

**EAST MIDLANDS AIRPORT**  
**INDEPENDENT CONSULTATIVE COMMITTEE**

**GENERAL MEETING**

**APPROVED - - - - - Minutes of the Meeting**  
**held at DHL Offices, East Midlands Airport**

**19 October 2007**

**Present:**

Independent Chairman

Mr B Whyman MBE, Ch, JP

**Users:**

Consumers Association  
Institute of Export  
Leicestershire Chamber of Commerce  
Nottinghamshire Chamber of Commerce

Mrs C McDowall  
Mr D Fermie  
Mr P Collin  
Mrs E Whitehead

**Local Authorities:**

Erewash Borough Council  
Leicester City Council  
Leicestershire County Council  
North West Leicestershire District Council  
South Derbyshire District Council

Councillor R Parkinson  
Councillor P Westley  
Councillor Mrs L Pendleton  
Councillor D Stevenson  
Councillor J Harrison

**Local Groups:**

Association of Airport Related Parish Councils  
CPRE Derbyshire  
CPRE Leicestershire  
CPRE Nottinghamshire and Rushcliffe  
DEMAND  
Derbyshire Association of Parish Councils  
Kings Newton Residents Association  
Melbourne Civic Society  
PAIN - People Against Intrusive Noise  
SAVE - Save Aston Village Environment  
WINGS

Mr A Corbett  
Ms C Barker  
Mr G Stocks  
Mrs B Walker  
Mr S Charlish  
Councillor D Adams  
Mr S Leech  
Dr P Grimley  
Mr K Cleghorn  
Mr J Gidlow  
Mr D Coulson

**East Midlands Airport:**

Managing Director  
Divisional Manager - Environmental  
Planning and Development Director  
Head of Government and Industry Affairs  
Deputy Managing Director  
Minute Secretary

Ms P Coates  
Mr N Robinson  
Mr J Froggatt  
Mr B Conway  
Mr B Thompson  
Ms A Lamin

**In Attendance**

Vernon Cole Associates – presentation only

Mr V Cole

07/21

### **APOLOGIES AND DECLARATIONS OF INTEREST**

The Chairman welcomed everyone to the meeting.

**Apologies** were received from Dr D Gillingwater, Councillor G Carlile, Ms S Naish, Councillor M Males and Councillor J Pike. Mrs E Whitehead attended for Mr A Morris Richardson, Councillor R Parkinson attended for Councillor M Wallis, Councillor P Westley has replaced Councillor J Mugglestone (Leicester City Council), Mr K Cleghorn attended for Mrs P Beddoe.

The following did not attend: Mr R Hebblewhite, Mr S Weston, Mr P Hewett, Ms G Sanderson, Mr B Pallet, Mr S Harley, Mr P Gill, Mr L Macefield, Mr E Bratt, Mr N Chischniak, Councillors M Rich, D Slater, Banwait, F Bather, B Parbutt, J Barton and S Carroll.

**Declarations of interest** were made by Councillor Mrs L Pendleton in respect of SIGS, Councillor D Stevenson as Chairman of the North West District Council Planning Committee in respect of planning application for Wind Turbines and Mr D Coulson in respect of the Lands Tribunal case.

07/22

### **MINUTES OF THE MEETING HELD ON 22 JUNE 2007**

(a) The minutes of the meeting held on 22 June 2007 were accepted as a true record subject to the inclusion of Mr S Leech who attended the meeting.

(b) Action Reports:

Minute 07/12: EMA will confirm representation from the Derbyshire Association for the Blind or an alternative organisation. **ACTION: EMA**

Minute 07/13 (d): Environment summary: EMA confirmed that both sets of contour statistics will be produced and circulated to the MENT sub-committee in the future, ie original calculations as per the Master Plan and revised calculations conforming with new regulations.

Minute 07/13 (d): Complaints procedure: The complaints handling process had been outlined to and accepted by the MENT sub-committee.

Minute 07/17: Analysis of EMA Master Plan: EMA confirmed that annual reviews of progress will take place and the Master Plan will be reviewed in five years' time.

Minute 07/19: The CAA Survey had been tabled at the meeting and a member requested that this item be discussed at a future meeting. **ACTION: EMA**

07/23

### **VERNON COLE NOISE STUDY – PRESENTATION**

Vernon Cole outlined the independent report commissioned by Leicestershire County Council, details of which had been presented to the MENT sub-committee in February 2007. Key points included:

- Why
  - Airspace changes
  - Possible noise implications
- What
  - Measurement locations, methodology and timing

- Recorded data and noise parameters
- Findings
  - General noise climate
  - Practical issues
  - Changing noise climate

The locations were not visited by Vernon Cole and the study was produced from recorded data. Meteorological differences and any specific implications were taken into account.

The conclusions are that there is no obvious relationship between measured noise levels and proximity to the airport; noise levels are generally higher in the north than in the south and the noise levels under flight paths are not higher than locations not under flight paths. The data shows that changes have not given rise to significant noise level increases. The majority of the measurements are below the national median. Ambient noise was taken into account and it was emphasised that the data shows the **average** day and night noise levels.

Locations were selected where it was most likely there would be a change in noise levels. Environmental health officers of the District Councils independently selected the sites.

With regard to Planning and Noise, generally all of the sites assessed are in the low threshold category. The BRE National Noise Study showed that most of the country is under 57dB during both day and night. With regard to single operations, the 1992 Field Study found that the measure of 82dB was the disturbance level at night. A new national study is currently being undertaken.

Increases and decreases in the noise levels monitored were variable and do not align to changes in flight paths.

South Derbyshire is not affected by the changes and no monitoring site was therefore sited in South Derbyshire.

There was considerable discussion and members comments included:

- The result that flight path noise is not higher is disputed and is nonsense
- It is unfortunate that the data for Castle Donington was unreadable
- The value of the survey is extremely limited. Averaging the results does not help with noise issues, particularly with night noise.
- Correlation is needed with the types of aircraft, volumes and frequency
- Observed monitoring would give more detailed and relevant information and unless manual observation is undertaken the survey is unreliable, not useful and unsatisfactory
- The study indicates that it is therefore an environmental benefit to be beneath a flightpath, and this is totally unacceptable.

The Chair thanked Vernon Cole for the presentation and the details provided.

07/24

### **CHAIRMAN'S REPORT**

A request for information on Wind Turbines was covered within the agenda.

A member had raised the fact that the membership of the Community Fund did not strictly align to the Constitution of that group in that membership was one representative from the Airport, one representative of an aircraft operator and three Local Authority representatives. It was agreed that although the statutory basis of the ICC excluded Parish Councils from the definition of Local Authorities, no such restrictions affected the Community Fund Committee and EMA will revise the Constitution of the Community Fund to define membership as one representative from the Airport, one representative of an aircraft operator and three Local Authority or Parish Council representatives.

**ACTION: EMA**

07/25

### **WIND TURBINES – PRESENTATION**

Neil Robinson outlined the proposal for Wind Turbines at EMA explaining that within the Master Plan EMA had made a commitment on environment issues. He explained the nature of the proposal; four turbines, located at the centre of the airport, each up to 45m high, each rated at 225 kW. All the power generated will be supplied to EMA which minimises transmission losses.

The principal barriers include height, radar and other navigation aids, visual impact and noise. A full report and simulation is available on the EMA website. Any noise produced will not be audible to any residential property day or night.

A member asked if the worst case noise effect from four turbines had been taken into account and this was confirmed. Details have been submitted to the planning authorities.

It was explained that the turbines could not be expected to operate continuously due to varying winds and a yield of 30% would supply 10% of the airport's electricity demand. This is equivalent to the power supplied to 503 homes. Assuming the power replaces coal fired power generation, the CO<sub>2</sub> saving is up to 2000 tonnes annually.

A commercial agreement will be finalised with the developer. This is a national first and possibly an international first for EMA.

The Chairman thanked Neil Robinson for his presentation and the details provided.

A member said that while the developments are welcomed, the amount of CO<sub>2</sub> produced by the airport is set to double and the proposed saving is only a tiny proportion of the CO<sub>2</sub> produced.

Neil Robinson responded that any savings were nevertheless desirable and should be welcomed.

07/26

### **ICC STRUCTURE**

The Chairman outlined the programme and constitution of the ICC, MENT and TEP meetings, which had been agreed for a one year trial at the ICC meeting held on 1 September 2006.

(a)

A member said that a concern was disenfranchisement of members but the

presentations on Environmental Issues at this meeting did help to confirm the involvement of all members. The member was originally opposed to the meeting proposals but felt that over the past year these had been successful and proposed that they continue in their present format. The proposal was duly seconded.

A member confirmed that technical information was provided and discussed in detail at the MENT sub-committee which would be difficult to review at an ICC meeting. It was felt that some items discussed at the TEP sub-committee are of general interest and are relevant to ICC and therefore the ICC agenda should be reviewed. However, it was pointed out that the sub-committee agenda, papers and minutes are circulated to all ICC members who can then recommend items for the ICC meeting as appropriate. Members are free at any time to raise issues and make comments. Concern was expressed, however, that this process was too slow, it could be six months before an item raised at a sub-committee was brought to an ICC meeting. One member felt that it was a mistake to reduce general meetings from 4 to 3 and he was not convinced appropriate consideration can be given to issues. The airport explained that the total number of meetings had been increased from 8 to 9 per year and that there was a limit to the number which could be properly resourced. Another member confirmed support of the sub-committees but felt that the membership should be reviewed.

An amendment to the proposal was put forward that the experiment of the structure and membership of meetings and sub-committees be extended for a further year. This was proposed and duly seconded. The majority vote was against this proposal and the proposal was therefore rejected.

The proposal to continue the structure and membership of meetings and sub-committees in their present format was then put forward. This was proposed and duly seconded. The majority vote was in favour of this proposal and the proposal was therefore carried.

- (b) Membership of the sub-committees was confirmed as three members of each group. The Chairman suggested that membership be held for two years. This was proposed and seconded. The majority vote was in favour of this proposal which was therefore carried.
- (c) The Chairman suggested that the two year sub-committee membership be effective from October 2007. This was proposed and duly seconded. The majority vote was in favour of this proposal which was therefore carried.
- (d) EMA confirmed that all members will continue to receive papers and minutes for both sub-committees and in addition to hard copy, EMA will investigate sending out papers electronically where possible.  
**ACTION: EMA**
- (e) A member raised the issue of non-attendance by sub-committee members. It was confirmed that it is the responsibility of the individual sub-committee members to ensure their attendance or provision of a substitute. EMA will formalise the Terms of Reference for the sub-committees and recommendations will be presented to the next ICC meeting.  
**ACTION: EMA**
- (f) The role of the Vice Chair in relation to the sub-committees was reviewed. The Chairman facilitates the sub-committee meetings and the Vice Chair substitutes

when necessary. To ensure continuity, the Chairman proposed that the Vice Chair attends all sub-committee meetings. The proposal was agreed by all present.

- (g) EMA will revise the constitution of the ICC and sub-committees to reflect this now permanent arrangement and the constitution will be circulated to the next ICC meeting. EMA confirmed it was essential that there is mixed representation on the sub-committees and the situation on attendance will be monitored as continuity is important.  
**ACTION: EMA**

07/27

### **AIRPORT REPORT**

Barry Thompson reviewed the information circulated.

#### **(a) Statistics**

Key points are the higher passenger numbers; the mergers of several charter airlines and tour operators and the introduction of four new destinations.

A member asked for a review of the impact of higher oil prices on the airport. EMA will investigate the possibility of an airline making a presentation to a future meeting.

**ACTION: EMA**

#### **(b) Community Relations**

A member said that on employment issues, the Master Plan assumes employment increases in relation to the number of customers, but the report sent to the TEP sub-committee shows lower employment numbers. The question was therefore asked if EMA will revise the Master Plan forecasts. EMA said that the ratios of customers to employees are difficult to equate and EMA do not yet accept that the figures in the Master Plan need revision. EMA will follow Government guidance and review the Master Plan in 2011 (five years).

#### **(c) Planning Applications**

EMA confirmed that "conditionally approved" means Approved subject to conditions.

#### **(d) Environment summary report**

EMA will review the apparent patterns shown in the Continuous Descent Approach statistics and report to the next meeting.

**ACTION: EMA**

EMA confirmed that information on **Noise Contours** and production of a noise action plan will be available next year and that Government guidance was expected to be published in Spring 2008.

**Continual Descent Approach (CDA):** A member asked if incentives had been considered. EMA are working with airlines and reporting information to them. Where problems arise EMA meets with the airlines to review. 100% CDA compliance is not always achievable because of the various issues involved. EMA said that achieving CDA is a partnership between the aircraft and the airport and it would be difficult to levy penalties. The publication of levels of compliance and non-compliance had proved very effective in improving track compliance very substantially without any need for penalties.

**Air Quality:** Information is now available on the website.

**SIGS:** The grant amount has been increased and there is increased take up of this scheme. A member asked why introduction is now being phased and EMA responded that there is a need to spread the cost and maintain the quality provided by the contractors.

**Training flights:** A member pointed out that training flights are not included as events and as these are a significant part of the environmental impact, could EMA record these events as well as traffic movements. EMA will provide a breakdown of training aircraft movements to the MENT sub-committee.

**ACTION: EMA**

**(e) ACC Annual meeting minutes – 14<sup>th</sup> June 2007**

A member requested that the ICC committee receive a presentation on the provisions of the Civil Aviation Act 2006 and the responsibility of the ICC to monitor implementation of the new powers. EMA will review the proposals in the Master Plan to ensure compliance and will provide information and recommendations to the next meeting.

**ACTION: EMA**

07/28

**SUB-COMMITTEE MINUTES**

The unapproved minutes of the MENT meeting held on 21 September 2007 and the TEP meeting held on 28 September 2007 were reviewed as circulated.

07/29

**DATE OF NEXT MEETING**

**29<sup>th</sup> February 2008**

The schedule of meetings for 2008 and 2009 was accepted as circulated.

The meeting closed at 12.15pm

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