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**THE LOCAL AUTHORITIES' AIRCRAFT NOISE COUNCIL
COMBINED COUCIL & EXECUTIVE COMMITTEE MEETING**

**Council Chamber
SPELTHORNE BOROUGH COUNCIL OFFICES
Knowle Green, Staines, Middlesex. TW18 1XB**

**ON
Friday 18th January 2019 at 10:30**

MINUTES OF MEETING

Those present

Mrs Val Beale, Hillingdon, Cllr. Malcolm Beer, R.B. Windsor & Maidenhead, Mr John Coates, Richmond; Dr Chris Hill Independent, Dr Margaret Majumdar, ENAG (Vice president), Cllr June Nelson, Hillingdon, Mr Colin Stanbury Director, Councillor Joanna Dabrowska, Ealing, Cllr John Bowden, RB Windsor and Maidenhead, Mr Chris Nash, RB Windsor and Maidenhead, Cllr Wendy Mathews Iver Parish Council, Cllr Amit Verma Datchet Parish Council, Nigel Davies Englefield Green Residents Association.

1. Apologies for absence

Mr Paul Baker, Hammersmith and Fulham,
Mr Peter Willan Richmond Heathrow Campaign,
Cllr Martin Elengorn, Richmond,
Cllr Howard Thomson (Vice president), Spelthorne,

2. Minutes of last meeting (9th November 2018)

The minutes were amended to note that:

- Cllr Joanna Dabrowska is from Ealing.
- Cllr Amit Vermer had submitted apologies for the meeting.

3. Matters Arising

Due the accessibility issues(building works) at Spelthorne BC a request was made to investigate a change of venue for the next meeting.

4. Airports Expansion:

4.1 Legal challenge on Aviation National Policy Statement by the Local Authorities and others.

- 4.1.1 Since the last meeting a pre trial hearing has been held at which the judge reviewed the submitted evidence. There was no immediate objection on noise evidence. The bulk of the discussion was focused on the subject of air quality the conclusion being that no further evidence will be allowed. The case now goes back into legal process until the 11th March 2019. A two day slot has been allocated to hear the Local Authority arguments. The judge is expected to sit for five days.
- 4.1.2 Other parties will appear during the five day period including those promoting the alternate expansion proposal, Heathrow hub. It has been decided that a competition judge will sit through their evidence.
- 4.1.3 The DfT's Director of Aviation has submitted a 700 page affidavit the length of which has been criticised by the judge.

4.2 Heathrow Consultation

- 4.2.1 On the 8th January 2019 Heathrow launched an eight week consultation on "Airspace & Future Operations". The consultation closes 11.55pm on 4th March 2019.
- 4.2.2 The main consultation web page can be found at <https://afo.heathrowconsultation.com/> and the consultation documents at <https://afo.heathrowconsultation.com/documents-resources/heathrows-airspace-and-future-operations-consultation-document/>
- 4.2.3 The consultation document assumes a Heathrow third runway and the associated extra air transport movements. The consultation also includes a questionnaire based on post code. This advises of the post code location's potential noise band under a number of Heathrow's future operating scenarios.
- 4.2.4 The noise assessments focus on 65 dB(A) expressed as a the number of times this level is exceeded known as N65 (the number of aircraft noise events over L_{Amax} of 65dB in a particular time period). The consultation shows that many areas adjacent to Heathrow could be newly exposed to aircraft noise and other areas will have the nature of their noise exposure changed as curved arrival flight paths are being suggested. For example, for a particular location and relating to one scenario, aircraft noise occurs from aircraft at 4000 feet and the noise generated is estimated to be 60 to 65 dB L_{max}. There will be 0 to 47 flights per hour at this location. Aircraft noise at lower noise levels does not seem to be taken into account There is no consideration of background noise in any of the assessments.
- 4.2.5 It was thought that some (larger) aircraft would not be able to undertake the curved approach and would have to adopt the current London / Berkshire arrivals routes.
- 4.2.6 With regard to night flights, the consultation appears to assume that the Heathrow preference for the timing of a ban on scheduled flights of between 11.00pm to 5.30am is accepted. It was noted that the Airports Commission suggested 11:30pm to 6:00am for their ban on scheduled flights. Apparently it is not possible to introduce a scheduled

night ban until 6.00am. This is due to the application of the ICAO balanced approach to the management of aircraft noise¹ rules.

4.2.7 This consultation introduces a new alternative proposal for the night, suggesting that one runway can be used one week in three on an alternating basis, from 5.00am.

4.2.8 The National Policy Statement on Aviation does not contain the night ban a fact that will be subject to discussion via the Judicial Review.

4.2.9 The meeting was also advised that:

- Heathrow airport staff will attend local focus forum for residents immediate to the airport to discuss the consultation. The Leader of Hillingdon Council backed objectors at a recent Council meeting.
- Runnymede Council is now backing Heathrow expansion following a recent meeting, impetus coming from the Heathrow strategic planning group.
- The documentation "hides" the "Making Better use of Existing Runways" document". The Independent Parallel Approach (IPA) document. suggests an additional 25 landings may occur between the hours of 6.00am and 7.00am.
- There is now a greater acknowledgement that landing aircraft are a noise problem. Previously this was largely played down. Ealing Council is asking Council Members to raise this matter at ward forums.

4.3 Government Green Paper: 'Aviation 2050- the future of UK aviation'.

4.3.1 The Department for Transport is seeking feedback on its green paper which outlines its proposals for a new aviation strategy. The consultation closes on the 11th April 2019. The document can be accessed on this link
<https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation>

4.3.2 This is a wide ranging document promoting airport expansion beyond Heathrow's third runway which the document assumes will be in place. The high level proposals within the document say aviation is good for us, more jobs, increased consumer choice etc. Airspace will become more efficient, and noise can be reduced by a fifth (according to NATS). Similarly for carbon emissions and other greenhouse gasses, the emphasis is on efficiency (i.e. reduction of emissions per flight) and not an overall limit from the sector. There is no substantial detail.

4.3.3 The policy on aviation noise is being reviewed

4.3.4 To support the Government's paper the CAA have produced CAP 1731 "Aviation Strategy: Noise Forecast and Analyses" which shows how noise will improve with expansion according to their benchmarks. The tables have been assembled taking averages of years. CAP 1731 can be accessed on this link
<http://publicapps.caa.co.uk/docs/33/CAP%201731%20Aviation%20Strategy%20Noise%20Forecast%20and%20Analyses.pdf>

¹ Description of the ICAO balanced approach <https://www.icao.int/environmental-protection/pages/noise.aspx>

4.3.5 It was also noted that applications have been lodged promoting expansion at both Gatwick and Bristol airports.

5. Heathrow Community Engagement Board (HCEB) Update

- 5.1 On 23 January 2019 the HCEB is hosting a question time event. The LAANC question has been accepted. The LAANC question enquires what dialogue has there been between the board and the Independent Commission on Civil Aviation Noise (ICCAN) Commissioner. If the question is not answered at the event HCEB will provide a reply in writing.
- 5.2 HCEB is not undertaking the legally required airport monitoring role previously undertaken by its forerunner, HACC. This is a major concern and will be raised with the board.
- 5.3 If replies to the questions posed by LAANC and individual LAANC members are not forthcoming or are not satisfactory the matters will be followed up by the Director and Chair as appropriate.
- 5.4 In relation to ICCAN, it was noted that the Head Commissioner has been appointed (Robert Light), other Commissioners are being recruited. ICCAN sits under the auspices of the DfT.

6. UK Airport Traffic Statistics - latest figures

- 6.1 Heathrow is now at 80 million passengers per annum with air transport movements at the cap (480,000) resultant from the T5 planning inquiry.

7. Any Other Business

- 7.1 It was noted that Heathrow is moving aircraft nearer to the area of Englefield green. This is possible to do without consultation because they remain in the Standard Instrument Departure / Noise Preferential Route.
- 7.2 A vote of thanks was made to all who are working so hard to promote the objectives of LAANC.

Meeting closed at 12:45pm

Date of Next Meeting 8th March 2019