



President Mr Michael Elliot
Chairman Councillor Malcolm Beer
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THE LOCAL AUTHORITIES' AIRCRAFT NOISE COUNCIL
COMBINED EXECUTIVE & COUNCIL COMMITTEE MEETING

Minutes of Meeting

Friday 26th April 2019 at 10:30

Those Present:

Mr Colin Stanbury Director, Dr Chris Hill Independent, Mr Paul Baker Hammersmith and Fulham, Mr John Coates Richmond, Mr Surindpal Suri Hounslow, Cllr Richard Baker Richmond, Tina Richardson Windlesham Society, Cllr Malcolm Beer Windsor and Maidenhead - Chairman, Mr Michael - Elliot ENAG - President, Cllr Howard Thompson Spelthorne, Margaret, Cllr Joanna Darbrowska Ealing, Dr Margart Majumder ENAG Cllr Anthony Jones Spelthorne

1. Apologies for absence

Mr Peter Willian Richmond Heathrow Campaign, Mrs Val Beale Hillingdon, Cllr Anna Tomlinson Ealing, Cllr John Bowden Windsor and Maidenhead.

2. Minutes of Meeting 8th March 2019.

2.1 The minutes were considered and agreed as accurate record and signed accordingly.

3. Matters Arising

3.1 It was noted that Heathrow has set up a noise envelope design group. A request was made for a future discussion at LAANC on noise envelopes prior to Heathrow's next round of consultation which is to be issued in June. Formulation of the principles behind any noise envelope being developed at Heathrow is key and local authorities and community representatives must have input. There was a lack of clarity regarding who

was represented on this group and other "working groups" concerned with airport expansion.

- 3.2 It was noted that a Memorandum of Understanding (MOU) between DfT and Heathrow Community Engagement Board (HCEB) has been published on the DfT website which can be accessed on this link:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/793141/memorandum-of-understanding-between-the-department-for-transport-and-heathrow-community-engagement-board-limited.pdf.
- 3.3 It was of concern that 1) the statutory consultation role required by the Civil Aviation Act 1982 is not being carried out by HCEB (LAANC minutes 08 March 2019 paragraph 5.1) and 2) the MOU has been developed without consideration by the membership of HCEB.
- 3.4 Chair to draft a letter for comment to HCEB seeking further information and clarity regarding
- The situation regarding the development of a noise envelope
 - The development of the MOU
 - Apparent deficiencies regarding the HCEB and required statutory consultation
 - Concerns regarding the Fly Quiet Fly Green scheme (see paragraph 6.3 below).
- 3.5 The group was advised that a meeting had been held with RAF Northolt regarding airspace design, any feedback from the meeting will be forwarded to the group.

4. Airports Expansion

(a) ANPS Judicial Reviews (March 2019).

- 4.1 The parties are currently awaiting the judgment which is likely to be handed down in the first week of May¹.
- 4.2 The issues raised within the challenge were subject to detailed analyses by the judges. They tested the assertion that issues of concern should not be considered now, but within the Development Control Order (DCO) stage. The applicants responded with examples of issues where the DCO stage would be too late e.g. the consideration of Gatwick as an option.
- 4.3 The Heathrow Hub challenge will be decided under competition law.
- 4.4 Further details can be found in the court transcripts on this link
<https://www.judiciary.uk/publications/heathrow-claimants-v-the-secretary-of-state-for-transport-transcripts/>

¹ Note: The judgment was handed down on the 1st May 2019 and can be found on this link
<https://www.judiciary.uk/judgments/neil-richard-spurrier-others-v-the-secretary-of-state-for-transport-heathrow-judgments/>

(b) Aviation 2050 Green Paper (UK Aviation Policy) “Annex A” consultation + associated CAA documents.

- 4.5 The main consultation has been extended to 11.45 pm, 20th June 2019. This will be considered at the next meeting.
- 4.6 In terms of airspace redesign, Heathrow will affect other airports because of its size and the extent of change due to the development of a third runway. Heathrow expansion cannot take place without airspace modernisation. Other airports may not want to change their airspace as this may unnecessarily upset communities. The Government is looking to take powers to force discussion and resolve any conflicts when negotiation has failed.
- 4.7 The consultation can be found on this link
<https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation#history>

5. Heathrow Consultation (Jan 2019) - Airspace & Independent Parallel Approaches (IPA)

- 5.1 A consultation on IPA, which will give rise to extra flights early in the morning, is expected in June. This is known as "Early Growth" and will affect respite. The matter has been discussed at Heathrow Community Noise Forum.

6. Heathrow ‘Fly Quiet & Green’ Programme. (Information from Avgen Ltd.) – for discussion

- 6.1 Avgen is a company that collects flight data and provides analysis. The Fly Quiet and Fly Green programme is run by Heathrow to promote the early adoption and use of less polluting aircraft. It does this by ranking aircraft environmental performance including noise performance against set criteria.
- 6.2 What is seen from correspondence is a lack of transparency regarding the derivation of the rankings. Avgen have written to the Chief Executive of Heathrow raising a number of questions which have not been satisfactorily resolved. Subsequent to the exchange of letters changes to the rankings have been made with no apparent audit trail.
- 6.3 The meeting agreed that following a further discussion with Avgen, these concerns particularly around data accuracy and transparency should be brought to the attention of HCEB and the CAA.

7. HCEB report back

- 7.1 It was noted that the questions that were submitted to the January 2019 HCEB meeting have not yet been answered.
- 7.2 Next meeting of the HCEB board is on 1st May, behind closed doors due to the discussion of "sensitive issues". Having board meetings as closed sessions was thought to be unhelpful in the context of public engagement and transparency.
- 7.3 There is a drop in session at Harmonsworth library on the same day.

8. UK Airport Traffic Statistics - latest figures

- 8.1 It was noted that the CAA are now charging in the region of around £600 for a tailored request for flight and passenger numbers information.
- 8.2 Heathrow's passenger throughput is now at 80 million passengers per annum.
- 8.3 The annual number of air transport movements is not available from the CAA without the payment of the aforementioned fee.

9. Any Other Business

- 9.1 This is Cllr Howard Thompson's last meeting, Cllr Anthony Jones will represent Spelthorne BC in the future.
- 9.2 A new Aviation Minister has been announced, Baroness Vere of Norbiton replaces Baroness Sugg.
- 9.3 There is an open consultation on Heathrow's runway 3 Equalities Impact Assessment. A concern was raised on the limited geographic area the assessment covers.
- 9.4 The Greater London Authority are running a consultation on local air quality management. This is a further opportunity to comment on the issue related to Heathrow
- 9.5 Following a request for information regarding Heathrow's emissions it was suggested that the following document from the AEF "Why Heathrow can't solve its carbon problem" be considered. <https://www.aef.org.uk/uploads/2019/03/Why-Heathrow-can%E2%80%99t-solve-its-carbon-problem-.pdf>
- 9.6 It was noted that European elections are taking place with little time to prepare briefings on the issues that concern LAANC. It was suggested that an approach be made to those elected for London and the South East with a view to informing about the Heathrow issue after the election. It should be ensured the aviation should be included in work of the Environment DG not just Transport.

10. Date of next meeting – June 7th 2019 (10:30 – 12:30)

**(Please notify apologies to the Director on 01737 373868 or 07778 294309
Director's Email: colin@acoustek.demon.co.uk)**