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LAANC

Local Authorities’ Aircraft Noise Council

Tel: 07778 294309 (Director)

President Michael Elliot

Chairman Councillor Malcolm Beer

www.laanc-heathrow.org.uk

**MINUTES OF**

**THE LOCAL AUTHORITIES’ AIRCRAFT NOISE COUNCIL**

**EXECUTIVE MEETING**

**HELD AT**

**SPELTHORNE BOROUGH COUNCIL OFFICES,**

**KNOWLE GREEN, STAINES, MIDDLESEX**

**on**

**FRIDAY 9TH NOVEMBER 2018 at 10.30 a.m.**

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|  | THOSE IN ATTENDANCE |
|  | 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 Peter Willan Richmond Heathrow Campaign, Mr Colin Stanbury Director, Mr Surinderpal Suri Hounslow, Cllr Howard Thomson (Vice president), Spelthorne.. Mr Paul Baker, Hammersmith and Fulham, , Councillor Joanna Dabrowska, Cllr John Bowden, RB Windsor and Maidenhead |

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| 1.0 | **APOLOGIES FOR ABSENCE** |
|  | Cllr. Martin Ellengorn, Richmond upon Thames, Cllr Wendy Matthews Iver Parish Council, Cllr Anna Tomlinson Ealing, Cllr Richard Baker Richmond upon Thames, Mr. M. Elliott, President. |
| 2.0 | **MINUTES OF THE COMBINED COUNCIL AND EXECUTIVE MEETING HELD ON 13TH JULY 2018:** |
| 2.1 | The minutes of the 13th July 2018 combined Council and Executive meeting, having been previously circulated, were considered and amended as follows:- |
| 2.2 | The designation of the meeting was changed from "Executive Meeting" to Council and Executive meeting. |
| 2.3 | It was noted that Englefield Green residents association are paid up associated of LAANC and were present as such, not as "observers. |
| 2.4 | Under item 1, Apologies, Cllr June Nelson was added. |
| 2.5 | Under item 5. the statement  " Windsor and Maidenhead are associate members of the strategic planning group. Membership of the strategic planning group requires a signing of a non disclosure agreement."  was amended to  Windsor and Maidenhead are affiliated to the strategic planning group and would not join until the requirement to sign a non disclosure agreement has been removed. |
| 2.6 | The title of the item number 6. was corrected from  Heathrow Community Environment Board (HCEB) Update  To  Heathrow Community Engagement Board (HCEB) Update |
| 2.7 | Under Item 8. Subscriptions the minute was amended from    "Following a discussion the meeting recommended that subscriptions rise by 3percent. Paid officers to receive their current remuneration plus 3percent".  to  Following a discussion the meeting recommended that subscriptions rise by 3percent. Officers to receive their current remuneration plus 3percent. |
| 2.8 | With the addition of the aforementioned amendments the minutes were signed as a true record by the Chairman, Cllr Malcolm Beer. |
| **3.0** | **MATTERS ARISING** |
| 3.1 | All items raised were on the main agenda |
| **4.0** | **LAANC WEBSITE – UPDATES** |
| 4.1 | Two news items added recently. These can be found at <http://laanc-heathrow.blogspot.com> |
| 4.2 | It was noted that much of the website was quite dated and certain items should be archived.  It was decided that the Administrator and the Director should produce a specification for a website update and review. Review to include consideration of the tags that are used to highlight the site within search engines. This to be circulated for comment prior to submitting to the webmaster to determine cost. |
| 4.3 | LAANC factsheet needs updating. Administer to draft and send to Director |
| **5.0** | **AIRPORTS EXPANSION – NPS LEGAL CHALLENGE** |
| 5.1 | *Legal challenge* |
| 5.1.1 | The arguments have now been sumerised following a restriction on the length of the statements imposed by the Judge who wishes to save time and reduce duplication of the respective parties cases. The Secretary of State wanted the air quality technical evidence struck out. The Judge considering this and further discussion amongst legal people has taken place. In conclusion the Local Authorities will not submit technical evidence on the basis of legal advice received. However the policy evidence has not fallen. |
| 5.1.2 | The main hearing will take place on the 11 March 2019 for ten days. Meetings are slated for early Jan to discuss progress on evidence.  Consideration will be given as to how community groups can support the case for example by attending the court. It is likely that the interest in the case is such that no court is large enough to accommodate everyone. The court is also considering this with the possibility of video links to nearby rooms being installed. |
| 5.2 | *Airports Expansion* |
| 5.2.1 | A new aviation framework is expected however it is thought unlikely that any documentation will appear until next year. Therefore there is no greater clarity regard Government policy . |
| 5.2.2 | Airspace is also being modernised |
| 5.2.3 | The CAA airspace change portal has two entries for Heathrow. One for the proposed runway three and a second which will administratively decouple the existing two runways allowing Independent Parallel Arrivals (IPA) to take place. This is a proposal that is intended to maximise the resilience of the two runway airport before R3 comes on stream by enabling more aircraft to land on the departure runway. It also introduces the possibility of the use of curved approaches quite close to the airport boundary which is new. |
| 5.2.4 | Noise forum members have received a presentation and general comments have been requested. The presentation was undertaken by NATS. |
| 5.2.5 | If the northern runway is being used for landings the southern runway may have a slot that can be used by certain aircraft, possibly an A320 at 8 nautical miles out coming in on **curved** approach. |
| 5.2.6 | A view was expressed that this is that this is a 'trial' of curved approaches and IPA. The danger is that this procedure will allow the time shifting of night flights a to the 6-7am slot as opposed to prior to 6am thus assisting with arrival capacity. |
| 5.2.7 | Legal advice is being sought |
| 5.2.8 | The process and therefore the outcome appears to be questionable |
| 5.2.9 | The meeting noted that there are indication that curved approaches are already happening |
| 5.2.10 | LAANC role in IPA?  A note was tabled and considered by the meeting.  Following a discussion it was agreed that the Director would develop a response to the request for "general comments" on behalf of LAANC.  Document cap 1616 design principles for expansion - Heathrow's evidence slotted in through the "airport modernisation" route.  Possible points for comment include  Inadequate consultation  Under what policy is this change being proposed, the aviation NPS?  Lack of information to help with ranking etc.  Concerns regarding flying within the night period |
| **6.0** | **HEATHROW COMMUNITY ENGAGEMENT BOARD (HCEB) UPDATE** |
| 6.1 | HCEB have produced a [five page document](https://static1.squarespace.com/static/5abcb26f9772aee7f0dd7ec8/t/5b98fcc3f950b7317f3e2238/1536752836192/HCEB_ToR_v1_0.pdf) outlining terms of reference. Windsor and Maidenhead and Richmond have been excluded from important aspects of the board's work. HCEB approached for answers by Windsor and Maidenhead. |
| 6.2 | Concern was raised that HCEB have no technical knowledge and are not independent. The HCEB is not currently engaging. |
| 6.3 | The HCEB replaced Heathrow Airport Consultative Committee (HACC) but the business undertaken by HACC i.e. monitoring the operation of the airport is not happening. |
| 6.4 | Chair to draft a letter raising these concerns. The contribution of points for the letter would be welcome. |
| **7.0** | **UK AIRPORT TRAFFIC STATISTICS - LATEST FIGURES** |
| 7.1 | September's figures for 2017 and 2018 were tabled. These showed no material change in air transport movement numbers but passenger numbers shows a circa 50k increase. |
| 7.2 | Interest expressed in actual data vs scheduled particularly regarding early morning arrivals. |
| **8.0** | **ANY OTHER BUSINESS** |
| 8.1 | Heathrow have approached boroughs regarding exhibition venues for their airspace change process. Views were sought on the appropriateness of this. |