

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

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

14 November 2008

**Present:**

Independent Chairman

Mr B Whyman MBE, Ch, JP

**Users:**

Consumers Association

DHL Aviation Ltd

UPS

Derbyshire & Nottinghamshire Chamber of Commerce

Leicestershire Chamber of Commerce

Loughborough University

Unison

Mrs C McDowall MBE, JP

Mr P Hewett

Mr L Macefield

Mr A Morris-Richardson

Mr P Collin

Dr D Gillingwater

Mr R Young

**Local Authorities:**

Derbyshire County Council

Derby City Council

Erewash Borough Council

Leicestershire County Council

Rushcliffe Borough Council

Councillor C Cutting

Councillor L Care

Councillor R Parkinson

Councillor Mrs L Pendleton

Councillor M Males

**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

Leicestershire & Rutland Association of Local Councils

Melbourne Civic Society

Nottinghamshire Association of Local Councils

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

Councillor J Pike

Dr P Grimley

Councillor J Barton

Mrs P Beddoe

Mr J Gidlow

Mr I Robertson

**East Midlands Airport:**

Managing Director

Director of Planning and Development

Divisional Manager - Environment

Head of Government and Industry Affairs

Environment Officer

Community Relations Officer

Environment Officer

Minute Secretary

Ms P Coates

Mr J Froggatt

Mr N Robinson

Mr B Conway

Mr J Nowakowski

Ms L Parkin

Ms D Rayner

Mrs A Lamin

**Presentation only:**

Holly Preston - Centre for Air Transport and the Environment – Manchester Metropolitan University

08/19 **APOLOGIES AND DECLARATIONS OF INTEREST**

The Chairman welcomed members to the meeting, in particular Mr I Robertson representing WINGS. The Chairman paid tribute to Mr David Coulson of WINGS who died recently, and all present acknowledged his contribution and commitment to the ICC.

**Apologies** were received from Cllr Carlile, Cllr M Barrett, Cllr S Carroll, Cllr D Stevenson, Cllr J Harrison, Ms S Naish, and Mr B Thompson.

**Declarations of Interest** were made by Mr S Charlish, DEMAND (Demand East Midlands Airport now Designated), and Mr P Hewett, DHL Aviation Ltd on behalf of 2,000 staff, in relation to Item 5 – EMA Designation.

There were no further declarations of interest.

08/20 (a) **MINUTES OF THE MEETING HELD ON 20 JUNE 2008**

The minutes of the meeting held on 20 June 2008 were accepted as a true record.

(b) **ACTION POINTS ARISING FROM THE MINUTES**

There were no action points outstanding.

08/21 **CHAIRMAN'S REPORT**

It was confirmed that the membership of the MENT and TEP Sub Committees will be reviewed at the November 2009 ICC meeting.

A new Vice Chair will need to be appointed at the first ICC meeting in 2009 and it was confirmed that the next nominee should be chosen at that meeting from the Airport Users Constituency.

**ACTION: Airport Users Constituency**

08/22 **PRESENTATION: CARBON OFFSET SCHEMES AND CLIMATE CHANGE MITIGATION – IMPLICATIONS FOR PASSENGERS AND AIRPORTS**

Holly Preston, Centre for Air Transport and the Environment, Manchester Metropolitan University, presented a summary of the report prepared by the University.

Details presented included:

- A review of 42 online Offset Providers – undertaken in November 2007 and a survey of air passenger attitudes to offsetting.
- Offset process for air passengers.
- The Carbon Calculator.
- Allocation of carbon liabilities between seat class.
- Emissions examples.
- Cost of Offset products, providers and projects.
- Air passenger survey.

It concluded that significant inconsistencies in the way in which offsets were calculated and presented made customer choice very difficult.

- Defra's "Code of Best Practice" will be launched in the near future.

In response to questions, the following was confirmed:

Some schemes allowed the public to be charged with no verification that the money is spent appropriately – standardisation, regulation and transparency for the schemes is important.

Freight and night flights were not considered in this research.

“Education” is included in the Defra code.

There is no process to limit the use of carbon producing fuels, offsetting happens against an expanding market – carbon intensive lifestyles are continuing.

A member said the aviation industry contributes 5% and is an easy target and queried whether investigations would be made on the 95% contributors. Holly Preston advised there are various websites for offset providers that can be reviewed.

Copies of the presentation slides will be circulated with the meeting minutes.

**ACTION: EMA**

08/23 **EMA DESIGNATION**

The Chairman outlined the background and details of the request by North West Leicestershire District Council (NWLDC) for East Midlands Airport (EMA) to be designated under Section 78 of the Civil Aviation Act 1982.

The Department for Transport (DfT) has requested the comments of the ICC by 28 November 2008.

The Chairman said that designation would mean that government would control specific activities at Airport including movements and noise controls. It could not be guaranteed that the movements or noise level controls would be reduced. EMA controls are specified in the Master Plan. A previous request submitted by NWLDC in 2000 was refused in 2002 on the grounds that EMA had suggested noise mitigation proposals which came to be known as the Ten Point Plan.

The detailed papers circulated to members were outlined and noted. The reasons for Designation were highlighted as set out in Appendix 1 – NWLDC letter to the DfT.

A member counselled strongly against designation and said that no restrictions on the Airport were waived as alleged by NWLDC at Point 5 as no restrictions were in place. Designation would give away the ability to negotiate with EMA. ICC consultation and local accountability would disappear. The aim of Government is to reduce noise primarily in the London area. Having control over take-offs does not control the actions of individual pilots.

A member queried why it was necessary to align to London airports.

A member expressed concern over the planned new distribution centre and the impact on the number of flights. EMA confirmed that the distribution centre is not connected to the airport and will be a rail freight interchange known as the Fulcrum Project. If planning permission is received, a rail link will be built.

A member said that the stringent controls referred to in the 2002 DfT decision letter (Appendix 2) were not clear. Appendix 3 outlined a summary of EMA mitigation measures in place.

A member said that concerns had been noted previously about the enlargement of the DHL facility but flights had not increased as the aircraft now used have greater capacity.

A member said there was no evidence that the ICC had influenced the Airport regarding night flights. The Master Plan predicts night flights every 6 minutes and therefore government control is necessary.

EMA said that there is potential through designation for the Master Plan estimates to be accepted by Government and for night flights to increase.

A member said that the Master Plan was based on government and national projections and it was unlikely that Government would designate at lower levels than their own projections.

A member emphasised that night flights are a problem for local communities and a balance needed to be achieved. It was queried how many freight night flights could be moved to daytime. A member responded that the business is customer-driven and night flights include Royal Mail first class post.

A member said that the levels set by EMA should be applauded and the member was not convinced that the Government would take the local view and levels would indeed be set at London levels. Local people could have more influence on EMA than national designation. Designation would therefore give no local benefits.

A member expressed interest in the restriction of night flights. However, he could not see that designation would be a productive way of achieving this. The Aviation White Paper informs targets. The Master Plan gives a false climate of information and is over-optimistic for EMA – freight and night flights are reducing not increasing as projected. The member suggested that the ICC should not be making decisions on designation based on this information.

A member pointed out that NWLDC made a commitment to the electorate to apply for designation and suggested that the ICC should not make a decision on designation but each organisation should be able to support or object individually. There were conflicting views as business wanted the Airport to grow and the community wanted a restriction on night flights.

Another member supported the proposal that the ICC could not speak for all organisations. He differed with the comments that new larger aircraft can be quieter and the use of wider and larger aircraft affects local communities.

A member emphasised that EMA/DHL freight business is primarily to Europe and not long-haul which dictates the size of the aircraft used.

A member pointed out that the ICC has an obligation to reply as the specific request is from the DfT to the ICC. He emphasised that through the ICC and the MENT and TEP sub-committees members have the means of working with and influencing EMA. This view was supported by other members and a vote was suggested.

A member said that the request for designation was a result of a feeling of impotence in influencing EMA. EMA have a duty of care to the public and should fulfil this. An example is the continued adverse effect on local communities of the training circuits used by aircraft.

EMA responded that in response to requests received on behalf of local communities, training flights had been banned on Saturdays, Sundays, Bank Holidays and at night and were restricted to operators based at the Airport.

A member suggested that other methods of restriction could include a Section 106 agreement.

A member outlined the aim of EMA to increase long haul flights and reiterated that restrictions are needed on night flights.

Members said that there is a need to retain the influence of the ICC and not hand control over to Government where there would be no influence whatsoever, and ICC should

retain the ability to voice local concerns. Designation would be giving away the ability to control night flights.

A member pointed out, however, that Heathrow Airport also has ICC and sub-committees and the CDA at Heathrow has been based on the recommendations of the relevant sub committee.

The Chairman summarised the comments that had been made and said that he was of the opinion that the overwhelming view of the meeting was opposed to designation. It was agreed that a vote be taken.

Two members voted to support designation, one of whom outlined that the vote was in support of the electorate whose perception is that designation would be of benefit.

The CPRE Leicestershire member asked for it to be recorded that he declined to vote.

The remaining majority of members voted as follows:

“Given the information available at this point in time, the Committee is of the opinion that the interests of their communities will be best served by current arrangements and therefore it does not support the request by North West Leicestershire District Council for Designation.”

A member felt it should be emphasised that the ICC does not want to lose control. Another member said that the goodwill of local people to EMA had been lost and more influence and action is required.

EMA said that it was recognised there is a wide body of views. EMA is involved in outreach programmes and finds a great deal of support for the Airport. The aim is to achieve a balance between views and reflect those in the Master Plan. A further request was made for EMA to consider restricting night flights.

It was agreed by all present to conclude the discussions. EMA would respond to the DfT by the deadline of 28 November 2008. All present agreed to delegate the approval of the response of the ICC to the Chairman and Vice Chairman to enable the deadline to be met. The response will be copied to ICC members.

**ACTION: EMA/CHAIRMAN/VICE CHAIRMAN**

08/24 **DONINGTON PARK – FORMULA ONE**

The details circulated were reviewed. Concerns were reiterated about the effect on the surrounding infrastructure, particularly roads to the Airport and safety issues. EMA are working with Donington Park over the potential provision of a separate helicopter landing area.

The benefits to the local economy of the F1 Grand Prix at Donington Park were outlined and EMA confirmed they are seeking to work in partnership with the Racetrack, Police etc, to resolve issues.

A member raised a query on the number of proposed parking spaces at the Parkway Station in relation to future requirements.

It was agreed that as this is an important regional issue, it will be included on future ICC agendas for updates to be presented and reviewed as appropriate. EMA will invite Donington Park representatives to a future meeting.

**ACTION: EMA**

08/25 **AIRPORT REPORT**

**(a) Statistics**

The information provided to July 2008 was reviewed. The effects of the economic downturn were noted. EMA are compiling a Monitoring and Implementation report as part of their Master Plan commitments and it will report on how traffic levels etc have developed compared to the Master Plan targets. It was agreed that the next twelve months would differ from the Master Plan forecasts, although long-term forecasts were expected not to change substantially.

EMA passenger numbers are still in growth but some decline is now predicted in the short term. Low cost carriers remained committed to EMA. It was noted that around 40 airlines had failed this year and the potential for the impact of further failures on EMA remains.

**(b) Community Relations report**

The information provided was reviewed and noted. A member thanked EMA for the 2007 Employment report received. This forecast 700 new employees every year but the current report shows that airport related employment is reducing. The member felt that the detrimental effects of the Airport are increasing and the benefits decreasing.

EMA said that the employment figures are disappointing but the 2008 figures will give more information. EMA will check the categorisations within the report but it was agreed that the economic downturn is outside the control of EMA.

A member said that the Master Plan is turning out to be a document of hope over reality and needs urgent review. EMA confirmed that reviews will be undertaken as laid down by Government. The Master Plan is based on Government growth projections and current volatility could not be forecast.

A member felt that as the requirements and provision of new housing is based on these growth projections, the effects of the slowdown are important in support of RSS/RA and projections. EMA is a key economic driver in the area. It was agreed that these issues are not within the remit of the ICC. EMA can provide employment and relevant information to appropriate government agencies on request.

**(c) Planning applications**

The information provided was reviewed and noted. A member emphasised that completion of the A453 Kegworth bypass should not be jeopardised by any development.

**(d) Environmental summary**

The information provided was noted.

08/26 **UNAPPROVED MINUTES OF THE SUB COMMITTEES**

**(a) MENT meeting of 2 October 2008**

**(b) TEP meeting of 10 October 2008**

The minutes of the sub-committees were accepted and taken as read.

08/27 **DATE OF NEXT MEETING**

Friday 13 March 2009

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