

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

APPROVED Minutes of the Monitoring, Environment, Noise and Track (MENT)

Sub Committee

held at East Midlands Airport

on Thursday 2 October 2008

Present:

Independent Facilitator & Chair
ICC Deputy Chair

Mr B Whyman MBE, Ch, JP
Ms C Barker

Organisation:

Melbourne Civic Society
DEMAND
UPS
Rushcliffe Borough Council
DHL Aviation Ltd
North West Leicestershire District Council
Leicestershire County Council

Dr P Grimley
Mrs P Beddoe for Mr S Charlish
Mr L Macefield
Cllr M Males
Mr D Pedri
Cllr D Stevenson
Cllr L Pendleton

East Midlands Airport:

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

Mr N Robinson
Mr J Froggatt
Mrs A Lamin

08/21M APOLOGIES:

Apologies were received from Mr G Stocks and Mr A Morris-Richardson.

The Chairman paid tribute to Mr David Coulson who died recently, and all present acknowledged and confirmed his contribution and commitment to the ICC.

**08/22M MINUTES OF THE MEETING HELD ON 6 JUNE 2008 AND THE
EXTRAORDINARY MEETING HELD ON 15 JULY 2008**

- (a) **The minutes of the meeting held on 6 June 2008** were accepted as an accurate record.

Matters arising:

Minute 08/08M b)

EMA will arrange presentations to the MENT Sub Committee on (i) Carbon Emissions and (ii) Multilateration in the near future.

ACTION: EMA

Minute 08/12M d)

EMA confirmed the increase in Royal Mail flights is due to Royal Mail introducing flights to two new destinations five nights each week.

Minute 08/12M

Following the complaint concerning an Easyjet night flight, this was investigated and three independent sources confirmed there were no Easyjet flights at the time of the complaint. This matter is now closed.

- (b) **The minutes of the Extraordinary meeting held on 15 July 2008** were accepted as an accurate record. There were no matters arising.

08/23M

CHAIRMAN'S COMMENTS:

The Chairman circulated copies of an email received from Mr G Stocks, CPRE Leicestershire, for consideration under agenda item 5. (Minute 08/25M (v) refers).

The Chairman outlined a letter received from North West Leicestershire District Council concerning airport designation. Copies of the letter will be sent out with the minutes of this meeting and will be tabled at the next ICC meeting.

ACTION: EMA

A member said that if designation is implemented this may increase rather than decrease the number of flights.

08/24M

DIRECTIVE 2002/30/EC: NOISE RELATED OPERATING RESTRICTIONS:

Mr Robinson tabled a summary graph visually outlining the Aircraft Noise classification system Chapters 2, 3 and 4. The detailed papers circulated from EMA and The Melbourne Civic Society were considered. The EU proposal is to give airports powers to phase out more Chapter 3 aircraft.

Mr Robinson explained that over time, aircraft have progressed from Chapter 2 to Chapter 3 and 4 and that therefore they have become progressively much quieter. The EMA Master Plan had made a commitment to ensure that from 2012, all aircraft operating at night at EMA would comply with the requirements of the most stringent standard, Chapter 4.

Dr Grimley said that EMA's voluntary phase out exceeds the recommendations. There is advantage in EMA's approach as the phased timescale in the directive is less onerous allowing over five years to phase out noisier aircraft.

It was proposed and agreed that ICC support the proposed revision of Directive 2002/30/EC to Chapter 3 – 8dB and a response will be sent to the Department of Transport to this effect. A copy of the letter will be circulated to ICC members.

ACTION: EMA

Dr Grimley recommended that EMA should provide to the MENT Sub-Committee, quarterly or annually, data on the number and proportion of Chapter 3 and 4 aircraft movements at night to enable ICC to monitor progress towards the target that all night movements at EMA will be Chapter 4 by 2012. This was agreed. However, EMA pointed out that this is additional data to be compiled and added to the Environment Report. It was agreed that EMA will review the information prepared and circulate generally and recommend any changes to the Sub-Committee.

ACTION: EMA

08/25M

CONSULTATION ON THE GUIDANCE FOR AIRPORT OPERATORS TO PRODUCE ACTION PLANS UNDER THE TERMS OF THE ENVIRONMENTAL NOISE REGULATIONS 2006:

The following papers circulated were reviewed in detail:

- i) EMA summary

- ii) Letter from DEFRA dated 4 September 08 seeking views
- iii) DEFRA Consultation document dated September 08
www.defra.gov.uk
- iv) List of consultees
- v) Email from Graham Stocks, CPRE Leicestershire, dated 29 September 08.

The Chairman confirmed the background to the consultation following attendance at a recent conference organised by DEFRA outlining the proposals.

Noise maps are required to be produced for major roads, railways and centres of population (referred to as agglomerations) as well as airports. The Airport completed its noise maps in 2007. The second stage is for airports and the other noise sources to produce Action Plans to deal with the noise impacts. The closing date for responses to the consultation is 28th November 2008. Responses are to be sent to the DfT who will be working closely with DEFRA.

It was confirmed that EMA noise maps do not impact on any agglomerations. The high noise level of 69dB is indicated by the Consultation document as the “buy-out” level.

Discussion focussed on the four main questions detailed in the Consultation document (P3):

1. Do you agree with the approach being adopted in this document? Especially, bearing in mind the requirement of the END (Environmental Noise Directive) that we should address priorities based on the results of the noise mapping.
2. Do you agree with the issues outlined in the guidance that Airport Operators should take into account when preparing their Action Plans?
3. Do you agree with the process set out in the guidance for the development and adoption of the action plans?
4. Is there any additional guidance that should be included in this document that would assist in the process?

It was agreed by all present that the meeting concentrate on reviewing the four questions detailed above.

Agreed summary responses to the consultation:

1. MENT/ICC members generally agree with the approach.
2. The ICC feels that issues outlined in the guidance could be clarified if in P17, para 3.13 – “the costs of implementing the measures, both direct and indirect” should include the wider costs, ie operators’ costs and not just the costs of the airport.

Clarification is also sought as to the meaning of including noise reduction “if necessary”. P8 Para 2.05 [and Box 1 on Page 10]

3. MENT/ICC members agree with the process set out.
4. MENT/ICC members had no suggestions for additional guidance.

Additional comments made during the discussion included:

- The Airport’s continuous programme of consultation informs the Action Plan.

- When taking account of the principles that already exist in current legislation and guidance, one member felt that account should be taken of the World Health Organisation Guidelines. Another member felt more emphasis should be given to the 'balanced approach'.
- A member felt that responses would be diluted by those not interested in noise issues and that public consultation should be changed from "general" public to "those affected". However, other members felt that the general public includes both employers and employees and all are affected so should be included.
- A member pointed out the requirement "to be mindful of sensitive areas" eg hospitals, schools and protected areas. It was agreed that with the need to avoid flying over a large concentration of people and to avoid changing flight patterns or Noise Preferred Routes there was a difficult balance to be struck.

ICC members who wish to review the documentation in detail are recommended to review the summary "Boxes" detailed within the consultation document, ie P10, 11 and 18.

A response will be sent to the DfT by the deadline of 28th November 2008 and a copy letter will be circulated to ICC members.

ACTION: EMA

The Chairman thanked everyone for their contributions to difficult and complex discussions.

08/26M

ENVIRONMENT REPORT:

Neil Robinson outlined the report and the information was taken as read. Noise abatement procedures and waste management improvements are working well. EMA anticipates achieving its target of 40% recycling which is the highest rate of any UK airport.

It was confirmed that the Antonov 26 aircraft are used for short flights. The Antonov 124's are much larger aircraft and are used infrequently for long haul flights.

Information is not yet available on SIGS installations for Q2, as information is provided for financial years (April – March).

A member queried a response received from EMA to a letter querying information on noise and air quality. EMA confirmed that information is updated monthly and loaded on to the EMA website. The member said that only information more than 2 months' old is publicly available. EMA will check and ensure that the information is updated monthly and respond to the member accordingly.

ACTION: EMA

The member said that noise monitors were listed as "out of action". EMA said that equipment was checked and serviced regularly but that it did go wrong from time to time. EMA will check the position on the noise monitors and respond to the member accordingly.

ACTION: EMA

A member asked why night-time freight aircraft movements had decreased. UPS and DHL said this was due to aircraft being upgraded ie one large aircraft replacing two smaller ones. The use of aircraft is also constantly being maximised. The current economic situation means that it is likely that this trend will continue for

at least 2 to 3 years. However, long term an increase in the level of freight is anticipated but freight will continue to be flown in the most economic way.

A member queried the increase in night-time passenger aircraft movements. An explanatory paper is tabled for discussion at the TEP meeting on 10 October – Flight Patterns as part of Business Development. Copies have been sent to all ICC members.

There was considerable discussion on this issue. EMA confirmed that arrivals between 23.00hrs and midnight with aircraft taking off between 06.00 and 07.00hrs to achieve aircraft rotations of 3 or 4 per day, contributed to the number of night flights recorded. A member commented that the number of based passenger aircraft had not increased as dramatically as the number of passenger flights at night, so there must be another explanation. EMA confirmed that this was correct but that a small change in departure time, for example from five minutes past seven in the morning to five minutes before seven would count as an extra night flight and it was considered that this accounted for much of the difference. The member said he was concerned about the generality of increase in night flights. EMA confirmed they do not encourage departures after 23.00hrs.

08/27M

DATE OF NEXT MEETING:

Friday 6 February 2009
10.00am at Airport Administration HQ

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