

From: [Aircraft Noise 3 Villages](#)
To: ["Matt Gorman"](#)
Cc: ["chris.grayling.mp@parliament.uk"](#); ["govem@parliament.uk"](#); ["REYNOLDS, Frances"](#);
["martin.rolfe@nats.co.uk"](#); ["John Holland-Kaye"](#); ["Richard Norman"](#); ["Mike Goodman"](#);
["conrad.sturt@surreyheath.gov.uk"](#); ["rebecca.jennings-evans@surreyheath.gov.uk"](#); ["Cllr Moira Gibson"](#);
["Rob Beere"](#)
Subject: RE: Heathrow Community Noise Forum follow up
Date: 20 September 2016 11:02:42

Dear Matt

Thank you for the time taken to meet with Rob and myself on September 9th to review the situation regarding the data analysis findings and the continued increase in aircraft noise. We agree that, as you stated, the meeting felt inconclusive however, we also felt there was progress on the question of the impact of the changes identified in the analysis on the 3Villages area. To date, HAL has given the impression that it considers the changes of altitude and concentration not to be as significant as perhaps other areas, so to now have acceptance that these changes have an impact on noise and will be properly investigated is a step forward.

Frequency and concentration is of particular concern and as highlighted at the meeting, the noise of one or two loud aircraft might be tolerated but when those numbers increase, the result is a continuous wall of noise for those beneath. So as a small example, on Monday 12 September, flight frequency was at a high rate with aircraft arriving at 18.57, 19.01, 19.03, 19.06, 19.08, 19.10 hrs. As discussed, a separation of a mile or two makes little difference to the noise experienced on the ground as we are certain the results of Working Group studies will support. This level of frequency and concentration is an area which could be immediately addressed by NATS by ensuring that the swathe is increased and that ATCs do not simply route one plane after another with only minimal variance in distance.

In terms of the low altitudes of certain aircraft, we accept HALs argument that to simply alter the current situation without first understanding the impact could make matters worse, (albeit that our communities are now suffering noise due to previous changes) however, we must ensure that any studies being undertaken result in a detailed plan of action by industry bodies, NATS and the airlines in particular.

Two years of work by many community reps has resulted in a not a single change being implemented to improve the noise levels now being experienced by newly affected communities and whilst you consider that HCNF members are happy with the forum because they attend, that is not necessarily an accurate conclusion. We are prepared to continue to invest the necessary time, commitments permitting, to undertake any work required, however, that goodwill is not limitless and at some point in the very near future, a detailed industry action plan is required.

With presumably a finite number of options available to the industry to remedy the situation, we see no reason why details of such options cannot be prepared in tandem with current studies and presented to HCNF members, as the industry will already be able to assess what can be done to ameliorate noise and, perhaps more importantly, what it is willing to do to actively address the issues affecting so many communities. This will also provide HCNF members the reassurance that there is a plan which can be monitored and to which the industry can be measured and held to account.

We look forward to seeing you at tomorrow's HCNF and trust that the long overdue minuted action for the CAA to provide the flow chart requested will be provided.

Best regards

Rosalie

From: Matt Gorman [mailto:Matt_Gorman@heathrow.com]

Sent: 15 August 2016 08:28

To: Aircraft Noise 3 Villages

Cc: chris.grayling.mp@parliament.uk; govem@parliament.uk; REYNOLDS, Frances;

martin.rolfe@nats.co.uk; John Holland-Kaye; Richard Norman; 'Mike Goodman';

conrad.sturt@surreyheath.gov.uk; rebecca.jennings-evans@surreyheath.gov.uk; 'Cllr Moira Gibson'

Subject: RE: Heathrow Community Noise Forum follow up

Dear Rosalie

Thanks for your letter dated 18 July. Apologies for the delay in replying, I have been on annual leave. I know we are due to meet soon however I thought it was worthwhile still responding to clarify a few points so that our meeting may be more productive.

At last month's Heathrow Community Noise Forum, I recapped where we had got to as a group and then outlined next steps. I explained how the primary focus of the HCNF last year had been spent doing two things: first, verifying the Webtrak system, in order to provide confidence in the data that was being produced, and; second, carrying out independent analysis to establish what changes had taken place following concerns from residents that flight paths had changed as a result of the airspace trials. This work confirmed 1) that Webtrak was accurate and 2) that aircraft had returned to using the same routes as before the trials and that no new areas were being overflown. By drilling down into granular detail, the analysis also brought to light changes that, although they have taken place within government requirements, will be noticeable on the ground in some areas.

Most of the changes identified in the analysis (setting aside the procedural changes NATS made to the Compton route in June 2014) have happened over a number of years and none are as a result of the airspace trials. For example the 50 per cent increase in arriving traffic over Lightwater over the last 10 years is as a result of more aircraft using the airport and more aircraft arriving into the southerly stacks (incidentally, the data shows that most of this increase took place between 2005 and 2012, well before the airspace trials). This is a change over time and within Heathrow's cap of flight movements. The same is true, for example, of another finding from the analysis that showed an increase in traffic on the Detling route on easterly operations (that affects Teddington). This is due to airline scheduling as more airlines are now flying to the middle and far east. Heathrow cannot dictate which of the six departure routes airlines use, although we are working with the airlines to encourage the use of less congested routes.

In setting this out at the Forum, my intention was to explain why it's not simply a case of 'changing things back' as you state. None of the changes identified in the analysis were as a result of a change to policy or flight paths, or in contradiction of Government rules and restrictions. Instead, in most cases, they are changes that have happened over time. What Heathrow has been very clear about is that where we can make improvements, or influence

change, we will. Our efforts to tackle noise will continue to, and have already, reduced Heathrow's overall noise footprint. Examples of action we've taken to date include: significantly increasing landing charges for the noisiest types of aircraft; pioneering the use of Continuous Descent Approaches which reduces noise on arrival; encouraging better track keeping with 98% of aircraft now staying within the NPR; successfully implementing a voluntary ban of the noisiest aircraft operating at Heathrow; and significantly raising financial penalties for airlines breaking Government departure noise limits and distributing funds via the Heathrow Community Fund for local community projects. These initiatives support ICAO's Balanced Approach which we use as a basis in developing our noise management strategies. Through the Heathrow Community Noise Forum and engagement with local stakeholders, we will continue to find ways to reduce our footprint while safeguarding the social and economic benefits that Heathrow provides.

We really value the engagement of groups like yours through the HCNF. The majority of feedback that I receive, and the fact that members keep returning, suggests it is a valuable forum for others too. It's true that the significant constraints to current airspace means real opportunity for change will only come through airspace modernisation, and the HCNF will be play a key role in this process. However the HCNF and groups like yours are already having an impact: the CAA's review of CAP 725; the imminent Government consultation on airspace policy and the huge amounts of work Heathrow is undertaking on the subject of aircraft altitudes as well as many of our other noise management priorities has been significantly influenced by concerns that resident groups have raised. We certainly welcome the challenge. Nevertheless I appreciate it's a call on your time so it is your choice whether you continue to attend the HCNF. Regardless of whether you do or not, we will continue to work on these issues.

I look forward to our meeting on 22nd August.

Best wishes

Matt

From: Aircraft Noise 3 Villages [<mailto:info@aircraftnoiselightwater.co.uk>]
Sent: 18 July 2016 17:28
To: Matt Gorman <Matt_Gorman@heathrow.com>
Cc: chris.grayling.mp@parliament.uk; govem@parliament.uk; REYNOLDS, Frances <frances.reynolds@parliament.uk>; martin.rolfe@nats.co.uk; John Holland-Kaye <John_Holland-Kaye@heathrow.com>; Richard Norman <Richard_Norman@heathrow.com>; 'Mike Goodman' <mike.goodman@surreycc.gov.uk>; conrad.sturt@surreyheath.gov.uk; rebecca.jennings-evans@surreyheath.gov.uk; 'Cllr Moira Gibson' <Moira.Gibson@surreyheath.gov.uk>
Subject: Heathrow Community Noise Forum follow up
Importance: High

Dear Matt

Please find attached letter for your attention.

Best regards

Rosalie James

Aircraft Noise 3 Villages

(Lightwater, Bagshot & Windlesham)

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