

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE
Monitoring, Environment, Noise and Track (MENT) Sub Committee

APPROVED Minutes of the Meeting
held at East Midlands Airport on Friday 1 October 2010

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

CPRE Leicestershire
Derbyshire & Nottinghamshire Chamber of Commerce
Leicestershire County Council
Kings Newton Residents' Association
Melbourne Civic Society
North West Leicestershire District Council
Rushcliffe Borough Council
DHL Aviation (UK) Ltd

Mr G Stocks
Mrs E Whitehead
Cllr L Pendleton
Mr S Leech
Dr P Grimley
Cllr D Stevenson
Cllr Mrs M Males
Mr P Hewett

East Midlands Airport:

Director of Sustainability
EMA
EMA
Minute Secretary

Mr N Robinson
Ms C Foster
Mr A Freeman
Mrs A Lamin

10/17M APOLOGIES:

Apologies were received from Mr J Froggatt and Mr A Morris-Richardson

Lesley Pendleton confirmed a continuing personal interest in the SIGS.

Cllr D Stevenson confirmed a continuing interest in the runway extension plans which have now been agreed, subject to S106 arrangements.

The Chairman confirmed the appointment of Penny Coates as Chief Operating Officer, based at EMA, for MAG. Brad Miller has been appointed Managing Director of EMA from 4 October 2010. Mr Miller's previous role was Projects and Procurement Director for MAG.

10/18M MINUTES OF THE MEETING HELD ON 21 MAY 2010:

a) **The minutes of the meeting held on 21 May 2010** were accepted as a true record, subject to a change proposed by a member and accepted by the meeting:

Minute 10/12M (para 11):

A member repeated that the 90dBASEL is extremely loud and many more people are affected than are counted in this metric.

b) **Action points:**

Minute 10/11M i) and ii)

In response to a member's query, EMA confirmed that the Draft Noise Action Plan remains with the government and a response is awaited, and that the S106 is still outstanding in respect of the runway extension. EMA will advise MENT members when these issues are resolved.

ACTION: EMA

There were no other outstanding issues either not dealt with or covered in the meeting agenda.

10/19M CHAIRMAN'S COMMENTS:

One item referred to the sub committee by the Melbourne Civic Society is included on the agenda.

10/20M NIGHT NOISE TARGETS AND PENALTY SCHEME:

Neil Robinson outlined the details circulated.

Differential landing fees:

Mr P Hewett said that DHL offers a service to customers and is a night time operation. Flights are geared to provide next day delivery to destinations and landing fees are a necessary cost. Members said that, therefore, for major operators this measure is not effective. EMA said that where operators have discretion to fly outside the time periods they will do so and the measures encourage this. In summary, it was agreed that the effectiveness of this policy depends on the discretionary flexibility available to operators.

QC8 and QC16 scheduling ban:

A member said that there are QC4s but no QC8 and QC16 aircraft in the fleet and therefore this is a spurious ban. The member suggested there should be a ban for night-time flying for the noisiest aircraft.

Chapter 4 target:

It was pointed out that this includes some very large modern aircraft which are not quiet. The merits of operating greater numbers of individually quieter aircraft as opposed to smaller numbers of larger aircraft were debated. The meeting had no clear preference. EMA emphasised that this measure was intended to ensure that aircraft operating at night were the quietest types available to meet the operational needs.

Noise preferential departure routes:

A member said that he did not accept that preferential routes were operated. EMA will present a report from Air Traffic Control to the next General meeting on departure routes used.

ACTION: EMA

Continuous Descent Approach:

This is widely accepted as best practice and is a fuel saving measure for most operators. A member said that the effect is noticeable from 25 miles out but has no effect on the local population when aircraft are 3 to 4 miles from landing.

Night Noise Penalty Scheme:

EMA confirmed that limits are set for each class of aircraft.

Sound Insulation Grant Scheme:

The scheme covers those most affected by aircraft noise. EMA have made a substantial commitment by budgeting for up to £250k per annum for the scheme.

10/21M AIRPORT MASTER PLAN 2011 - NIGHT FLYING ISSUES:

The Chairman thanked Dr Paul Grimley, Melbourne Civic Society, for the paper submitted and said the informed analysis is extremely helpful to both the ICC and EMA. Dr Grimley outlined details of the report circulated, as follows ;-.

The Master Plan published in 2006 is due for revision in 2011 and this offers the

opportunity to revise traffic forecasts and environmental policies. The high growth scenario outlined in the Master Plan is now unlikely and the paper questions that scenario and puts forward an alternative low growth scenario, with examples of where policies could be reviewed.

DHL said there is a need to balance capacity, efficiency and customer requirements. The same number of freight flights operated ten years ago, but now aircraft have more capacity and the impact is lessened. Fewer, larger aircraft result in fewer flights but more noise for single events. Other operators have different issues, eg Royal Mail who need to operate individual aircraft to specific locations.

A member said this is a good paper but a balanced debate is needed. He suggested that a response is requested from DHL and EMA to enable an informed debate.

EMA confirmed that the Master Plan programme will include a review and EMA will take the issues raised and that MENT and ICC members will be involved in the Master Plan process. EMA explained that they did not know if Government would bring forward new forecasts to inform the Master Plan process. If they did not, the review of the Master Plan would be informed by available information, including EMA's projections.

The Chairman will raise with the DfT whether there is any intention to revisit the aspirations of the White Paper and will report to the next meeting. Dr Grimley and EMA will provide details of appropriate questions for the DfT to the Chairman.

ACTION: CHAIRMAN / EMA / DR GRIMLEY

EMA and DHL will respond to proposals put forward in this paper and a debate on the issues will be included as part of the development of the next Master Plan.

ACTION: EMA / DHL

In response to a member query, EMA confirmed that the airport has a discretionary power through the Civil Aviation Act 2006, to establish a legally binding 'Noise Control Scheme'. EMA advised the need to take account of what is viable and economic. DHL said that the company, and other operators, are responsible companies and it is in the interests of companies to operate in the best way possible without legal enforcements. A member said this questions the effectiveness and value of changing the law. EMA said effectively the measures are a backstop and EMA has not had any compliance difficulties with any operators at the airport to date.

10/22M MULTILATERATION - UPDATE AND DEMONSTRATION:

Neil Robinson outlined Multilateration. EMA is the first airport in the UK to operate this system.

EMA has primary radar and secondary surveillance radar (SSR), shared with other airports. Aircraft 'squawk' information which is picked up by the SSR and this enables the aircraft to be plotted and monitored.

Multilateration is an array of sensors; usually five or six sensors placed 20 - 30 miles from the airport. These sensors pick up information from the aircraft and triangulate the aircraft's position. The system is more accurate than SSR, more robust, is flexible and cheaper. The sensors also pick up more information than radar eg fuel burn, flap settings, speed etc.

The advantages include updated information every four seconds, more accurate tracking, and the potential to receive more information.

The system has been very successful at EMA and there is potential to extend use to MAG. Safety regulation controls will be complete within approximately six months and air traffic controllers will ultimately be able to use the system.

EMA is hosting the system which can track multiple aircraft and receive GPS through the aircraft transponders. Multilateration will replace SSR, but the primary radar will be retained.

It was agreed this is an excellent development with huge potential. Thanks were expressed to Neil Robinson for the details presented.

EMA will circulate a summary paper on the system to all ICC members for information.

ACTION: EMA

10/23M ENVIRONMENT REPORT - REGULAR STATISTICS & ISO14001 AUDIT REPORT:

A member outlined a recent press article regarding complaints fatigue and the suggestion that repeated complainants could be ignored.

EMA said that all complaints are taken seriously, there is a reduction in the number of complaints and it is felt that people are less unhappy than three years ago. A dialogue is maintained with repeating complainants, outreach sessions are conducted and contact is made with all complainants.

The member said he felt that people do not complain for various reasons and the most aggravating noise is night noise and the disturbance to sleep.

A member said that there are currently 10% fewer night flights and 13% fewer day flights than in 2009 which has resulted in fewer complaints.

EMA said that people should continue to complain where they felt it necessary, EMA is not complacent over the complaints received, all complaints are logged and appropriate action taken.

The statistics and report were noted as circulated.

10/24M DATE OF NEXT MEETING:

Friday 4 February 2011 at 10.00am

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