



Mr Matt Gorman  
Sustainability Director  
Heathrow Airport

Miss Rosalie James

Lightwater  
Surrey GU18

By email

19 February 2017

Dear Matt

As you are aware, due to the unexpected change of day from the customary Wednesday to a Thursday (no coincidence perhaps the same date as that of Government consultation announcements) I was unable to attend the HCNF meeting of 2 February. However, AN3V has spoken to other members who attended and as a result, we have a number of specific requests for clarification.

At the 23 November HCNF meeting, members were asked to decide if the forum now needed to consider if Heathrow expansion should be included as part of the discussions. AN3V submitted its response to confirm that AN3V is concerned with the ongoing situation to address and remedy current noise issues and is not therefore in agreement to dilute available HCNF time and effort further by including expansion which is yet to receive Government approval.

- What was the result of members' votes and what was decided as a result? The 2 February agenda did not include this vital question and no discussion on the subject took place as far as we are able to ascertain from discussions with other members.

We must also again address the matter of specific and detailed actions which are being proposed by the industry to remedy the increase in aircraft noise experienced since the trials of 2014.

Ahead of the 2 February meeting, AN3V requested that this ongoing and unanswered issue was at the head of the agenda. Your reply stated '...the item on the workplan for 2017 will set out in detail the actions we're planning to take this year'. It would appear that, yet again, the meeting failed to answer this vital question.

We shall endeavour to further clarify the question being asked. The Work Plan details the investigative actions being taken which, whilst welcome, do not provide communities with any idea of what will happen once these investigations are concluded. It is this detail which has been repeatedly requested by AN3V since 2016 and one which HAL and industry bodies consistently refuse to answer.

- Crucially, what are the outcomes required from the results of the various Work Plan investigations which will trigger, or conversely prevent, actions that will result in a reduction of current noise? In other words, we need the industry to be specific in stating the exact criteria being sought as a result of these new investigations and if those criteria are met, what specific actions will follow as a result? We fail to see how we can be clearer.



Other questions previously posed remain unaddressed and unanswered:

- As one of the selected actions in response to investigating noise, what contingency plan is in place for alternative actions to address noise if it fails to achieve any steps required to complete trials i.e. what measures are in place to ensure necessary component steps required for trials are met to avoid potential delays?
- What reason could airlines give for not wanting to agree gradients and who has the authority to ensure that timely cooperation is ensured or preferably mandated?
- Possible CAA delays - fully aware of the concerns and frustrations of communities - why would it delay?

To put this whole situation into context, having patiently awaited the results of the gate analysis which unequivocally evidenced a change in altitudes, numbers of aircraft and concentration in this and other areas, AN3V had to then spend an inordinate amount of time agreeing wording with HAL for what should have been a simple summary of these three key findings.

For reasons which we understand, although do not accept, the analysis did not lead to any immediate action by any party responsible for these changes, but rather to an even greater list of investigations. It is not only therefore reasonable, but vital that communities are now provided details of a plan of actions which can or will be taken as a result of the outcomes of these further investigative actions otherwise they risk being faced with inconclusive results and yet more investigations.

In more than two years since the industry was made aware of noise issues, it has surely had sufficient time and data to give at least some thought as the parameters required to effect change which will ameliorate unacceptable noise levels. To avoid rendering the HCNF a mere talking shop, industry must now publicise the basis on which, and the detail of actions which will be taken as a result of these latest investigations which will deliver improvements for represented communities and reassure those attending that their continued investment of time is worthwhile.

Yours sincerely

A handwritten signature in blue ink that reads 'Rosalie'.

Rosalie James  
Aircraft Noise 3 Villages  
(Lightwater, Windlesham & Bagshot, Surrey)

cc:

The Rt Hon Chris Grayling MP - Secretary of State for Transport  
Lord Ahmad of Wimbledon - Parliamentary Under Secretary of State for Transport  
Isobel Pastor – DfT  
The Rt Hon Philip Hammond MP - Chancellor of the Exchequer  
The Rt Hon Michael Gove MP  
John Holland-Kaye – CEO, HAL  
Martin Rolfe – CEO, NATS  
Andrew Haines – CEO, CAA  
Local MPs, Councillors and HCNF Members