

AVIATION FORUM

MONDAY, 9 NOVEMBER 2015

PRESENT: Councillors Malcolm Beer, John Bowden (Chairman), Simon Dudley, David Hilton and John Lenton

Also in attendance:

Officers: Shilpa Manek and Chris Nash

WELCOME

The Chairman welcomed everyone to the Forum.

The Chairman informed the Forum that the meeting would be audio recorded and of fire drill procedures.

APOLOGIES FOR ABSENCE

Apologies for absence were received from Craig Miller, Community Protection & Enforcement Service Lead and Duncan Reed, Eton Town Councillor.

DECLARATIONS OF INTEREST

There were no declarations of interest.

MINUTES

RESOLVED UNANIMOUSLY: That the minutes of the meeting of the Forum held on 20 August 2015 be approved. This was proposed by Councillor Hilton and seconded by Councillor Beer.

MATTERS ARISING

ENVIRONMENTAL AUDIT COMMITTEE

Chris Nash, Team Leader - Environmental Protection and Councillor Dudley, both attended the House of Commons meeting. Members from 2M and Richmond, Hillingdon and Wandsworth representatives were also present. The top ten points discussed included:

1. AEF (Aviation Environment Federation) highlighted that there is a trade-off between engine performance and carbon emissions – put simply Heathrow cannot claim (under existing technology) to be able to achieve both reduction targets.
2. AEF continued to state that it was an unacceptable interpretation of air quality (AQ) guidance – for Heathrow to state that with a new runway AQ “will be no worse than locations in the Greater London Zone”.
3. Lord True (who spoke on behalf of ‘like minded 2M authorities’: RBWM, Hillingdon, Richmond & Wandsworth) stated that HAL’s assessment area for AQ was restrictive with key areas omitted – including the AQMA we declared at J13 of M25.
4. The environmental impact of upwards of 72,000 extra staff cannot be overlooked.
5. A noise envelope needs to be properly defined so that impact and mitigation can be properly assessed.
6. Any noise envelope should be based on a sound study into community annoyance (similar to ANASE study)

7. The Chief Executive of HAL (John Holland-Kaye [JHK]) stated in the second session on 04/11/15 that he was not prepared at this stage to comment on the Airport Commission's (AC) recommendation regarding night flights
8. JHK continued to state that HAL's contribution to infrastructure should be closer to £1bn – rather than the £6bn “wish list” put forward by Gov/TFL
9. JHK stated that HAL was able to achieve their modal share target of 50%, thus reducing the AQ risk associated with surface access / car travel.
10. JHK stated that AQ would be a part of a ‘triple lock’ – whereby new slots would only be released upon HAL hitting defined AQ targets.

Other points discussed included:

- Ongoing trade off of noise and air quality/carbon emissions.
- Runway 4 not ruled out.
- Infrastructure closer to £1 billion not £20million.
- Labour councils working with BAA, including Slough, Ealing and Hounslow. Very clear separation from Conservative councils.
- Colnbrook was against the Slough decision.
- Councillor Hilton asked about the submissions that had been made and if any feedback had been received. It was explained the format was very similar to the Aviation Forum, mainly Q and A session on the key messages.
- Zac Goldsmith was representing the local community.
- True cost not calculated, overall will not benefit the community as no real assessment carried out. Highly congested area, enormous housing problem and infrastructure overloaded as no further ground to expand.
- Commission changing their story that there will be 70,000 extra housing. The workforce will be able to travel in on public transport, the extension of route 702 bus service, Southern Rail, but this cannot be expanded because of level crossings and closure would cause chaos on roads, Heathrow's argument is that CrossRail will be functioning, sheer disruption on M25 and M4 and some functions will be moved offsite.
- Four local authorities have to now make the decision of what to do next, after Christmas and decide the next appropriate actions.

ACTION: The transcript of the meeting to be sent to everyone present at Aviation Forum.

CONSIDERATION OF THE TEDDINGTON & TWICKENHAM FLIGHT ANALYSIS

Chris Nash, Team Leader – Environmental Protection, updated the Forum, advising that there was a local community action plan and we had had input. The group requested looking at the impacts of the three pre trials, report attached. Chris Nash went through some of the results in the report. A similar report has been commissioned for our areas.

Councillor Hilton informed the Forum that nothing had been discussed at the meeting he attended even though they had a collective responsibility to discuss. NATS and CAA sit on the committee too but sitting very quiet. A similar analysis to the Teddington one was taking place around Heathrow. The four gates were Compton, Staines, Sunningdale and Lightwater.

Members of the Community Noise Forum would be happy to take any questions from the Aviation Forum at the meeting on the 7 December.

The Forum discussed Webtrack and it being the most reliable tracking system for flights from Heathrow.

COMPTON GATE PROCEDURE / FLIGHT PATHS - UPDATE

Councillor Hilton updated the Forum. He advised the we were in communication with NATS and all authorities have a corporate social responsibility. NATS have a responsibility too. Councillor Hilton had written to the Chief Executive of NATS asking how does it comply between corporate social responsibility and NATS guidance. The response received is the attached document. NATS justified the changes, however there was a fundamental flaw in NATS arguments. Councillor Hilton will be writing to NATS again.

ACTION: Review of documentation and policy review.

The Chairman asked what would happen if the northern runway opened up. Councillor Hilton advised that NATS had considered but Heathrow had not. In terms of noise, there was a failure to announce which was a significant flaw.

HEATHROW LOBBYING / COMMUNITY ROADSHOWS

The Forum discussed Heathrow Lobbying and the campaign that was being taken forward by the borough, building a strong, robust case for Heathrow runway 3.

The next steps would be to advertise in local areas, rolling out to public in Windsor, Maidenhead and Ascot, answering questions and making the public fully aware.

This would take place over the next 4-5 weeks and would report back at next meeting.

The Forum advised that it was important to advise people once dates agreed and engage people who were not aware. Some ideas suggested were having few top points, top five messages or some killer facts to get public interest.

The aim was to target Christmas shopping footfall on high street. The plan was also to use social media.

The Chairman suggested informing Parish Councillors too.

PARTNERSHIP BODIES

HAAC – Next meeting 1 January 2016.

SASIG – no update at present.

LAANC – Executive meeting took place, main point of meeting was the report ‘Assessing the work of the airports commission’. Slough is not represented at the meeting as officer on long term sick leave and Slough got a substantial package from Heathrow.

The Chairman read out the letter that Duncan Reed had received from Adam Afriyie.

DATES OF FUTURE MEETINGS

The Forum noted the following dates for the future meetings of the Aviation Forum:

- 16 February 2016
- 10 May 2016

The meeting, which began at 7.00 pm, finished at 9.00 pm

CHAIRMAN.....

DATE.....

