

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 25 September 2009

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

Derbyshire & Nottinghamshire Chamber of Commerce

Mr A Morris-Richardson

DHL Aviation Ltd

Mr P Hewett

Leicestershire County Council

Cllr L Pendleton

Melbourne Civic Society

Dr P Grimley

North West Leicestershire District Council

Cllr D Stevenson

East Midlands Airport:

Director of Sustainability

Mr N Robinson

Director of Planning and Development

Mr J Froggatt

Minute Secretary

Mrs A Lamin

09/11M APOLOGIES:

Apologies were received from Mr G Stocks, Mr S Charlish and Cllr M Males. Mr Charlish has requested that a long term substitute be appointed in his place and it was confirmed that the situation regarding meeting substitutes and the constitution of the sub groups would be reviewed at the next ICC meeting.

ACTION: EMA

Cllr Stevenson confirmed his continuing declaration of interest with regard to planning matters related to North West Leicestershire District Council.

09/12M MINUTES OF THE MEETING HELD ON 8 MAY 2009

a) **The minutes of the meeting held on 8 May 2009** were accepted as a true record subject to the following amendments proposed by a member and accepted by all present:

Para 09/07M (i) Fourth paragraph :

First line amended to read:

In discussion regarding PPG24, it was agreed that sound levels of below 57dB_{LAEQ} are unlikely to create a problem.

Sixth paragraph amended to read:

EMA confirmed to a member query that the noise contours show East Leake as coming within Category B *in PPG 24* for night flights at 55dB.

Para 09/07M (v) Sentence to be added:

It was requested that populations exposed to noise should be quantified at the start and end of the NAP.

b) **Action points arising from the minutes:**

There were no action points outstanding or not dealt with under the meeting agenda.

09/13M CHAIRMAN'S COMMENTS

The Chairman acknowledged the professional and valuable input to the meeting of Dr P Grimley through papers submitted under agenda items 4, 5 and 6: Noise Action Plans; Freight Aircraft Utilisation and Fleet Replacement.

A member requested and it was agreed that two documents circulated to group members for information be considered under Any Other Business i.e. (i) Minutes of the Annual Meeting of the Liaison Group of UK Airport Consultative Committees (UKACCS) and (ii) Environmental Information sheets.

09/14M NOISE ACTION PLANS

(a) A member confirmed that his organisation would be responding separately through the consultation process but asked how the final report would be presented and reviewed by the ICC.

Members agreed that MENT has had the opportunity to comment and that all groups can comment independently through the consultation process.

There was considerable discussion and in summary it was agreed that ICC and MENT offer the opportunity for members to make comments in addition to the consultation process and it is recognised there is a diversity of views.

(b) A member requested that three specific comments be noted; he considered that

- (i) The objectives of the NAP and the Master Plan should be separate, but in his view the NAP was a recycled Master Plan;
- (ii) The increase in noise was not clear from the NAP. Outcomes were not stated in a clear, quantitative fashion;
- (iii) There should be a note in the NAP to record that the feelings of the meeting were not in the plan, in that the ICC has been consulted but ignored.

Other members did not accept the comments and reiterated that comments have not been ignored but that views differed.

It was agreed that it was not possible to achieve a corporate view and that the consultation process would note all comments.

(c) EMA said that the five year reviews of both the Master Plan and the NAP overlapped and it was not possible to separate them entirely. The test would be whether further noise reductions were necessary.

(d) A member was concerned that it was difficult for the Airport to enforce any reductions as the noise is 'averaged' rather than showing the high incidence noise of individual aircraft.

EMA said that specified rules of measurement were followed, but in the Master Plan, single events were considered in addition to the NAP.

It was agreed that individual events were important as well as the 'average noise' and groups could lobby MPs and MEPs on this issue.

(e) A member reiterated his disappointment with the NAP, calling it a 'No Noise Action Plan' which proposed no amendments to noise controls over the next five years. He considered that the NAP denied and ignored the noise problem, going against the aim of continual improvement and in fact was complacent.

(f) EMA confirmed a review of the Master Plan in 2011 with the NAP giving the opportunity to review the situation now. The NAP consultation process would inform any changes necessary.

(g) It was agreed that the views of one member and the airport's response be recorded ((e) and (f) as above) but that it also be recorded that this was not the view of the MENT group and the members had differing views.

09/15M FREIGHT AIRCRAFT UTILISATION - A REPORT BY THE MELBOURNE CIVIC SOCIETY

Dr Grimley outlined the paper presented to the meeting. In summary, in his view there were more movements now for less freight, much of which is at night time. Addressing this could be the single biggest contributor to noise reduction. It was noted that the report highlights Freight and not Mail movements.

Mr P Hewett responded on behalf of DHL Aviation Ltd. Figures were outlined which demonstrated that the volume of freight was actually increasing. Over the last four months five direct European routes had been cut and flights now go into Leipzig as a hub for onward flights giving a net reduction of 3 flights. This increases efficiency and capacity as full planes then leave Leipzig for onward destinations. DHL are a service provider with a service commitment to customers and a balance was taken to ensure customer needs were met. He also explained how containers were loaded onto aircraft for different destinations. It was confirmed that in the current economic climate all companies are looking for economies. DHL constantly reviewed efficiency, the need to balance loads and volumes to be delivered, and customer requirements.

The Chairman and members thanked Mr Hewett for the comprehensive information provided.

A member thanked DHL for the response and Dr Grimley for the questions posed, saying that when the economy improved there were benefits to be gained from such reviews.

Members commented that aircraft movement had reduced.

It was confirmed that airport operators had different methods of operation and no assumptions could be made for other operators.

09/16M FLEET REPLACEMENT TARGET & ISSUES

Dr Grimley outlined the paper presented to the meeting. DHL responded with details of a press release due to be issued outlining details of six brand new 767s and a brand new 777 replacing MD11s, starting from this week. The 767s have blended winglets supporting the company's 'Go Green' strategy and saving fuel and emissions. The 767 aircraft was the most efficient and environmentally friendly aircraft in its class using 53% less fuel and emitting 53% less Co² than an MD11..

The conflict was outlined, however between concerns over the number of aircraft movements and the individual noise of each aircraft which could be greater if larger aircraft were used and a member said that the increase in more individual noise was not stated in either the Master Plan or the NAP.

One member commented that whilst the climate change impact of Co² reduction was commendable, local residents were more concerned about the noise of the aircraft.

Members said that all changes and improvements were to be commended and recommended that the local press release should include the effect of the new aircraft in reducing the overall noise levels.

A member said that recent local experience had been that winglets increased the vortex but EMA said that winglets should in fact reduce the vortex compared to aircraft of the same type without winglets. It was felt that the events recently experienced could be very localised and due to specific air conditions at the time.

In response to the specific recommendations outlined in the paper presented by the Melbourne Civic Society, EMA stated:

1, 3 and 4 EMA had noted the recommendations and would examine and implement appropriate reports to ICC

ACTION: EMA

2 EMA could not accept the additional constraint of the recommendation to adopt a policy that replacement aircraft should be quieter than the aircraft they replaced in each individual case although it was expected that most would be.

The Chairman and members thanked Dr Grimley and Mr Hewett for the details provided.

09/17M ENVIRONMENT REPORT

a) Regular statistics

The details and reductions in all areas were noted. EMA anticipate further reductions in passenger travel over the winter. Members noted that the introduction of Air Passenger Duty in the UK could encourage use of more European hubs particularly for long haul flights. A member suggested lobbying was required on the environmental impact and said the UK needs to be competitive and not drive business to Europe.

b) ISO14001

The graph outlining Engine testing at night was considered. There was no discernible increase in the total amount of this activity.

The complaints figures were reviewed. EMA confirmed that population figures will be included in future complaints reports.

ACTION: EMA

09/18M ANY OTHER BUSINESS

(i) Annual meeting - Liaison Group of UK Airport Consultative Committees held on 28 May 2009:

In response to a query from a MENT member, the Chairman confirmed his membership of the working group on Consultative Committees - Structure and Membership (Para 28). Details would be presented to the ICC as appropriate although the timescale was as yet not known.

(ii) Environmental Information Sheets

Members agreed that the information provided was useful and informative. The information was available on the EMA website and was circulated at community and outreach events and had been circulated to ICC members for information.

A member wished to raise several queries and comments and it was agreed that the member would confer direct with EMA on these issues. EMA would update the next meeting on any matters arising.

ACTION: EMA

The Chairman thanked all present for their contributions and participation in an excellent meeting.

09/19M **DATE OF NEXT MEETING**

Friday 5 February 2010

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