

**EAST MIDLANDS AIRPORT**

**INDEPENDENT CONSULTATIVE COMMITTEE**

**GENERAL MEETING**

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

**19 June 2009**

**Present:**

Independent Chairman

Mr B Whyman MBE, Ch, JP

**Users:**

Consumers Association

Emda

Unison

Derbyshire & Nottinghamshire Chamber of Commerce

Dr A Manhire

Dr A Srbljanin

Mr R Young

Mr A Morris-Richardson

**Local Authorities:**

Derbyshire County Council

Derby City Council

Erewash Borough Council

North West Leicestershire District Council

Rushcliffe Borough Council

South Derbyshire District Council

Councillor S Spencer

Councillor L Care

Councillor R Parkinson

Councillor D Stevenson

Councillor M Males

Councillor J Harrison

**Local Groups:**

CPRE Derbyshire

CPRE Nottinghamshire and Rushcliffe

Derbyshire Association of Local Councils

Kings Newton Resident's Association

Leicestershire & Rutland Association of Local Councils

Melbourne Civic Society

PAIN - People Against Intrusive Noise

SAVE – Save Aston Village Environment

WINGS

Ms C Barker

Mrs B Walker

Councillor S Jackson

Mr S Leech

Councillor J Pike

Dr P Grimley

Mrs P Beddoe

Mr J Gidlow

Mr I Robertson

**East Midlands Airport:**

Managing Director

Director of Sustainability

Director of Planning and Development

Head of Government and Industry Affairs

Deputy Managing Director & Finance Director

Business Development Executive Scheduled

Minute Secretary

Ms P Coates

Mr N Robinson

Mr J Froggatt

Mr B Conway

Mr B Thompson

Ms N McCabe

Mrs A Lamin

09/12 **APOLOGIES AND DECLARATIONS OF INTEREST**

The Chairman welcomed everyone to the meeting and in particular the new members including Cllr Simon Spencer, Cllr Sheila Jackson and Dr Adrian Manhire.

The Chairman acknowledged the recent death of Councillor Derek Adams and said he had represented and worked on behalf of the communities of Derbyshire and his contribution to the ICC was recognised and would be missed. The Committee members paid tribute to Cllr Adams.

Apologies were received from: Cllr L Pendleton, Dr Gillingwater, Mr A Corbett, Mr S Charlish, Mr I Robertson and Cllr J Barton.

Declarations of interest were received from (i) Cllr D Stevenson in respect of the Formula 1 Grand Prix proposals and planning applications relating to NWLDC, and (ii) Cllr J Pike in respect of prejudicial interest regarding the planning application for the sliver of land on the A453.

09/13 **MINUTES OF THE MEETING HELD ON 13 MARCH 2009**

a. The minutes of the meeting held on 13 March 2009 were accepted as a true record.

b. **ACTIONS ARISING FROM THE MINUTES**

**Minute 09/03 (d)**

Issues on air quality and the provision of crèche facilities at the Airport had been discussed at the recent MENT and TEP meetings.

**Minute 09/05**

EMA confirmed continuing debate and involvement in discussions on the effects of events planned for Donington Park race track. A representative would be invited to present details to the ICC when appropriate.

A member queried if there had been traffic problems with the recent Download Festival. EMA confirmed that no major operational difficulties had been experienced with Download which was professionally organised by Live Nation not Donington Park.

**Minute 09/07**

Following the MENT meeting held on 8 May, a reply was sent to DEFRA on the proposed amendments to the Environmental Noise Regulations, and a copy sent to ICC members.

**Minute 09/08 b)**

Copies of the complaints procedure and environmental information sheets would be circulated when available.

**ACTION: EMA**

**Minute 09/08 d)**

Noise contour information was now available on the website and a hard copy was included in the meeting papers.

**Minute 09/08 (p7)**

Complaints procedures: As requested by an ICC member, at the recent Association of Airport Consultative Committees (AACC) meeting the Chairman had asked airports to provide information on their complaints procedures. The information had been given to the member who would submit a report to a future meeting.

**ACTION: PAIN**

09/14 **CHAIRMAN'S REPORT**

The Chairman summarised the recent AACC annual meeting agenda. As requested, the Chairman had raised the issue of the preservation of regional airline slots at Heathrow Airport. This had been supported by other airports and full details would be included in the minutes of the meeting which will be circulated to ICC members on receipt.

**ACTION: EMA**

MENT committee members were asked to note the change of date for the next meeting to 25 September from the 2 October.

**ACTION: MENT/EMA**

09/15 **INBOUND TOURISM 2009/10**

An Airport representative gave a detailed presentation on work being undertaken by EMA Marketing. Copies of the presentation would be sent to ICC members with the meeting minutes together with contact details. **ACTION: EMA**

Key points included:

- 77% of visitors to the UK come by air
- Almost 50% of passengers originate from outside the UK
- Challenges and Opportunities
- EMA works closely with East Midlands Tourism, Visit Britain and scheduled carriers and were involved with overseas events to raise the profile of the East Midlands
- The foreign language website is nearing completion
- PR is maximised
- EMA primary routes outlined
- The Welcome Project – focussing on airport arrivals
- EMA destination portfolio, with over 90 passenger routes including an outline of Brussels (as a hub) and beyond
- Latest route news

A member suggested that the regularity of services to Germany should be increased as passenger numbers were high.

A member said that the marketing campaign was admirable but was concerned that the statistics presented were misleading. The number of passengers includes business passengers as well as tourists and suggested this is Travel not Tourism. A large number of visitors are UK people resident abroad who are visiting friends and family – again this was not tourism.

It was confirmed that where possible the detailed information is held by EMA but the figures were not broken down for this presentation.

A member said that Derbyshire was the most visited area and there were currently massive campaigns to promote the area and this should be included in EMA and EMT promotions. The member expressed disappointment in the lack of regional awareness. EMA confirmed they were working with the Destination Marketing Partnerships (DMP) and had taken the lead in setting up a regional Tourism Forum to promote the region and regional campaigns. However, EMA was reliant on the DMPs being more pro-active.

A member recommended that the local press be used to promote and inform on the potential for the area of the incoming visitors and urged that actions continue to secure an international hub and links with the USA. EMA confirmed that a great deal of work was taking place to promote EMA to appropriate airlines eg Lufthansa and on links with

the USA and India.

A member said that the arrival experience at EMA was dismal, with a view from outside the terminal of a roof with barbed wire and polythene together with litter and dirt.

EMA replied that recent concentration of work had been on the departure areas and acknowledged that more work needs to be done in the arrivals area. A deep clean around the Airport was scheduled for the next week. EMA would look at a 'quick fix' to improve the roof area pending delivery of the proposals for the new passenger walkway which are currently on hold because of the reduction in passengers due to the economic downturn.

A member said that the Airport used to have more domestic flight links and asked if there were any plans to reintroduce these. EMA said that domestic travel in the UK is difficult as it is often cheaper and quicker to travel by car or train. Because of the central location of the airport, domestic journeys needed to be justified.

EMA were working with airlines to ensure seamless and cost effective routes. A member said that connections to Heathrow were impractical to passengers unless an hourly service could be provided.

A presentation would be made to a future ICC meeting on EMA work undertaken to promote business with airlines and links to airports worldwide.

**ACTION: EMA**

The Chairman thanked Nicola McCabe for the presentation and the information provided.

09/16 **DESIGNATION DECISION**

A copy of the Designation letter sent by the DfT to NWLDC on 1 May 2009 was noted.

09/17 **COMMUNITY FUND REPORT**

a) The Chairman of the Community Fund Committee outlined the criteria applied to applications ie within a specified geographical area and benefiting local communities. Details are available on the EMA website. On average, £18,000 is awarded at meetings held every two months. It was noted that it is anticipated that less money would be available for distribution in coming years as aircraft were becoming quieter and the number of fines had been fewer.

b) A member queried a duplicate award to Melbourne Scout and Guide HQ in February 2008 of £2,000. EMA would check that this is a reporting error.

**ACTION: EMA**

c) The ICC Chairman confirmed the requirement for a Derbyshire representative to join the Community Fund Committee to replace Cllr C Barker. The Chairman proposed Cllr Sheila Jackson, Derbyshire Association of Local Councils. The nomination was agreed by all present and the Chairman of the Community Fund Committee welcomed Cllr Jackson to the committee. Details of the next meeting to be held on 24 June 2009 would be forwarded to Cllr Jackson.

**ACTION: EMA**

09/18 **SLOT PRESERVATION AT HEATHROW AIRPORT FOR THE UK REGIONS**

As requested, the Chairman had raised the issue of the preservation of regional airline slots at Heathrow Airport at the recent AACC meeting. This had been supported by other airports and full details would be included in the minutes of the AACC meeting which would be circulated to ICC members on receipt.

A member said that a policy must be laid down to protect regional airports. If a third runway was added at Heathrow a policy was needed to ensure that slots were allocated to UK regions.

EMA advised that slots were owned by airlines, not by airports, and were traded between airlines. The cost of the slots makes services between the Midlands and Heathrow not viable.

## 09/19 **AIRPORT REPORT**

### **a) Statistics**

The information circulated was reviewed and it was noted that the effects of the recession, including the loss of two airlines and the strength of the Euro, were clear.

A member queried why the number of night flights had increased. EMA confirmed no increase in the numbers of flights but some departure times had changed particularly by low cost airlines that depart between 6.00am and 7.00am. It was confirmed that radar and operational records use GMT and a member said that the use of local time in reports was confusing. EMA would clarify the information presented in future reports. EMA would plot the times of early morning departures and present the information to the next meeting.

#### **ACTION: EMA**

A member said that EMA had suggested a 10% reduction in passengers this year when in fact the figures showed a 22% decrease. If these figures were extrapolated over the year this meant a reduction of 1m passengers and a consequent impact on employment. The Airport's Master Plan stated that 1m passengers creates 700 jobs and the member asked if the figures now indicated a reduction of 700 jobs.

EMA said that a 10% reduction in passengers was anticipated for the year as a whole. The winter had been difficult and the percentage figure for the winter was higher. Employment throughout the Airport was generated by over 100 different companies. EMA had reduced staff numbers and other companies might have to do the same. It was confirmed that EMA was doing better than some other airports but was not immune to the recession, and was working to minimise the impact. Airport-located companies would be making their own decisions and plans in these challenging times. EMA was confident, however, that economic recovery would result in a return to growth.

A member said that the devaluation of the £ would impact for some time and the cost of air fares impacted on travel.

### **b) Community Relations Update**

Thanks were offered by the Airport to members of the Community Fund Committee and it was noted that the frequency of the meetings had been increased to cope with the number of applications for funding. It was confirmed that following initial vetting by the Community department, approximately 80% of the reviewed applications were successful.

A member asked if it was time to bring down the noise threshold levels and said the noise levels of aircraft remained unsatisfactory for local people and asked that EMA do something about the noise and the kerosene fumes.

EMA said that the noise penalty levels were challenging and had already been reduced in the Master Plan. If levels were made unachievable there was a danger that a proposed fine would become a levy.

A member said that the noise penalty scheme only applied to night flights and the noise during the day from specific aircraft was unacceptable.

EMA confirmed that all aspects of air quality were measured in conjunction with the local authority and the quality of air around the airport was good.

A member said that EMA had received awards for environmental awareness and targets had been set, but these should be reviewed and increased at regular intervals. The member accepted there had been improvement but there was a need now to move to further improvements.

EMA said that all available options were reviewed and must be considered 'in the round'. EMA was striving towards continual improvement.

A member stressed that safety was a key consideration.

Another member said that EMA should be setting targets for 2 and 3 years ahead to push airlines and the CAA to improve and encourage technical advances.

EMA said that change was a lengthy process but the comments and recommendations would be noted.

EMA would present details of proposals for reducing noise targets to MENT and ICC meetings. A member asked that priority be given to reducing night flights.

**ACTION: EMA**

**c) Planning applications**

The details of the report were reviewed. Concerns were raised over the 'A453 - sliver of land'. EMA confirmed the application for a Certificate of Lawfulness of Proposed Use or Development i.e. as petrol station and restaurant. The land was owned by the Airport Company and the member said there was concern in the community that the land could be included in the bypass plans. EMA confirmed they were working with the Highways Agency and that no problems were anticipated in this regard.

**d) Environmental summary**

The information circulated was reviewed.

The details of consultation over the Noise Action Plan were outlined.

A member queried the difference in the day and night noise contour information provided. EMA would provide detailed information to the member.

**ACTION: EMA**

EMA confirmed they were working to Government directives on the contour measures. It was agreed that the scales would be changed to day and night contours on the maps. EMA would also produce a map showing both day and night contours and members could decide what information was most appropriate. A member asked if the contour figures could be added to the contour lines.

EMA confirmed that the information provided takes account of all aircraft operations on both runways.

**ACTION: EMA**

Members congratulated Neil Robinson on his promotion to Director of Sustainability. A member asked and it was agreed that he make a presentation on Sustainability and what it means for EMA together with the objectives of this new role to the next meeting.

**ACTION: EMA**

A member congratulated EMA on the recent environment awards received and commended EMA on its long term commitment to sustainability. This was endorsed by several members.

The UKACC information lists were available at the meeting.

09/20 **DATE OF NEXT MEETING**  
**Friday 13 November 2009**

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