or 'notified' use of airspace. David Hilton said his concern was that if there are no changes to the SID but changes outside of this, then this is not classed as being an airspace change.

4.4 Rosalie James asked if it was public knowledge what airspace changes had taken place. SL said the CAA now publish a tracker of airspace changes – available here <http://www.caa.co.uk/default.aspx?catid=2111&pagetype=90&pageid=9326>

4.5 Margret Majumdar (MM) asked if public consultations on airspace changes have to be publicised. SL said it is responsibility of the sponsor of the proposal to do this and although the guidance doesn't explicitly state how this is achieved, the CAA encourages this.

4.6 Stephen Clark asked if the ACP's related to blocks of airspace as well as established NPRs/SIDs. SL confirmed it related to both.

4.7 Cllr Hilton asked if PBN (performance based navigation) was used on existing departure routes, whether that would be subject to an ACP. SL confirmed that even replication of routes using PBN would require an ACP.

4.8 PW asked how many ACPs they receive and approve each year. SL said there are roughly 60 ongoing, with 2 or 3 'big' changes in process.

4.9 There was some discussion about who decides who vectors aircraft from the SID once they reach 4,000ft. SL confirmed that at that point aircraft will be under the control of NATS at Swanwick. SL explained that the vectoring of aircraft by NATS on departures was permissible. He explained that aircraft don't usually follow the hard lines (SIDs) after the NPR restriction because of the complex and busy airspace in the TMA (Terminal Manoeuvring Area).

4.10 IJ explained that airlines submit a flight plan which dictates where the flight is headed and it is up to air traffic controllers to get them there in the safest way. They will be aware of other traffic around which pilots don't and that is why directing aircraft off the NPR is job for the controllers.

4.11 Conrad Sturt asked if aircraft are allowed to be directed off the NPR below 4,000ft. SL said they shouldn't unless for overriding safety reasons. Cllr Hilton asked if there is a penalty when aircraft come off the NPR below 4,000ft. Rick Norman (RN) explained that Heathrow monitors this and that the operational team works very closely with the airlines to address any ongoing trends of aircraft deviating from the NPRs below 4,000ft. RN said 'track keeping' is overall very good at Heathrow at around 95%.

4.12 SL went on to explain that aircraft may be directed off the NPR below 4,000ft if other 'priority' traffic such as if a police helicopter is in the area.

4.13 The discussion progressed onto procedures for arrival. SL explained that there are no published lines (routes), except for unusual situations such as loss of radar, from the holding stacks to the runways for arrivals. He explained that controllers bring aircraft off the stack and then sequence them to land at Heathrow.

4.14 PW asked how is there going to be definitive arrivals paths in the future if there is such variance now. SL explained that as well as simplifying airspace structures, new systems will be able to better manage the flow of traffic in the en-route phase so that aircraft don't arrive in UK airspace earlier than necessary. This will reduce the time spent in the holding stacks.

## 5. A focus on A380s

5.1 RN gave an introduction to A380s. He explained that this session had been set up following concerns from Teddington Action Group about the altitude of A380s. The analysis that has been carried out shows there are more A380s now operating at Heathrow and that they are generally lower than other aircraft types, due to their size. He explained that some residents are concerned about their noise impact and the altitude they are being flown at and the aim of the session was to hear from both the CAA and BA on these issues.

5.2 Darren Rhodes (DR) summarised a report that had been produced by the CAA in 2012. The report is available here (<http://www.heathrow.com/noise/facts,-stats-and-reports/reports>). The report used 3 years of noise data and shows that the noise footprint of the A380 is significantly lower for both arrivals and departures, than the 747 that it replaces.

5.3 DR explained that one of the main reasons for the variation in altitude will be take-off weight and that this is largely dictated by how much fuel it's carrying.

5.4 Dean Plumb (DP) gave a presentation on A380 take-off profiles and talked through the departure procedures (the presentation is available with the meeting notes).

5.5 He explained that the performance of the aircraft is heavily dictated by how much fuel, cargo and passengers each plane is carrying – primarily fuel. He explained that airlines want to get aircraft as high as they can as quickly as possible since aircraft perform better in colder atmospheres and use less fuel.

5.6 PW stated that any increase in passenger numbers at Heathrow will be achieved by bigger aircraft and questioned whether it is more noise efficient to carry more passengers by larger aircraft.

5.7 Cllr Hilton suggested that while the A380 might be quieter, because it is so large and takes longer to climb, it affects more people. DR agreed this may affect people's perceptions.

5.8 It was suggested that an SEL of an A380 was plotted over a map of Teddington. DR said he will look at whether that is possible. **(ACTION:DR)**

5.9 There was a discussion about the usage of the departure routes. Stephen Clark suggested there needs to be a balance of aircraft fleets down each departure routes which others agreed. Currently, the airline decides which of the six departure routes they use.

5.10 DP explained that there is technology available on the A380 that is not currently used that can be used to optimise departure procedures to alter the thrust and height profiles of the aircraft to the optimum level for noise management. He said that Heathrow and BA would like to explore how this could be used to the benefit of local communities, as this inevitably leads to trade-offs about moving noise from one area to another. RN said that further sessions with BA and Airbus were planned and that he expected to report back to the next meeting with a plan on how to take this work forward with the Forum.

5.11 John Coates asked about new noise limits being introduced in 2020 that were mentioned in the Airports Commission's report. DR explained that there are some new rules being introduced between now and 2020. The new ICAO noise certification Chapter 14 limits for new production aircraft take effect in 2017 and 2020 and the EU Regulation 598/2014 provides a new definition of "marginally compliant aircraft" in 2020. JC asked if there could be a presentation on this. MG said the focus of this Forum is on airspace, however DR said he was happy to provide information about this. **(ACTION:DR)**

## 6. Steeper Approaches trial

6.1 Jane Dawes (JD) ran through a presentation on the 'slightly' steeper approaches trial that will begin on 14 September. The trial is one of the ten practical steps Heathrow is taking through the [Blueprint for Noise Reduction](#) to explore ways to improve the noise climate around Heathrow.

6.2 The trial will involve aircraft approaching at an angle of 3.2 degrees compared with the current 3 degrees. The trial will assess the operational and noise implications of slightly steeper approaches.

6.3 JD said noise monitors will be located under the final approach and a report will be produced once the trial has finished.

## AOB

Stephen Clark asked when the trial reports will be available. CM confirmed they would be available shortly.

## Dates of the next meetings

- Mon 14<sup>th</sup> September 1.30pm-4.30pm – Compass Centre
- Thurs 5<sup>th</sup> November 2pm-5pm – venue to be confirmed