

Who we are...

LAANC, the Local Authorities Aircraft Noise Council, was founded in the 1960s as an umbrella organisation representing the interests of residents around Heathrow.

The objectives of LAANC are to examine all problems arising from any type of pollution or nuisance from aircraft which may affect the communities of Member Authorities.

An Executive Committee and Director provide a focus for the work of the Council which is self financing from member subscriptions.

No full time staff are employed, but through a unique working partnership of senior officers and elected members, LAANC has achieved recognition as an expert body in the area of aircraft noise.

LAANC sends representatives to both the main Heathrow Airport Consultative Committee and airport technical working groups.

LAANC is asking for

- The ANASE study into annoyance from aircraft noise to be re run to the satisfaction of appointed peer reviewers.
- A phased end to night flights at Heathrow between 11:30pm and 6am. Night flight rules administered by the Department for Transport permit an average of 16 flights to be scheduled every night at Heathrow. But many more than 16 disruptive flights occur on regular basis due to the airlines being able to claim 'exemptions.' Delayed evening departures are often permitted to take off as late as 1.30am whilst 'early' day time arrivals land from 4.30am. 'Exempted' night flights also do not count towards the seasonal night flight totals which are set by Ministers every 5 or 6 years.
- A phased reduction in the overall numbers of air traffic movements at Heathrow. The airport is currently operating at around 97% of its capacity. This leads to delays for passengers and frequently means aircraft taking off after the night restrictions.
- Adequate noise mitigation for communities to both east and west of Heathrow that will be newly affected by aircraft take off noise once taxi way improvement works allow take offs in an easterly direction from the northern runway as well as landings in an easterly direction on the southern runway.
- A review and update of the current maximum noise levels that aircraft are allowed to make as they pass over the array of fixed noise monitors at each end of the runways.



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Opposing aircraft nuisance



LAANC

Local Authorities Aircraft Noise Council

LAANC-HEATHROW.ORG.UK

Aircraft Noise

Aircraft Noise annoyance is inevitably a subjective issue. Some of the earliest social surveys conducted around Heathrow in the 1960s showed that community reaction to any given level of aircraft noise was highly variable and subject to a range of factors such as age and occupation.

The earliest social studies sought to establish an average indicator of community annoyance to a given level of aircraft noise. Over the years it has become established practice at major airports throughout the world to produce computer-generated equal noise energy contours as a way of identifying communities at risk of serious annoyance from aircraft taking off and landing.

The interpretation of airport noise contours however varies markedly from country to country.

Over the last 30 years the contours around Heathrow airport have shrunk. BAA suggests this shows that the local noise environment around Heathrow has improved.

But this is utterly wrong:

- Since 30 years ago the number of flights at Heathrow has risen by 63%.
- Night Flights have similarly risen in the same period by 62%
- At peak periods aircraft may land at 60 second intervals with a daytime average of just over 80 seconds. Departures are similar.
- The vast increase in numbers of movements around Heathrow may have caused the "Leq" equal energy principle to become out of calibration at Heathrow.

Even when full alternation starts on both runways many communities will suffer a constant ceiling of sound which can last for up to half a day every day of the week.

This is perceived by many as now being more annoying than fewer but individually noisier aircraft than those flying thirty years ago.

The last major UK study investigating current community response to aircraft noise was recently undertaken by the previous Government over a six year period. The 2007 "ANASE" study was the most far reaching piece of research ever undertaken into community response to aircraft noise. The study cost £1.5 million.

The headline results of ANASE clearly show:

- that people are now more annoyed by any given level of aircraft noise than was previously found at the time of the last social survey on the subject in 1980s.
- the established method of computing noise contours using averaging techniques based over a 16 hour period may no longer reflect true levels of annoyance - due to vastly increased numbers of events.

Unfortunately some parts of the ANASE study did not stand up to scrutiny by government-appointed peer reviewers.

Membership

Membership comprises the London Boroughs of Ealing, Hammersmith & Fulham, Hillingdon, Hounslow, Richmond upon Thames and Wandsworth.

The Borough of Spelthorne

The unitary authorities of Slough and of Windsor and Maidenhead

The parish and town councils of Colnbrook with Poyle, Datchet, Horton, Iver, Old Windsor and Wraysbury.

Associate Members - Ealing Noise Action Group

2M - LAANC is affiliated to and provides technical support for the 2M group of local authorities, The 2M Group is an all-party alliance of 24 local authorities concerned about the environmental impact of Heathrow operations on their communities. The group represents more than five million people.

Join LAANC

The government's decision not to allow Runway 3 will spawn many other challenges to maximise the use of Heathrow. The expertise embodied within LAANC provides far better information and discussion on imminent aviation trends and a growing number of complex consultations which will impact on our communities than can be economically obtained by any other means.

Meetings: Full council meets quarterly, usually on Fridays at Spelthorne Borough Council Civic Offices, Spelthorne Borough Council.

Dates for meetings: Are posted in advance on the LAANC website

Meeting Times: Meetings normally commence at 10.30am.

Membership: Open to all local authorities who are concerned with or affected by aircraft noise.

Associate Membership: Is available to properly constituted bodies whose aims are similar to the Council.

Membership Enquires - Please either call us on 01932 785841 or email to info@laanc-heathrow.org.uk

The logo for LAANC (London Airports and Noise Action Network) is displayed in large, bold, blue capital letters. It is positioned in the lower right quadrant of the page, partially overlapping a background image of a city skyline and a large, stylized blue silhouette of an airplane flying over it.