

EAST MIDLANDS AIRPORT
INDEPENDENT CONSULTATIVE COMMITTEE
APPROVED MINUTES OF THE
MONITORING, ENVIRONMENT, NOISE AND TRACK (MENT) SUB COMMITTEE

21 SEPTEMBER 2007

PRESENT:

Independent Facilitator and Chair

Mr B Whyman, MBE, Ch, JP

Organisations:

CPRE Leicestershire
Melbourne Civic Society
DEMAND
UPS
North West Leicestershire District Council
Leicestershire County Council

Mr G Stocks
Dr P Grimley
Mr S Charlish
Mr L Macefield
Cllr D Stevenson
Cllr L Pendleton

East Midlands Airport:

Director of Planning and Development
General Manager – Environment and Safeguarding

Mr J Froggatt
Mr N Robinson

In Attendance:

Minute Taker

Ms S Hurman

The Chairman welcomed all to the meeting, in particular a new member, Cllr David Stevenson, Chair of the Planning Committee, North West Leicestershire District Council.

07/18M APOLOGIES FOR ABSENCE

Apologies were received from Mrs A Lamin, Cllr M Males, Mr P Hewett and Mr D Pedri from DHL Aviation Ltd.

The following member did not attend: Ms G Sanderson

07/19M DECLARATIONS OF INTEREST

Cllr Stevenson informed the Committee of his interest in the wind turbines development in view of his position as Chair of the Planning Committee of the local District Council. He stressed his concern with regard to the discussion that may take place and offered to leave the meeting if it was thought appropriate. The Committee agreed that Cllr Stevenson was welcome to remain for the discussion and should decide at that time whether his presence was appropriate.

There were no other declarations.

07/20M MINUTES OF THE MEETING HELD ON 18 MAY 2007 AND ACTIONS ARISING

The Minutes of the Meeting held on 18 May 2007 were approved as a correct record subject to the following amendments:

07/12M (ii) – second paragraph to read: . . . EMA have asked consultants to plot the *day time and night time* contours on 92 day periods to enable comparisons to be made.

07/12M (ix) to read: A local group representative asked for details of cargo flights and the split between passenger, cargo and mail flights *at night time*.

Actions Arising:

07/11M: It was noted that the necessary action had been taken and that the list had since been approved.

07/12M (ii): It was agreed that the matter concerning day time and night time contours would be discussed under agenda item 7 'Noise Contours'.

07/12M (iii): Neil Robinson confirmed that he had copied an extract of the relevant report and stated that the full document was available if required.

07/12M (vii): It was agreed that the information concerning noise level fines would be taken under agenda item 7 'Noise Contours'.

07/12M (viii): With regard to the Air Transport Movement figures, Neil Robinson confirmed that he had made mention of same in his Environment Report to be taken at item 4 on the agenda.

07/12M (ix): Neil Robinson confirmed that the information requested with regard to details of passenger, cargo and mail flights had been provided in his Environment Report to be taken at item 4 on the agenda.

07/12M (x): The Chairman pointed out a paper on restructured charges was at item 6 on the agenda.

07/12M (xiii): Neil Robinson confirmed that the information requested with regard to the figures on aviation fuel sold at the Airport had been provided in his Environment Report to be taken at item 4 on the agenda.

07/14M: The results of the Aircraft Speed and Noise Study had been circulated to partners and the Sub Committee, as required.

07/15M: Neil Robinson confirmed that the same form of words relating to the low cost telephone number would be used in each publication, however, he stated that it was not universally publicised. Each publication would be amended as and when an update was required.

The Committee agreed that all actions from the previous meeting had been addressed.

07/21M CHAIRMAN'S COMMENTS

- (i) The Chairman tabled a letter he had received the previous day from a member regarding late receipt of papers for the meeting and requesting that papers be received well in advance of the meeting to give an early opportunity to address any issues to be raised. She also referred to the Ten Point Plan as still being held good and that the Government had obviously not been informed that this had been rejected last year. A member commented that the late arrival of papers made it difficult for him to contact and discuss relevant matters with colleagues prior to the date of the meeting. Neil Robinson confirmed that papers for all members of the Sub Committee had been sent out in good time but that a delay had occurred for some other ICC members due to difficulties with copying and that this had been a one-off incident. He undertook to respond to the member and would also write to other recipients to explain.

ACTION: EMA

A member requested that as well as receiving paper copies, papers for meetings could be sent electronically. It was noted that on occasions there may be problems due to the size of attachments, however, it was possible that a PDF attachment or a zipped file would resolve this problem. This matter would be referred to the ICC for further discussion. **ACTION: EMA**

John Froggatt expressed surprise that the member had referred to the Ten Point Plan still being relevant and confirmed that it had been superseded by the Master Plan.

The Chairman also responded to the member to suggest that she may wish to raise her concerns with the ICC which had responsibility for such issues, rather than the MENT sub-committee. The Chairman passed the letter to John Froggatt.

- (ii) The Chairman had received a letter from two members of the Sub Committee regarding aircraft noise at night. The letter had been circulated together with Neil Robinson's detailed response. One of the members thanked Neil Robinson for his response and raised his concern about EMA's reporting process in that he still thought it misleading; he suggested that more explanation was required

for the general public. Neil Robinson pointed out that the reporting system had been amended in response to comments from an ICC Sub Committee, which was specifically set up to review environmental reporting.

- (iii) The Chairman had received a letter from another member in which he raised his concern about the lack of advance notice of EMA proposals, in this particular instance regarding the wind turbines initiative. The member had been contacted by the media two days prior to receiving relevant information and had therefore been unable to respond. The matter was discussed and it was noted that the press had not observed embargo restrictions and thus there was little EMA could do to resolve this particular issue, however, EMA acknowledged the difficulties that had been experienced.

07/22M ENVIRONMENT REPORT

The Environment Report had been circulated with the agenda and was taken as read. Neil Robinson confirmed for one member that the figures for December 2006 were included in the total for 2006. He also responded that the percentage of engine testing was a total of engines tested and that 80% were tested during the day and 20% were tested at night. One member thanked Neil Robinson for incorporating the corrected figures for Air Traffic Movements and raised the question of the reliability of other figures that had been reported. It was not suggested that all reported figures were incorrect but he and other members requested assurance of the validity of the figures quoted; it was acknowledged that EMA had a responsibility of trust in reporting information and data.

One member requested an explanation of the calculation for the Carbon Inventory for vehicles (passenger travel to/from the Airport). Neil Robinson stated that figures were based on postcode data from passengers together with occupancy details (obtained from EMA surveys) and travel to work surveys for EMA employees and the Airport's third party employees. It was confirmed for one member that data for freight haulage would be included in the travel information collected. Neil Robinson added that it may be possible to report this data, in the future, separately. 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.

Neil Robinson stated that the purpose of the EMA Carbon Inventory was to try to build a whole picture of Airport activity. Discussion ensued regarding fixed electrical ground power and auxiliary power units. It was agreed that this would be environmentally advantageous but was, however, impractical at the moment in that it would be too restricting. Neil Robinson stated that EMA was also looking at renewable fuels such as bio diesel.

One member requested that the table of complaints be dated. **ACTION: EMA.** One member highlighted an anomaly of the number of complaints for Diseworth and it was noted that this may have arisen as a result of the method of the complaints being received, i.e., one telephone call listing a substantial number of complaints; it was preferable that substantial numbers of complaints like this were received in writing.

One member raised the matter of noise levels noting that the new style report did not contain the same noise monitoring information. Neil Robinson stated that it was not the intention to withhold any information but that the report had been amended at the request of the Sub Committee members. The Airport suggested that data could be made available on the website. **ACTION: EMA**

With regard to the table of complaints, one member asked about Queniborough and Keyham in particular in view of their distance from the Airport. Neil Robinson confirmed that in respect of Keyham, 31 complaints had been received from two complainants regarding long standing issues; in no way were complaints to be trivialised, however, the volume of complaints from a small number of people was noted. General discussion ensued regarding the East and West areas of Leicestershire.

One member was pleased to note the reduction in the number of night noise surcharges. Neil Robinson confirmed that EMA's rules were much more stringent in January 2007 than previously. Compliance had been measured to 3000ft but this rose to 5000ft and operators were finding it more difficult to meet that requirement.

07/23M WIND TURBINES INITIATIVE

Neil Robinson made a presentation to the Committee on the Wind Turbines initiative which had been borne out of a commitment in the Master Plan to achieve a reduction in carbon emissions by 2012. It was noted that this initiative was being managed in conjunction with Wind Direct. It was noted that the height of the turbines was 45m (to blade tip) – by way of comparison the height of the control tower was 53m. It was also noted the turbines were projected to supply 10% of the Airport's electricity requirements.

One member confirmed support from his organisation for the Wind Turbines initiative and stated that it was a visible way of demonstrating EMA's green intentions. He suggested that EMA might also consider underground and solar heating as additional ways of reducing CO2 emissions. Neil Robinson and JF confirmed EMA's commitment to climate change and was demonstrating its support by the turbines in addition to measures such as the ground source heat pumps in the pier..

Neil Robinson confirmed that much research had been undertaken into issues such as turbulence, turbine height, effect on the surrounding community as regards visibility and noise pollution. IATA and CAA national and international regulations and standards in regard to safety had been researched, considered and met.

The Chairman congratulated and commended EMA on this initiative which, it was noted would proceed if planning permission was obtained.

07/24M RESTRUCTURING OF AIRPORT CHARGING REGIME

The Report had been circulated with the agenda and was taken as read. John Froggatt stated that the paper set out what had been achieved to date and how the charging regime worked. Discussion ensued on various elements contained within the report, i.e., increases in day time and night time freight flights, night time flying, the aircraft used by DHL for night flights (which John Froggatt confirmed were 757s (noise band A), and A300's, he also confirmed that Lufthansa used MD11's (noise band C). John Froggatt undertook to provide information on how noise bands were calculated. **ACTION: EMA**

One member stated that the report was very comprehensive and easily understandable and set out relevant information very clearly.

One member said that the restructured charging regime is not designed specifically to reduce night flights and is ineffective in this respect.

07/25M NOISE CONTOURS

The Report had been circulated with the agenda and was taken as read. Neil Robinson recapped previous discussion and confirmed that the new regulations resulted in noise contours being taken over 365 days of the year rather than a period of 92 days over the summer months. The calculation results in contours over 10% lower than the 92 day calculation. Discussion ensued and it was agreed that for the foreseeable future, comparative figures for both sets of data would continue until such time as it was unnecessary to provide comparisons for the 92 days summer period. However, the Committee acknowledged that confusion was still possible, in view of the fact that the two methods of reporting data would be used when comparing EMA figures with those outside. **ACTION: EMA**

Neil Robinson confirmed to one member that the contour used for Sound Insulation Grants awarded by the Airport was the 2001 contour (covering a larger area). John Froggatt undertook to provide the member concerned with a larger scale plan of the area. **ACTION: EMA**

Neil Robinson confirmed to one member that the latest INM version of modelling software had been used. Neil Robinson undertook to make available to members who required them, copies of the five data sets. He pointed out that these were complex and dealt with technical issues and would be happy to discuss at a future meeting if required.

The Chairman suggested that this matter was included on a future agenda to discuss further. **ACTION: EMA**

07/26M WEBTRAK UPDATE

The Report had been circulated with the agenda and was taken as read. Webtrak had now been running for a year and the time had come to assess its benefits and suggest improvements. One member asked if it was possible that use of the website was decreasing the number of complaints that were received

in the office. Neil Robinson stated that there was no evidence available to be able to assess this, however, he hoped that at some point in the future the facility would be made available for complaints to be made via the website. A member asked what information on flights had been removed from the website.

Neil Robinson confirmed that nothing should be removed unless there was a specific reason, for example an accident or / incident that was subject to an investigation. Further discussion followed with regard to information on, for example, departure routes, airspeed, ground speed and the use of holding points. John Froggatt stated that EMA had been the first Airport to introduce Webtrak and it had been successful and was now being copied by other airports. It's development was ongoing but it was necessary to avoid making changes each month hence the review after a year of operation. Neil Robinson added that he needed to liaise with the website's technical advisers to be able to incorporate any changes but expressed the intention to make all relevant information available to the public.

One member requested information be made available on flight departures and arrivals much earlier as he believed that Heathrow was installing such a system that would give information with only a 20 minute delay. Neil Robinson understood that it was a 24 hour delay and undertook to investigate. **ACTION: EMA**

07/27M DATE, TIME AND VENUE OF NEXT MEETING

The next meeting would take place, subject to any further consideration of the ICC structure as follows :

Date: Friday, 1 February 2008

Time: 10.00 am

Venue: Board Room, East Midlands Airport

The Chairman thanked all for attending.
The meeting closed at 12.15 pm