

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

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

25 June 2010

Present:

Independent Chairman

Mr B Whyman MBE, Ch, JP

Users:

DHL

Mr P Hewett

UPS

Mr R Pryce

Unison

Ms A Kilker

Derbyshire & Nottinghamshire Chamber of Commerce

Mr A Morris-Richardson

Local Authorities:

Erewash Borough Council

Councillor R Parkinson

Nottinghamshire County Council

Councillor L Sykes

Rushcliffe Borough Council

Councillor Mrs M Males

South Derbyshire District Council

Councillor J Harrison

Local Groups:

CPRE Derbyshire

Ms C Barker

CPRE Nottinghamshire and Rushcliffe

Mrs B Walker

Derbyshire Association of Local Councils

Councillor S Jackson

Kings Newton Residents' Association

Mr S Leech

Leicestershire & Rutland Association of Local Councils

Councillor J Pike

Melbourne Civic Society

Mr N Wright

PAIN - People Against Intrusive Noise

Mrs P Beddoe

SAVE – Save Aston Village Environment

Mr J Gidlow

WINGS

Mr I Robertson

East Midlands Airport:

Director of Sustainability

Mr N Robinson

Director of Planning and Development

Mr J Froggatt

Head of Government and Industry Affairs

Mr B Conway

Operations Director

Mr S Whitby

Minute Secretary

Mrs A Lamin

10/09 **APOLOGIES AND DECLARATIONS OF INTEREST**

The Chairman welcomed everyone to the meeting. Apologies were received from Dr A Manhire, Dr D Gillingwater, Mr R Young, Cllr S Spencer, Cllr M Barrett, Cllr Mrs L Pendleton, Mr A Corbett, Mr G Stocks, Mr S Charlish, Dr P Grimley, Ms P Coates and Mr B Thompson.

The Chairman noted that Councillor Lucy Care's term of office on Derby City Council ended in May 2010 and Councillor Care's membership of the ICC had therefore ceased. The Chairman proposed and it was agreed that a letter of thanks be sent to Councillor Care for her contribution to the ICC.

No **Declarations of interest** were received.

10/10 **MINUTES OF THE MEETING HELD ON 19 MARCH 2010**

a. The minutes of the meeting held on 19 March 2010 were accepted as a true record.

b. **ACTIONS ARISING FROM THE MINUTES:**

09/27a Statistics of the EMA market share and national trends are included in the presentation given at this meeting. Paragraph 10/12 refers.

10/04 EMA will produce a timetable to the 2011 ICC meetings relating to the revision of the Master Plan due to be published in December 2011.

10/05 Hard copy of the revised short stay car park layout and arrangements will be circulated to all members with the minutes of this meeting.

ACTION: EMA

10/11 **CHAIRMAN'S REPORT:**

a. The Chairman gave details of an email received from Ms A Kilker who was present at the meeting representing Mr A Young of Unison. Ms Kilker said that low paid employees relied on public transport and she asked for clarification on the following:

- emda and funding partners' involvement with Skylink
- Continuance of funding if emda was discontinued
- Request for ICC assurance of support for funding for public services
- Request for EMA assurance that services would continue
- Request for details of promotional events to promote Skylink to the public

EMA said that the main contributors to transport services were EMA and the local councils. The less sustainable services had been cut back and funding was being concentrated on key services. The EMA subsidy to the services is c£400k. The Government had announced its intention to abolish regional development agencies and local authorities' finances were under pressure. EMA would make every effort to support the core services. A programme of promotional events was being undertaken.

The Chairman said that the TEP sub committee review transport issues and the issues would be referred to that committee.

ACTION: EMA/TEP SUB COMMITTEE

A member said that it was more important in the current climate that employees were able to get to the Airport and expressed disappointment that the Skylink service via Loughborough Railway Station was being discontinued. The member stressed the need for an integrated transport system.

b. The Chairman outlined details of his recent attendance at the Annual meeting of ICCs held at London City airport. The unique situation and operation of the London City Airport

was outlined. The meeting agenda covered 15 items including Attitudes to Noise from Aviation Services in England - a report which had now been abandoned by the DfT. Noise Action Plans were discussed and it was questioned whether people understood the metrics used to measure noise. Traffic density was increasingly of interest. Aircraft noise and sleep disturbance was also discussed. Air Passenger Duty, per plane tax and aviation taxation was under review and consultation would take place if major changes were proposed. The Chairman said the view was that industry did not support the per plane tax and there would be adverse implications for freight in particular.

The DfT has acknowledged the challenges faced by some airports. An annual review of NAPs was recommended by members and ICCs would be consulted.

The minutes of the National ICCs meeting would be circulated to ICC members as soon as they are available.

ACTION: EMA

10/12 **VOLCANIC IMPACT:**

Simon Whitby, EMA Operations Director, outlined details of the impact on EMA of the recent Iceland volcano eruption which commenced on 14 April 2010. Key points outlined included:

- 10 - 20 years of increased volcanic activity is anticipated as part of a long term cycle
- UK and European Authorities reactions outlined
- UK airspace closed
- 104k flights cancelled
- 10m passenger journeys cancelled
- Reactions of airlines differed - ATOL bonded holidays ensure cover and the difficulties for some passengers highlighted the disadvantages of low cost flying
- 5k extra flights across Europe were organised for repatriation
- EMA suffered significant revenue loss including the impact on car parks. EMA charged passengers only for the original car parking period
- The cost to EMA is c£1m - compensation for airports has been sought but a positive response was not anticipated
- The cost of the closure for the roughly 100 other companies on the site had not been quantified
- Airport buildings, airport and runways maintenance was undertaken. EMA utilised staff on other areas short term and other employers in the Airport dealt individually with staff requirements

EMA provided passenger information, extra seating and extra catering. Passengers' checked-in bags needed to be returned, transport provided and liaison took place with the Local Resilience Forum regarding stranded foreign nationals.

- Passenger numbers in April reduced by over 20%
- Cargo was down by 11% on the previous year
- Freight ATMs were down by 19.5%
- Mail ATMs were down by 17.1%
- All freight was moved by road

Air space closure presented a unique opportunity to monitor air quality and noise. The air quality recorded showed no discernible difference because most emissions are the result of nearby road traffic. There was clearly a discernible difference in noise measured in the villages of Castle Donington and Kegworth, which was up to 3 to 4dB quieter. This was not unexpected.

The outlook was that more volcanic activity is anticipated and more eruptions are possible. However, not all volcanoes produce high altitude ash.

Responses to the events include:

- Volcanic event insurance was now available
- Sales of package holidays had increased
- 75% of passengers rebooked after 6 days

The Regulatory response was now refined to four categories:

- No ash
- OK to fly
- OK to fly for limited period (time limited zones)
- Don't fly

Research was being undertaken to include ash detectors on aircraft and improved engine design. International agreement for a common response would be sought.

On a separate issue, a member asked why the automatic passport recognition system had not been working. EMA advised that the gates were installed by the Border Agency and the system was connected directly on-line to their national secure system, with no local maintenance support currently available. Discussions are taking place with the Border Agency to ensure local support or access to maintain the system running.

A member asked if aircraft radar would be upgraded to enable recognition of dust clouds, but this was not thought feasible because of the very fine nature of the dust.

A member recommended contact with the British Archaeological Society in Keyworth and EMA confirmed existing liaison with the Volcanic Ash Advisory Centre in London.

EMA confirmed that contingency plans were now in place in case of future volcanic activity and plans were being drawn up for a sliding scale of maintenance in the event of closure. Contingency plans include disruption for unusual events such as solar flares causing loss of communications.

DHL advised that customers had complimented the company for the continuance of service throughout the period of air closure. Cargo was diverted and transported by road. DHL commented that the cost of the impact of the air closure on the economy as a whole was almost certainly underestimated.

The Chairman thanked Simon Whitby for the comprehensive and informative presentation.

10/13 **PASSENGER ROUTE DEVELOPMENT:**

John Froggatt presented details of a presentation prepared by Stephen Turner, EMA Commercial Director who was unable to attend the meeting.

EMA has a catchment area of 23m people within two hours driving time. EMA provides mainly scheduled services, primarily to holiday destinations. EMA is the largest UK airport without scheduled services to the USA or a major airline hub such as Frankfurt or Amsterdam. These services are provided at Birmingham Airport.

EMA's market share was outlined. Flights are available to 88 destinations, 75% of flights are scheduled and 25% charter.

EMA's strategy is to increase the market share by 2% and deliver a worldwide destination

portfolio. Short and long term aims were outlined.

Long term aims include:

- Direct services to India
- Middle Eastern hub
- North American link
- Portfolio of long haul charter destinations

EMA stressed that lack of success was not due to lack of effort as a great deal of work was being done by Stephen Turner and his team.

Key business connections were detailed. The CAA regularly surveys passengers at all airports and statistics produced which highlight the potential for routes. Statistics show that many thousands of passengers from the EMA catchment area fly long-haul from airports such as Heathrow and Birmingham. The evidence of a demand for services was illustrated.

EMA has the potential to develop a vacant building into a second dedicated terminal and could fund this for a potential customer. Awards won by EMA are used in sales presentations. EMA has close working relationships with local authorities and agencies and provides tailored marketing support. Evidence of the service to existing customers is shown to potential airlines.

A member said that USA and Middle East hubs together with an interlink to Europe were needed. EMA confirmed that presentations to airlines are tailored and approached as appropriate.

Members thanked John Froggatt for the presentation and the information it contained.

The Chairman said that the Government had announced the intention that airport expansion be shared throughout the UK and a committee was being set up to review changes.

A member said that with the demise of emda a regional forum was needed to access European funds and it was understood that discussions were taking place to facilitate the process.

A member said there had been a quantum leap in the quality of video conferencing and communications and asked if EMA had taken account of the potential impact. EMA confirmed that as a business they made use of video conferencing and expected that it would have some impact, but no specific research on this and the potential impact on air travel had been undertaken.

The Airport advised that a National Policy Statement on aviation was expected next year. There was evidence that Air Passenger Duty was already impacting on aviation growth with UK passengers flying to European hubs to connect to long-haul destinations. Government's policy for Heathrow was to make it 'better not bigger'. Huge investment has been agreed for Gatwick with no additional runway. The Statement would cover the growth potential outside London and the south-east in the context of the Government declared aim of rebalancing the economy throughout the UK.

A member suggested that EMA should promote the 'quality experience' of EMA.

A member suggested that the opportunities provided by the 2012 Olympics should be exploited and EMA should work with others, for example hotels and tourism agencies, to bring people in. EMA said that the results of a study commissioned by Government

showed that the south east airports could cope with any increase and to an extent the extra traffic would be balanced out by those not wishing to travel during the period of the Olympics.

In response to a query, EMA confirmed consideration of using a second terminal as a business terminal.

A member commented that EMA was a good airport with low cost airlines and the overall passenger experience was driven by the airline as well as the route.

Another member commented about the impact on the roads to the Airport of the recent rock concert held at Donington. EMA accepted there had been disruption and mud on the road. However, some concert visitors flew in and out through EMA and the Airport said the aim was to facilitate travel for all.

10/14 **AIRPORT REPORT:**

a. **Statistics**

The information was reviewed as circulated. As agreed at the recent TEP sub committee the information history would be reduced to three years to make the information illustrated easier to read.

The 2010 Employee Survey was being undertaken. The 2009 survey showed a reduction of employees on site of about 500 compared to 2008. EMA stated that during the last 12 months, the withdrawal of Easyjet and the wider impact of the recession would have resulted in more jobs being lost but that with the start of operations by Jet2, numbers were now rising again.

Details of the Jet2 airline were described as an airline with a distinct product to longer haul destinations, who put themselves forward as offering good value, but not the cheapest.

b. **Community Relations update**

The report circulated was reviewed. Details of the successful Aerozone launch and programme were highlighted.

Community Outreach event dates were highlighted. Details were included on 46,000 local flyers which were distributed throughout the region. Members of the Outreach team would be available at Aerozone on the first Wednesday of each month and the sessions were free and open to all. Visitors to Aerozone should park in the short stay car park and charges would be reimbursed.

Charitable giving - the Chairman of the Community Fund advised that at a meeting held in June, the committee awarded just over £12,000 of funds to local community organisations. Thanks were recorded to EMA for the contribution of an annual £50,000 to the Community Fund.

c. **Planning applications**

A453 - sliver of land: EMA confirmed that construction of a petrol station remains under consideration.

East Apron extension: EMA confirmed this would enable more parking for aircraft. A member said that the noise and pollution levels had increased because of aircraft taxiing and queuing. EMA confirmed there were restrictions on the number of aircraft waiting to turn onto the runway and EMA would remind Air Traffic Control of the restrictions.

ACTION: EMA

d. **Environmental summary**

Carbon management: A member suggested a presentation to ICC on carbon management and the production of fuel. EMA advised that the provision of wind turbines to reduce carbon was still progressing with a turbine model to be selected. Due diligence would be complete in July.

A member said that the siting of willow trees to provide biomass wood fuel has taken land out of food production to provide fuel. EMA said some of the land to be planted was previously not put to any productive use. The Airport accepted that a balance between energy crops and food crops was necessary but considered that the EMA project was a very sustainable one. EMA would organise a presentation on carbon management and the production of bio fuels to a future ICC.

ACTION: EMA

The member representing Kings Newton Residents' Association expressed concern that aircraft had now reverted to approaching EMA above Main Street, Kings Newton. EMA said that wind direction was a factor and a preferential route policy had been implemented which had reduced flights over Kings Newton by around one third.

EMA would invite a representative of Air Traffic Control to make a presentation to the ICC on how decisions were made and where aircraft were directed.

ACTION: EMA

10/15 **DATE OF NEXT MEETING:**
12 November 2010 at 10.00am

Apologies are recorded from Mrs Ann Lamin

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