

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

APPROVED Minutes of the Meeting
held at DHL Offices, East Midlands Airport

13 March 2009

Present:

Independent Chairman

Mr B Whyman MBE, Ch, JP

Users:

Consumers Association

DHL Aviation Ltd

Emda

Derbyshire & Nottinghamshire Chamber of Commerce

Leicestershire Chamber of Commerce

Unison

Mrs C McDowall MBE, JP

Mr P Hewett

Mr S Harley

Mr A Morris-Richardson

Mr P Collin

Mr R Young

Local Authorities:

Derbyshire County Council

Derby City Council

East Staffordshire Borough Council

Erewash Borough Council

Rushcliffe Borough Council

Councillor G Carlisle

Councillor L Care

Councillor M Barrett

Councillor R Parkinson

Councillor M Males

Local Groups:

Association of Airport Related Parish Councils

CPRE Derbyshire

CPRE Nottinghamshire and Rushcliffe

Melbourne Civic Society

Nottinghamshire Association of Local Councils

PAIN - People Against Intrusive Noise

WINGS

Mr A Corbett

Ms C Barker

Mr F Thomas

Dr P Grimley

Councillor J Barton

Mrs P Beddoe

Mr I Robertson

East Midlands Airport:

Director of Sustainability

Director of Planning and Development

Head of Government and Industry Affairs

Deputy Managing Director

Community Relations Executive

Minute Secretary

Mr N Robinson

Mr J Froggatt

Mr B Conway

Mr B Thompson

Ms Leonie Parkin

Mrs A Lamin

09/01 **APOLOGIES AND DECLARATIONS OF INTEREST**

The Chairman welcomed everyone to the meeting.

Apologies were received from: Cllr P Westley, Cllr L Pendleton, Mr G Stocks, Mr S Charlish, Cllr J Pike, Mr J Gidlow, Mrs B Walker and Dr D Gillingwater.

There were no declarations of interest.

09/02 **MINUTES OF THE MEETING HELD ON 14 NOVEMBER 2008:**

The minutes of the meeting held on 14 November 2008 were accepted as a true record, subject to three corrections.

P1 – Mr R Young, Unison – was present at the meeting.

P6 – line 1 – the “**effects** of the economic downturn were noted”.

P6 – last line – Date of next meeting is 13 March **2009**.

ACTIONS ARISING FROM THE MINUTES

Minute 08/23 – EMA designation

The Chairman explained that he had been delegated responsibility to deal with media enquiries concerning the ICC’s decision on EMA designation. Two local newspapers made contact and it is understood an article appeared in the Burton Evening Mail. An article was also published in a Melbourne publication.

09/03 **CHAIRMAN’S REPORT**

(a) The Chairman advised the resignation of Ms C Barker, as the member representing Derbyshire, from the EMA Community Fund Committee.

Mr A Corbett, Association of Airport Related Parish Councils, volunteered as replacement member, but this was not accepted as a representative for Derbyshire is required.

EMA will write to seek appropriate nominations from all the Derbyshire Local Authorities on the ICC and Ms Barker agreed to continue to represent Derbyshire at the meetings until a replacement is confirmed.

ACTION: EMA

Cllr M Males, as Chairman of the Community Fund Committee recorded thanks and appreciation to Ms C Barker for her input and support of the Community Fund Committee.

(b) The Chairman outlined a request received from UKACCS for information about the ICC’s policy towards public participation and attendance at ICC meetings around the country. The Chairman confirmed his response to the request reiterating the prior decision of the ICC members that it was felt that the collective concerns of the public can be dealt with adequately through representation of the various groups on the ICC, and the concern that the focus of meetings would change through public and media attendance. All present confirmed their agreement to the Chairman’s actions.

(c) The Chairman will attend the Annual Meeting of ICCs in Belfast on the 27 and 28 May 2009 and outlined the meeting agenda. Members requested two additional specific agenda items for consideration:

- (i) A request to seek details from all airports on how people can complain about airport operations – ie through websites, designated people, or answer phone messages.
- (ii) Preservation of slots at Heathrow and other major airports for regional services to protect the interests of the regions, ie if/when carriers change their operations and services the slots should be retained for the original

service. Mr A Morris-Richardson will email details to the Chairman.

ACTION: MR A MORRIS-RICHARDSON/CHAIRMAN

- (d) A member wished to bring to the attention of the ICC concerns that a specific comment by the Employment Network Manager with regard to poor air quality at the recent TEP sub committee was not minuted. The member also disputed the statement that EMA could not provide crèche facilities because of lack of space.

EMA confirmed that they accepted that a comment in regard to air quality had been made, and confirmed there was no appropriate space available for crèche facilities and that good crèche facilities were available outside the airport complex. EMA stressed that the point with regard to air quality should be regarded as the personal view of the Employment Network Manager who was not an expert on the subject. This matter could be further reviewed at the sub committee as appropriate.

ACTION: EMA

09/04 **ELECTION OF VICE CHAIRMAN**

The Chairman outlined the need for the election of a new Vice Chairman to replace Ms C Barker who stands down after two years in office.

Mrs C McDowall nominated Mr A Morris-Richardson who confirmed his willingness to take up the post. The nomination was seconded by several members, and all present agreed to the appointment.

The Chairman recorded thanks to Ms C Barker for her excellent support, advice, help and guidance as Vice Chairman for the past two years – although very sorry to lose Ms Barker, the Chairman was looking forward to working with Mr A Morris-Richardson as the new Vice Chairman.

09/05 **UPDATE ON FORMULA ONE GRAND PRIX PROPOSAL**

The details circulated were reviewed. The main issues included the benefits to the region and to the airport; the impact of executive jets and helicopters and road traffic congestion.

Several matters were discussed including;

- Parking
- Helicopters – safety issues
- Executive jets – safety issues
- Proposal for one supplier to provide corporate helicopter access
- Safety restrictions to maintain the airport's controlled air space
- It was noted that Donington Park is entirely within the airport's controlled air space and aircraft cannot come directly into Donington Park
- Potential for links between the airport and Donington Park
- Identification of demands and needs for each service
- Any reduction of road traffic welcomed
- Importance of access to the airport for airport passengers
- Parkway Station rail links and parking

A member expressed disappointment that the Section 106 Agreement did not include improvement of the roads. It was understood that the Racetrack did not need planning consent to be able to hold the Grand Prix only.

Members agreed that joined up thinking was needed by the various bodies and agencies concerned.

The Committee noted the information provided and EMA would invite a representative of the Racetrack to address the Committee at the June meeting.

ACTION: EMA

09/06 **MELBOURNE CIVIC SOCIETY PAPER – AIRPORT MASTER PLAN MONITOR**

The key points of the paper circulated were outlined by the ICC member representing the Melbourne Civic Society – Dr Paul Grimley.

The 16% fall-off in passenger numbers reflected the national and global situation.

Cargo volumes had not achieved the Master Plan targets.

The employment figures now available for 2008 showed a slight rise but were still below the original projections. Freight, employment and passengers were all in retraction, therefore the member said the Master Plan was unrealistic and should be revised.

The member outlined Chart 5 – Cargo Air Transport Movements and Average Payload. The figures showed 3,000 more aircraft in 2008 carrying the same amount of freight which in the member's view was inefficient and shocking. He said the airport and the freight operators should increase efficiency as the situation made a mockery of the environmentally friendly claims of the airport and the freight operators.

The DHL representative said that the figures produced were general and not specific to DHL. DHL focussed on efficiencies and were now operating the same number of aircraft as ten years ago. The aircraft are modern, larger, more efficient and better for the environment. Freight volumes were matched to the aircraft, but the size of the aircraft could not always match the load. There were many factors involved in loading an aircraft and the business models of the customers had to be worked to – e.g. Royal Mail. Various route options and load consolidations were taken into consideration. The reduction in volumes was currently around 6% and an optimum level of employees was needed no matter. Currently business is being maintained.

EMA confirmed an Organisational Efficiency Review was commenced in 2008 by their parent company, the Manchester Airports Group. The Airport Company is currently in consultation with 60 "at risk" employees and the unions, and 35 new jobs will be provided in the new structure. The "at risk" employees were being encouraged to apply for the new jobs and appropriate training and assistance would be made available.

Redeployment opportunities were being maximised – throughout the Group 370 jobs were "at risk".

It was confirmed that currently the background to the world aviation industry was tough for a variety of reasons and it was hoped that this would be a short term problem.

The Unison representative suggested a correlation with the downturn as the identified posts were within customer services.

A member said that the airport was a main economic driver for the region and asked emda to comment on the issue of the proposed runway extension for larger aircraft now that freight loads were reduced.

EMA confirmed that the figures presented in the paper align generally with airport data. The recession could not be forecast and EMA still intend to review the Master Plan after five years. Growth was not happening at the moment, but there was potential for future growth.

The presenting member said that the forecast confirmed that freight would not grow, the planning application for the runway extension was based on freight increases that were not materialising and the application should be withdrawn.

EMA confirmed that it had no plans to withdraw the runway extension application. This had now been in process for seven years and the recent decision by the District Council to defer consideration yet again was disappointing and an early resolution was sought.

The emda representative said that the airport was not unique in the forecasts originally presented. There was currently no clear sense of how and when recovery would come and it was not appropriate to revisit the Master Plan at this time as neither the immediate or long term economic future could be predicted. This was endorsed by several members. Current predictions could only be best guessed and there was too much uncertainty to warrant re-forecasts. Emda were reviewing redeployment and skills training in the region.

A member said that EMA should not retract the runway extension planning application and should be looking to the future. This was endorsed by other members.

A member reiterated continuing concern over night flights.

A member said that the role of the airport in the local economy should be recognised and in future the Master Plan would need to include revision in the changing economy to take account of environmental issues. The role of airports in the UK would change.

A member proposed thanks to Dr Grimley for the information presented and this was endorsed by ICC members.

09/07 **UPDATE ON ENVIRONMENTAL NOISE DIRECTIVE AND REQUIREMENT FOR NOISE ACTION PLANS**

The detailed information circulated was outlined. EMA were awaiting guidance on Noise Action Plans and when this was received, EMA will consult further with the ICC and sub committees.

With regard to the consultation by DEFRA in respect of proposed amendments to the Environmental Noise Regulations, the Chairman proposed, and it was agreed, that as these technical issues and proposals needed full consideration, the issues be reviewed by the MENT sub committee meeting on 8 May 2009 and the MENT sub committee are delegated to respond on behalf of the ICC by the deadline of 11 May 2009. If necessary, an extension to the deadline would be requested on the basis that EMA had been missed off the Consultation list.

ACTION: EMA/MENT

09/08 **AIRPORT REPORT**
a) Statistics

The details circulated were reviewed. The downturn was visible for all sectors and the industry and was constraining activities. It was considered likely that passenger numbers would decline by 10% in 2009. No routes had been lost and important route networks were being maintained although operations could be at lower frequencies.

EMA were committed to developing long haul but airlines were at the moment tending to increase services from existing bases. The weakness of the pound was affecting the investment of foreign airlines in the UK. East Midlands Tourism were promoting the current value of holidays in the UK both to UK residents and in Europe.

A member said there was still an increase in night flights and asked if night slots were

cheaper and if night flights from Europe would increase further.

EMA reiterated that the pattern of night flights included some increase in departures before 06.00hrs and arrivals at around 23.00hrs but no increase in passenger flights during the "deep night". This was the pattern experienced by other UK airports.

b) Community Relations report

Details were outlined. The Community Outreach Surgeries were proving constructive and helpful. An improved complaints procedure and Environmental Information sheets would be available for local residents who experienced aircraft disturbances, and would shortly be available on the EMA website.

A copy of the Information sheets would be circulated to ICC members with the meeting minutes.

ACTION: EMA

EMA were pleased to win the Environmental Award in the 2009 Derbyshire Business Awards. A member expressed surprise at this award in view of the airport's detrimental performance on freight. The member suggested that the ICC write to the organisers of the Business Awards pointing out the freight situation, asking for the Award to be withdrawn.

EMA explained that the award recognised the great range of initiatives taken by the airport to improve the environment compared with other applicants.

A member challenged this view and explained that the airport was not responsible for freight operations and should be congratulated on receiving the Environmental Award. This was endorsed by ICC members.

A Community Fund report, detailing funds awarded and available, will be presented to the June ICC meeting.

ACTION: EMA

c) Planning applications

Extension to runway – EMA had provided all information requested to NWLDC and a decision was awaited. An appeal for lack of determination had been considered by EMA but not actioned.

Strategic Rail Freight Interchange – a member said there was no justification or reason for this development. EMA confirmed no involvement in this application. EMA understood it was national government policy for strategic freight areas to be provided, to move traffic from roads to rail and it was understood that responsibility for approval could be taken nationally in the future.

A member asked for details on the new terminal building proposals outlined some time ago. EMA confirmed that at this time there were no plans for a new terminal. Customer needs and check-in methods were continually changing and improvements to the existing terminal will be made as appropriate.

Sliver of land, A453 – a member suggested that EMA should consider the potential for rail links to the airport. EMA confirmed that this had been looked into and was not economically viable in the foreseeable future.

d) Environmental report

Noise contours were in preparation by independent consultants and the results, which were expected shortly, would be circulated to ICC members.

ACTION: EMA

Noise complaints – the number of people complaining had increased moderately by 13% and EMA confirmed there appeared to be no pattern for the increase in complaints received.

A member said that people were not clear how to complain to the airport and she was pleased to see that the Environment Information sheets would be made available and would shortly be available on the airport website. EMA would action the suggestion for the sheets to be made available in Derbyshire libraries. EMA confirmed willingness to consider suggestions on how to advise people of how to complain.

ACTION: EMA

A member asked what action EMA were taking with regard to safety following recent incidents involving Rolls Royce engines. EMA confirmed that the relevant airlines were continually focussed on safety issues overseen by the CAA and EMA worked with the airlines on all safety issues where appropriate.

09/09 **UNAPPROVED MINUTES OF THE SUB COMMITTEE MEETINGS:**

- a) MENT on 6 February 2009 – noted as circulated
- b) TEP on 13 February 2009 – noted as circulated

09/10 **UKACCS INFORMATION LISTS**

Information lists covering three months were available at the meeting and were available on request from EMA. The lists are also available through the UKACCS website.

09/11 **RESIGNATION**

The Chairman announced the resignation from the ICC of Mrs Cynthia McDowall. Mrs McDowall, as representative for the Consumers' Association, had been a member of the ICC for 25 years. The Chairman said he was very sorry to lose Mrs McDowall, he referred to her three year period, as Chairman of the committee, and thanked Cynthia for her respected and valued input to the ICC and said she would be very difficult to replace. Mrs McDowall said she hoped that a replacement representative for the Consumers' Association would be in place by the TEP meeting on the 22 May, but if not, Mrs McDowall would attend that meeting.

The ICC members showed their appreciation and thanks to Mrs McDowall.

DATE OF NEXT MEETING: FRIDAY 19 JUNE 2009

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