

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

Monitoring, Environment, Noise and Track (MENT) Sub Committee
Unapproved Minutes of the Meeting
held at East Midlands Airport

1 February 2008

Present:

Independent Facilitator & Chair
ICC Deputy Chair

Mr B Whyman MBE, Ch, JP
Ms C Barker

Organisation:

CPRE Leicestershire
Melbourne Civic Society
DEMAND
UPS
Rushcliffe Borough Council
Leicestershire County Council

Mr G Stocks
Dr P Grimley
Mr S Charlish
Mr L Macefield
Cllr M Males
Cllr L Pendleton

East Midlands Airport:

General Manager – Environment and Safeguarding
EMA Community Relations & Community Executive
Minute Secretary

Mr N Robinson
Ms G Evans
Mrs A Lamin

07/28M APOLOGIES FOR ABSENCE

Apologies were received from Cllr Stevenson, Mr P Hewett, Mr N Chischniak and Mr J Froggatt.

Agenda Item 4 – The Modelling of aircraft noise using the integrated Noise Model – Apologies were received from Jeff Charles who was not now able to attend this meeting. The presentation was therefore postponed and will be rearranged for a future meeting.

ACTION: EMA

07/29M MINUTES OF THE MEETING HELD ON 21 SEPTEMBER 2007

a) It was requested and agreed that copies of the minutes of the previous meeting will in future be circulated with the agenda papers.

ACTION: EMA

The minutes of the meeting held on 21 September 2007 were approved as a true record subject to the following amendments requested by a member.

Minute 07/22M – second paragraph, last sentence to read:

“One member confirmed for the Committee that no local authority **traffic** surveys were planned or would be undertaken without a specific reason for them being carried out.”

Minute 07/24M – additional sentence to be added:

“One member said that the restructured charging regime is not designed

specifically to record night flights and is ineffective in this respect.”

Minute 07/25M – additional sentence to be added after the first sentence:
“The calculation results in contours over 10% lower than the 92 day calculation”.

Minute 07/26M – last line should read “24 **hour** delay”.

Minute 07/27M – As the subject “Any other business” was not included on the agenda a member requested that this minute be struck from the record.

Minute 07/28M – Following the deletion of minute 07/27M, Any other Business,
Minute 07/28M – Date, time and venue of next meeting becomes Minute 07/27M.

b) Actions arising

An ICC member had pointed out that some members received their papers late and this did not allow time for them to confer with their own individual group members and that EMA was doing the bare minimum to meet legal requirements. EMA had written to the member apologising for the late arrival of papers in one particular instance and the Airport confirmed that the members papers had been dispatched 8 days prior to the meeting, in accordance with the constitution.

After discussion, it was recommended that consideration be given to making papers available on the EMA website in addition to posting hard copy to committee members. The subject will be included as an agenda item for the next ICC meeting.

ACTION: EMA

Minute 07/22M – Environment report
Neil Robinson will forward Noise monitoring information to a member as requested and confirmed that information could be made available on the website.

Minute 07/25M – Noise Contours
Neil Robinson undertook to send a further member a copy of the 2001 contour which provides the boundary of the Sound Insulation Grant Scheme.

Minute 07/26M – Webtrak update
A member queried that Heathrow airport operates a 20 minute delay and Neil Robinson undertook to verify this. EMA confirmed willingness to match the timing offered by other airports subject to security restrictions imposed on the airport.

07/30M

CHAIRMAN’S COMMENTS – MATTERS REFERRED TO THE SUB COMMITTEE

A member had proposed three items for discussion.

- (i) Civil Aviation Act 2006 monitoring – included as agenda item 6
- (ii) Attitudes to Noise from Aviation Sources in England – included as item 7. However, as there was not time available at this meeting, it was subsequently agreed to carry forward this item for discussion at the next meeting. **ACTION: EMA**
- (iii) CAA Passenger Survey – Neil Robinson suggested this paper be reviewed by the TEP sub committee, but the member said the subject was of interest to all and therefore should be considered by the ICC.

However, a member suggested that presenting papers to both sub committee and the ICC was repetition and this should be avoided. The Chair will refer the issue to the ICC.

ACTION: CHAIR

It was agreed that Declarations of Interest be included on all meeting Agenda.

ACTION: EMA

ENVIRONMENT REPORT**a) Measure**

It was agreed that the first two pages of the report will be reissued to show like for like comparisons. The heading "Engine testing at night" will be expanded to include "as a percentage of total time". The heading "Training flights" will be expanded to include – "five days a week". Training flights have increased but as this is a seasonal activity, the annual figures will balance out.

ACTION: EMA

A member asked that hours of engine testing at night be recorded instead of percentages as he considered that these are meaningless. EMA confirmed that percentages measure the effectiveness of controls and expressed reluctance to change the reports. The member asked it be recorded that he is unhappy with this.

EMA agreed to include summer contours, and it was confirmed that the 2007 contours will be available at the next meeting.

ACTION: EMA

It was noted that night time movements have increased by 10%.

b) Carbon emissions

Neil Robinson will approach an independent speaker to update the September meeting of the sub committee. Dr Grimley will liaise with Loughborough University to see if they can recommend an appropriate speaker and will refer any information directly to Neil Robinson

ACTION: EMA/DR GRIMLEY**c) Environmental Noise (England) Regulations 2006**

Airports are required to prepare a "noise action plan" to ensure that environmental noise is minimised. However the scope and content of the plans that would be required is not yet known as the Government has yet to issue guidance. A member asked whether the ICC would be consulted on the Plan and the Airport agreed that in principle this would be case but that the detailed requirements were not yet know.

d) Multilateration

Introduction of this system will provide better and more frequent data. A series of applications could potentially be found for this data as it could enable better tracking of aircraft on the airfield and the assessment of aircraft emissions.

It was agreed that more information and a demonstration will be presented to a future MENT meeting

ACTION: EMA**e) ISO 14001 Environmental Management System**

Neil Robinson confirmed that the ISO14001 requires evidence of legislative compliance and continuous improvement. EMA carries out a specific legislative compliance audit once per year. SGS have audited EMA's self monitoring process and have accepted the findings. Neil Robinson suggested that this information could be expanded to the MENT sub committee through a presentation to a future meeting.

ACTION: EMA**f) Complaints**

A high level of complaints from specific areas relating to low flying aircraft was noted. The airport has investigated and the vast majority of arrivals are at normal flying levels. It was confirmed that if a location is not named then no complaints have been received.

EMA confirmed that the telephone number for complaints will be included in the next updates of all publications.

A member said she was pleased to see a reduction in the complaints from East Leake as 80% of aircraft fly over East Leake. However, other members felt that residents no longer complain as they do not feel their complaints are worthwhile.

g) SIGS

The number of SIGS installations was confirmed as the number of dwellings. Neil Robinson will verify this and report to the next meeting.

A member spoke on behalf of residents who are angry and upset that although it was originally promised that all SIGS applications would be accepted, it is now apparent that the money is not available. There is an 18 month wait for insulation and double glazing. Residents' original expectations have been dashed and if EMA is serious about helping residents then the money for SIGS should be made available. EMA's agents are apparently issuing leaflets advising that the money is available.

EMA responded by saying that whilst they accept there is a waiting list they were not aware of any widespread discontent with the Scheme. Applications are dealt with on a first come, first served basis and priority is given to those in the maximum noise bands. There is the potential for enhancement of original installations following the Master Plan changes. This year alone the Airport will be investing approximately £750,000 in sound insulation grants. There are no limits on expenditure but there is a need to balance expenditure on SIGS with other competing pressures.

EMA said the guidance material clearly explains this is a five year plan and is a major commitment by EMA. EMA hope to deliver the scheme as soon as possible, but there is the possibility some applicants may have to wait. The scheme will be reviewed after five years. Customer feedback is good and applications are being worked through as quickly as possible.

It was felt there is a discrepancy between the information published and the information being given to applicants by the agents. EMA will investigate the situation and report back to the MENT meeting.

ACTION: EMA

A member queried why the residents of Melbourne and Kings Newton who suffer from noise 30% of the time but are excluded from the scheme. EMA explained that the scheme considers both average noise and the single event noise from the noisiest aircraft. The Master Plan guidance retains the average noise contour and added single event contours. The Airport went on to explain that the preferential runway scheme has been very successful at reducing the number of flights over Melbourne and Kings Newton which had been reduced by around one-third so that this area is no longer over-flown 30% of the time.

h) Fuel and emissions

A member requested information on the amount of aviation fuel used in 2007. Neil Robinson said a report could be given to the next meeting on the emissions from all aircraft using the airport as the airport felt that an emissions report is more meaningful. As fuel is often obtained elsewhere this distorts any calculations and the member for UPS considered that this figure would be meaningless. However, it was agreed that if this is of interest to MENT, EMA will provide the information.

ACTION: EMA

07/32M

CIVIL AVIATION ACT 2006 MONITORING

Dr Paul Grimley outlined the information circulated. Dr Grimley outlined his views

specifically that the noise control scheme is a major addition to the Act. The noise penalty scheme at EMA allows much louder aircraft than other airports and does not reduce night noise.

The Act specifies restrictions that may be imposed and EMA is being selective in using the powers available.

Dr Grimley expressed concerns that EMA are not complying with DfT requirements and that the ICC must consider this matter.

The Chair suggested that the MENT Sub Committee is the forum for discussion and minutes of the MENT meetings are circulated to ICC members.

Neil Robinson said he did not accept these comments and that the discussion is around the extent to which EMA is fulfilling the requirements of the Act. The requirements of the Act have been taken up and a whole series of actions taken to follow through the powers available. Wide consultation was undertaken in drawing up the Masterplan and an appropriate noise control programme has been undertaken by EMA.

A member said that EMA have previously refused to include arrivals in noise fines and new information available would now make this possible. EMA said that it was not usual to include fines for arrivals and, based on advice from Government research, penalties would be unsupportable. However, within six months it will be possible to monitor arrival speeds and these will be reported.

A member said that reports to Government have indicated that ICCs are not as effective as they could be. Problems continue with night flying noise and some members felt that although the complaint figures show no complaints for night noise, these are not reflective as people no longer complain as they feel it is not worthwhile.

A member asked when will EMA prohibit noisy aircraft at night. EMA said noisy aircraft are already prohibited from scheduling operations at night.

The member said that prohibit means prohibit and not allow with a fine – the airport has the power to put a cap on night time movements and refuses to do this.

EMA responded that it has to balance the interests of many different stakeholders and in this particular case it was important to note that there just 5 aircraft operations that were allowed in 2007 by these noisy aircraft types. These were all subject to surcharges. The Airport considered that the additional benefit from a complete prohibition was therefore very small but the inconvenience that could be caused to operators could be significant .

The member said that the Airport had the power to introduce quantified targets and it refused to do so.

EMA responded that it had adopted a quantified target in the form of a noise footprint. The noise contours have been set out to 2016 based on consultations so that despite substantial growth the contour would be no larger in 2016 than it was in 1998. EMA confirmed willingness to listen to all views and comments on these issues but explained that there were many differing views which must be balanced..

The member said that EMA is effectively doubling the night time noise and not restricting it. EMA restated that that the noise contours that have been set to 2016 mean that the cumulative noise will be no greater at 2016 than in 1998..

It was confirmed that the Airport has undertaken consultation, is aware of issues,

and has decided on an appropriate strategy for EMA as a business.

A member said that the ICC is supposed to make EMA accountable at a local level and it cannot do this if it has no authority. It was confirmed that the ICC is a body that has no powers but can consult, report and persuade.

07/33

DATE OF NEXT MEETING

Friday 6th June 2008 at 10.00am.

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