

**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 4 February 2011**

**Present:**

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

**Organisation:**

CPRE Leicestershire

Mr G Stocks

Derbyshire & Nottinghamshire Chamber of Commerce

Mr A Morris-Richardson

Leicestershire County Council

Cllr L Pendleton

Kings Newton Residents' Association

Mr S Leech

North West Leicestershire District Council

Cllr D Stevenson

UPS

Mr R Pryce

**East Midlands Airport:**

Director of Sustainability

Mr N Robinson

Director of Planning and Development

Mr J Froggatt

EMA

Ms C Foster

EMA

Mr J Hockley

Minute Secretary

Mrs A Lamin

**11/01M APOLOGIES:**

Apologies were received from Dr P Grimley, Mrs P Beddoes as his substitute, Councillor Mrs M Males and Mr P Hewett.

Cllr L Pendleton confirmed a continuing personal interest in the SIGS.

Cllr D Stevenson confirmed a continuing interest as a member of the District Council Planning Committee.

**11/02M MINUTES OF THE MEETING HELD ON 1 OCTOBER 2010:**

a) **The minutes of the meeting held on 1 October 2010** were accepted as a true record.

**b) Action points:**

Minute 10/18M b)

EMA confirmed that a response remains outstanding from the government on the Draft Noise Action Plan, and that the S106 agreement remains outstanding in respect of the runway extension. EMA will advise MENT members when these issues are resolved.

**ACTION: EMA**

Minute 10/20M

A report on aircraft operations was presented to the ICC meeting held in November 2010.

Minute 10/21M

Dr Grimley and EMA provided details to the chairman of appropriate questions to the DfT and a report was presented to the ICC meeting held in November 2010. Thanks

were recorded to Dr Grimley for the information provided.

EMA confirmed that a response will be given to the paper submitted by the Melbourne Civic Society on Night Flying Issues and a debate on the issues will be included as part of the development of the next Master Plan.

Minute 10/22M

A summary paper on Multilateralism has been circulated to ICC members.

**11/03M CHAIRMAN'S COMMENTS:**

- a) A paper on Night Flying Charges submitted by the Melbourne Civic Society was included at agenda item 4
- b) Dr Paul Grimley of the Melbourne Civic Society requested a presentation by the suppliers of the Webtrak System on recent updates and how these will be implemented. EMA confirmed that the updates will be introduced in the near future and details of the differences will be presented to the next MENT meeting.  
**ACTION: EMA**
- c) Details and issues have been advised by the UKACC in advance of the annual meeting as follows:
  - The Government paper - Scoping for Aviation - will be published in March
  - The DfT is under-resourced and it is unlikely the ACC Guidelines will be issued in the near future
  - Domestic slots at Heathrow - services into Heathrow are being lost because regional airports are now connecting to European hubs for long haul because of the high cost at Heathrow
  - Future secretariat support for the UKACC must be reviewed because of budget constraints in West Sussex CC
  - Consultation is expected in mid March on taxation issues and APD
  - The timing of Government publications cannot be guaranteed because of reduced resources and continuing pressure at the DfT.

**11/04M NIGHT FLYING CHARGES:**

On behalf of the Melbourne Civic Society, two members present outlined details of the paper submitted.

- (1) There was considerable discussion on the incident at 03.40 hours on 4 November 2010 when a B747F recorded 85dB(A). A member asked why the aircraft had to fly at night and EMA said it was understood that the aircraft had an earlier scheduled departure time but it had been delayed because of loading problems. EMA will ask DHL (Peter Hewett) to provide details to the next meeting.  
**ACTION: EMA / DHL**
- (2) One complaint had been received relating to this incident and EMA will check the details with DHL and respond specifically to the complainant.  
**ACTION: EMA**
- (3) EMA responded to comments made at the ICC and advised that this aircraft would have been cleared to fly at other airports and it is not the case that a punitive charge would have been levied at Manchester and not by EMA. It was confirmed that it was more expensive for the aircraft to fly from EMA than it would have been from Manchester.

EMA have set challenging targets and there is a range of schemes and policies to control aircraft. Due to the different policies in place, it is difficult to compare different airports. EMA are confident that the targets set and schemes in place are intellectually robust.

A member said that the bottom line is that EMA encourage noisy flights, 83dB is still too noisy and complaints are not received because most residents affected have 'complaints fatigue'.

- (4) Another member said that members have been told that the Antonov aircraft only fly by exception, but they are continually flying at 1.00am or 2.00am and it is becoming the norm. The member queried a flight at 02.40am last Sunday and said EMA must take responsibility for disturbance to local people. EMA responded that QC8 & QC16 aircraft only fly at night when delayed and specific approval is given in which case a surcharge will be passed to the Community Fund and these flights typically occur 3 or 4 times each year only one of which was thought to have been an Antonov in the last year. EMA will investigate this particular incident and respond to the member outside the meeting. EMA said that the noise restrictions appear to be effective.

**ACTION: EMA**

- (5) A member said again, supported by other members, that people do not complain, but continually suffer noise disturbance. The noise and resonance disturbance at night is frightening. The member said that even if planes are within the noise limits but are causing maximum disturbance EMA must accept there is a problem.

EMA said that objective noise can be measured but the level of impact registered by individuals will vary and cannot be measured. EMA is a business that needs to operate and must balance the needs of the community. A member responded that complaints were only received on exceptions to the rule and these could be eradicated.

- (6) Members summarised that the impact of single events is the main issue and asked that EMA take action on this. EMA confirmed a long term debate with operators about their aircraft fleets. There is a gradual quietening of the average aircraft as newer aircraft are purchased. Bigger aircraft are older and noisier but fly less frequently. Some agreed that the quieter operations become generally the more single events stand out.
- (7) EMA confirmed a metric in use based on individual noise levels. A member said tracking was no good if no measures are being taken.
- (8) The UPS representative said that hundreds of aircraft operate within the limits but agreed that serious one off issues should be addressed. It is in the business interest to operate efficiently and provide a service from EMA with the option to expand the business in the future. The representative felt that the attention given to individual events is not good.
- (9) EMA said that weather conditions forced changes in aircraft paths and noise therefore becomes more noticeable to those affected when the wind and thus flight path changes.
- (10) A member said that these issues must not be taken out of proportion; the vast majority of North West Leicestershire residents accept the airport as a good thing and appreciate the benefits of the airport. Only one complaint was received and the member did not accept that people did not complain if they felt strongly about

operations. Other members said that local associations had been formed to represent residents because of noise issues and these associations continue to be supported.

**11/05M MASTER PLAN - MONITORING AND IMPLEMENTATION REPORT 2010:**

EMA advised that the report will be placed on the EMA website and copies have been sent to all ICC members for information.

- (1) Comments received from Dr Grimley were noted and these included:
  - Passenger and freight targets are unrealistic
  - Controls needed on night noise
  - Passenger Growth - percentage changes to be included
  - Night ATMs - EMA to add a total line to the chart illustrated

**ACTION: EMA to consider**

  - The Employment report will be reviewed by TEP – EMA confirmed that it will.

**ACTION: EMA**
- (2) A member complimented EMA on a well prepared document and highlighted the following concerns:
  - The impact on regional airports of potential growth arising from no additional runways in the south east
  - Review of the Master Plan needed as the original targets are now reduced because of the economic downturn, although double digit growth is anticipated after 2 years
  - The effect on EMA of High Speed 2 rail line and an East Midlands station
  - EMA is a hub for low cost carriers, however, long haul services must be grown - there could be an opportunity now with a low cost carrier moving into inter-continental flights
  - The Master Plan should reflect opportunities for businesses to move into the Midlands, and highlight the advantages the airport brings to the region
  - Inward investment and export is vital to the region and EMA is a great asset.
- (3) Concern was expressed about possible Government policy changes and general uncertainty and members urged EMA to consider changing the Master Plan review timetable to take account of this. EMA agreed to consider this.

A member said that a possible double-dip recession will affect passenger totals.
- (4) In response to a query, EMA confirmed that the Employee Survey is due at the end of February. Employee numbers are increasing and EMA is experiencing no recruitment difficulties.
- (5) The Chairman asked EMA to confirm any consequences if the Master Plan review is deferred for, say, one year. EMA acknowledged the benefit of adjustment of the Master Plan review timetable to align with receipt of Government guidelines and the Scoping report which is due in March 2011. Production of the Master Plan is not a statutory requirement, but EMA had committed to a review after five years eg 2011.

EMA will seek Government guidance on the issues, and will initially delay the start of work on the Master Plan Review for at least one month.

**ACTION: EMA**
- (6) Members suggested that local MPs be contacted to lobby for urgent Government action on outstanding guidelines. After discussion it was agreed by all present that

the Chairman will liaise with Brian Conway, EMA Head of Government & Industry Affairs on appropriate action to be taken.

EMA will report on progress and recommendations to the ICC meeting in March.

**ACTION: EMA**

**11/06M CARBON NEUTRALITY PRESENTATION:**

Neil Robinson presented details of the commitment made in the Master Plan for EMA to be carbon neutral by 2012. The approach taken has been mainly through prevention and efficiency. Two wind turbines will be operational from next month and EMA is the first UK airport to operate commercially sized turbines.

26 hectares of willow farm have been planted and in three years this will provide fuel for a Biomass boiler. Approximately 250 tonnes of fuel will be produced each year.

Details were outlined of a proposed PV (Photovoltaic cells) farm on 10 hectares of land adjacent to the road south of the airport, which it is estimated will provide 36% of the Airport's electricity.

A member expressed concern that agricultural land is being taken out of production. EMA advised that the land will retain some agricultural use but the carbon reduction advantages outweigh the loss of land. This is a multi-million pound investment by EMA with a 25 year lifetime.

EMA advised that consultation is taking place with affected residents. The scheme is subject to commercial sign-off and planning consent. It is anticipated a planning application will be submitted in the next few weeks and the project will be set up within one year.

A member requested that consideration be given that the work be undertaken by an English firm, however, it is understood there are no English manufacturers of either solar panels or wind turbines.

Thanks were expressed to Neil Robinson for the details presented.

**11/07M ENVIRONMENT REPORT AND STATISTICS:**

a) Statistics for the period to December 2010

Details were reviewed. EMA said that it was intended that the format and content of these reports be reviewed at a future meeting.

**ACTION: EMA**

b) Environment report:

Details were reviewed. Noise Abatement Procedures and Noise Penalties were highlighted. EMA are investigating what is being recorded by aircraft in different weather conditions. It was noted that in certain circumstances higher noise monitor readings could be the result of measures to mitigate impacts elsewhere and the potential to waive penalties in these cases will be considered.

EMA will circulate noise contour information with the minutes of this meeting.

**ACTION: EMA**

Dr Grimley has requested that the proportion of aircraft achieving a Continuous Descent Approach reducing to 86% be discussed at the next MENT meeting.

**ACTION: EMA**

Dr Grimley had commented that Ryanair have received fines for 85dBs but larger aircraft are not fined at this level. EMA said it was unrealistic for larger aircraft to be fined at this level and Ryanair are levied fines because a tiered system is in place.

c) Complaints:

Several population figures will be checked and amended where appropriate. 52 complaints received from Wollaton were confirmed to be from one complainant relating to daytime high altitude flights. The complaint has been investigated and a reply sent to the complainant. A member noted that there are 25% more complaints received relating to daytime flights than night-time.

d) Castle Donington Noise Monitor:

Details were reviewed. A member highlighted the difficulties experienced by a TNT plane attempting to land on 8 December. The plane subsequently landed at Stansted. EMA confirmed that the incident has been reported to the CAA for review by the Air Accident Investigation Board. The incident will be investigated and the results will be published.

**11/08M DATE OF NEXT MEETING:**

**Friday 20 May 2011 at 10.00am**

EMA will circulate a schedule of 2011 meetings with the minutes of this meeting.

**ACTION: EMA**

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