

**EAST MIDLANDS AIRPORT**

**INDEPENDENT CONSULTATIVE COMMITTEE**

**Monitoring, Environment, Noise and Track (MENT) Sub-committee**  
**Approved Minutes of the Extraordinary Meeting**  
**held at East Midlands Airport**

**15 July 2008**

**Present:**

Independent Facilitator & Chair  
ICC Deputy Chair

Mr B Whyman MBE, Ch, JP  
Ms C Barker

**Organisation:**

CPRE Leicestershire  
Melbourne Civic Society  
DEMAND  
UPS  
Rushcliffe Borough Council  
DHL Aviation Ltd

Mr G Stocks  
Dr P Grimley  
Mr S Charlish  
Mr L Macefield  
Cllr M Males  
Mr P Hewett

**East Midlands Airport:**

General Manager – Environment and Safeguarding  
Director of Planning and Development  
Minute Secretary

Mr N Robinson  
Mr J Froggatt  
Mrs A Lamin

**08/17M      APOLOGIES:**

Apologies were received from Cllr L Pendleton. Ms G Sanderson and Cllr D Stevenson did not attend.

**08/18M      EXTRAORDINARY MEETING AGENDA**

The Chairman outlined the decision of the ICC on 20 June 2008 to call this Extraordinary Meeting of the MENT sub-committee to consider one item, namely the response of the Consultative Committee to the letter from the Department of Transport (DfT) in respect of the Civil Aviation Act 2006 – Implementation of New Powers, to be submitted by the deadline of 31 July 2008.

The Consultative Committee at its meeting on 20 June 2008, delegated executive powers to the MENT sub-committee to seek to arrive at a response to the DfT by consensus. It was requested that the response be a factual account of what is being done not whether the measures being taken are adequate.

Three documents were accepted for review at this meeting:

- a. A copy of the letter from the DfT dated 8 April 2008
- b. A copy of a report prepared by Melbourne Civic Society
- c. A copy of a matrix tabled by EMA at the ICC meeting on 20 June

It was agreed by all present that the references detailed on the EMA matrix – “Civil Aviation

Act 2006: Summary Matrix – Aerodrome charges: noise and emissions/Noise Control Schemes” be accepted and reviewed as set out and that the references were comparable to the summary detailed in the paper prepared by the Melbourne Civic Society.

It was agreed that the meeting should strive to reach a consensus but in the event that opinions required voting upon, that the six sub-committee members present should have the right of vote and that the Chairman, Vice Chairman, Minute Secretary and EMA members would not take part in voting.

**08/19M**

## **CIVIL AVIATION ACT 2006: IMPLEMENTATION OF NEW POWERS**

The nine individual references and EMA policy measures as set out in the Summary Matrix were reviewed and discussed in detail. The recommendations for changes to EMA policy measure statements are set out in the Revised Summary Matrix attached as Appendix 1 to these minutes. Key points are as follows:

### **Aerodrome charges: noise and emissions**

#### **Section 1 38(1), 38(1)a and 38(2)a**

There was considerable discussion as to whether the view of specific members that statements be included on the differentials in noise related charges, and the non existence of charges for both passenger and daytime cargo flights be included.

A majority view was reached and it was agreed that the response be amended to:

- Differential noise related charges are imposed on cargo flights at night.

#### **Section 1 38(1), 38(1)b and 38(2)b**

Response agreed:

- Powers not implemented

#### **Section 1 38(1), 38(1)c and 38(2)c**

Response agreed:

- Night noise surcharge applied to noisiest aircraft (QC8/QC16)
- Differential charging imposed, charges are varied both by time of day and also by noise classification.

#### **Section 1 38(1), 38(1)d and 38(2)d**

Response agreed:

- Night noise penalty scheme
- Night noise surcharge applied to noisiest aircraft (QC8/QC16)

### **Noise Control Schemes**

#### **Section 4 38A(1) 38(2)a**

Amended response agreed:

- Noise preferential departure routes
- Continuous descent approach
- Noise penalty scheme for departing aircraft
- Noise abatement procedures as published in the UK Aeronautical Information Package, eg training aircraft

#### **Section 4 38A(1) 38(2)b**

A member said that specified aircraft and flights at night were not prohibited therefore the

proposed response was incorrect. It was agreed that there were prohibitions on scheduling with allowances for exceptional circumstances.

The amended response was subsequently agreed:

- Ban on the scheduling of the noisiest aircraft (QC8/QC16) at night (23.00 to 07.00 hours).
- Training restrictions (prohibition on Saturdays, Sundays and Public Holidays)

**Section 4 38A(1) 38(2)c**

Response agreed:

- Powers not implemented

**Section 4 38A(1) 38(2)d**

A member said that there was no template for arrivals and that a night noise cumulative limit was not imposed and therefore the powers of the Act were not implemented. Other members considered there was a limit but the level of effectiveness formed a separate debate. EMA confirmed the limit exists and is shown by the contour and this is the mechanism to measure effectiveness. A member said that EMA were not imposing restrictions for limiting the cumulative amount of noise.

There was discussion and disagreement on these issues. The sub-committee members' opinions were split equally and the following responses were finally agreed:

- Half the group felt that the existence of the night noise contour limit meant that the airport had implemented these powers.
- Half the group questioned the effectiveness of the night noise contour limit.

**Section 4 38C(2) 38C(6)**

Agreed response:

- Night noise penalty scheme
- Community fund

**08/20M**

**SUMMARY AND AGREED ACTIONS**

The Chairman thanked everyone for their input and confirmed that consensus had been reached on all but one response (Section 4 38A(1) 38(2)d) where two responses would be detailed in the submission to the DfT.

It was agreed that the response to the DfT, agreed at this meeting, would be circulated to all attending MENT sub-committee members for approval and with the minutes to non-attending MENT sub-committee members and all ICC members for information. The agreed response will be submitted to the DfT by the agreed deadline.

**ACTION: MENT SUB-COMMITTEE MEMBERS/EMA**

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