

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

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

6 June 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
North West Leicestershire District Council
DHL Aviation Ltd
East Staffordshire Borough Council
Easyjet EM Chief Pilot

Mr G Stocks
Dr P Grimley
Mr S Charlish
Mr L Macefield
Cllr M Males
Cllr D Stevenson
Mr P Hewett
Cllr M Barrett (Observer)
Mr Steve Moody

East Midlands Airport:

General Manager – Environment and Safeguarding
Director of Planning and Development
Head of Government and Industry Affairs
Minute Secretary

Mr N Robinson
Mr J Froggatt
Mr B Conway
Mrs A Lamin

08/07M APOLOGIES AND DECLARATIONS OF INTEREST:

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

Cllr Stevenson declared an interest as a member of the NWLDC Planning Committee in relation to agenda item 7 – EMA Runway Extension.

08/08M MINUTES OF THE MEETING HELD ON 1 FEBRUARY 2008:

The paragraph numbers on the minutes have now been amended from 07/28M – 07/33M to 08/01M – 08/06M.

a) The minutes of the meeting held on 1 February 2008 were accepted as an accurate record subject to the amendment of the word “record” to “reduce” on the first line of page 2.

b) Action points arising from the minutes:
Minute 08/01M (07/28M)
The modelling of aircraft noise using the Integrated Noise Model will be presented

to a future meeting. This had been undertaken at the general ICC meeting of 29th February with a presentation from Mr Charles of BAP.

ACTION: EMA

Minute 08/03M (07/30M)

It had been agreed by the ICC that papers should not be presented to both the sub committee meetings and the ICC meetings.

Minute 08/04M (07/31M)

Arrangements will be made for an independent speaker to update a future MENT meeting on Carbon Emissions.

ACTION: EMA

Arrangements will be made for information and a demonstration on Multilateralism to a future MENT meeting.

ACTION: EMA

08/09M

CHAIRMAN'S COMMENTS:

The Chairman advised that he had received a number of emails and correspondence from Dr Paul Grimley on three specific items and invited Dr Grimley to highlight and summarise the relevant information.

The issues relate to the Department for Transport's letter to all ICCs dated 8 April 2008 regarding the Civil Aviation Act 2006 – Implementation of New Powers, presented to this sub committee meeting at Item 8 on the agenda. This letter seeks the views of ICCs regarding the implementation of the powers.

Dr Grimley stated that he had sent a paper from the Melbourne Civic Society to the Chairman with a request that this be included on the June MENT sub committee meeting agenda. Dismay was expressed by the member that the report had not been circulated and, in his view, had been suppressed. The member considered that it is essential that ICC members receive the report so that the information can be taken into account in any response to the DfT. The member said that it is unacceptable if ICC agendas are manipulated and reports suppressed and registered a strong protest at what he considered to be underhand procedure.

The Chairman confirmed receipt of the e-mail and confirmed also that he had raised Dr Grimley's request at the MENT Sub Committee agenda meeting and that the subject was included on the agenda.

The Chairman apologised to Dr Grimley and categorically assured him that no suppression of views had taken place, there had not been any manipulation of agendas and there was no underhanded procedures.

The Chairman requested that the meeting should proceed in a positive way and that the item should be addressed and satisfactorily resolved. He explored the possibility of organising a special meeting of the full ICC to discuss this issue.

It was agreed however that the Sub Committee should endeavour to examine the possibility of agreeing a draft response to the DfT which could be submitted to the full ICC for discussion. Agenda item 8 was promoted up the agenda for this discussion to be given immediate precedent.

It was also agreed that members had already received information on the legislative changes together with the Airports views at a previous meeting and that

the views of the MENT sub committee had been reported fully in the minutes of the MENT sub committee meeting held on 1 February 2008 (Minute 05/08M [07/32M])

The Melbourne Civic Society paper on the subject was then tabled.

A comment was made that the Society's paper appeared to have come from the Sub Committee and for purpose of clarity it should carry the logo of the Melbourne Civic Society to properly identify its source.

The Sub Committee considered and reviewed three papers :

- (i) Letter from DfT dated 8 April 2008
- (ii) EMA paper discussed at the February MENT meeting – agenda item 6 – CAA 2006
- (iii) Paper tabled by the Melbourne Civic Society – CAA 2006

Considerable discussion took place on the issues raised in the Melbourne Civic Society paper.

The Committee began examining the responses to the DfT which were suggested by the Society. It became evident that a consensus of opinion could not be obtained. Implacable differences emerged amongst members present. A draft response could not be agreed.

The Committee accepted that the matter must be referred to the full ICC meeting for determination and agreed that :-

- i) the three papers which had been discussed should be submitted to the ICC.
- ii) a response from the ICC should be explored.
- ii) in case consensus cannot be achieved at the meeting, the Airport should, in advance, explore with the DfT an extension of the 30 June response date.
ACTION: EMA
- iv) the Airport should also discuss with the DfT the flexibility of the response and whether it might be acceptable for them to receive a response from individual groups.
ACTION: EMA

08/10M ENVIRONMENTAL CONTROLS: A PILOT'S PERSPECTIVE:

Steve Moody, Easyjet Base Captain outlined details of Easyjet's perspective on the environment and aviation; noise, investment, operational procedures and fuel usage. Key points included:

- Huge strides in noise reduction have been made over the last 30 years
- Easyjet have detailed procedures for departing and arriving aircraft
- There is great awareness of noise, fuel consumption, efficiency and pollution
- The Government-funded initiative for silent and low noise aircraft was outlined which should result in designs for aircraft creating little noise by 2030

- Easyjet, UPS and DHL are all involved in initiatives to contain noise within airfield boundaries, as reviewed in the Air Transport Report – March 2007
- Flight procedures were circulated outlining details of flight approaches with engines at idle, together with Continuous Descent Approach procedures which eliminate engine thrust. These are approved regulatory procedures and are effective in reducing fuel consumption which in turn reduces noise and pollution. CDA commences south of Leicestershire at 9,000 feet and an aeronautical chart was available for illustration to the meeting if required.

A member said that he attended a meeting in East Leicestershire the previous day and was overflown by aircraft and felt the noise is due to the deceleration of landing aircraft. The member felt the issues should be investigated and disputed the statement that all aircraft operated CDA. Steve Moody advised that deceleration does not produce the noise described - it could potentially be from the flaps opening on certain aircraft or an accumulation of noise as the plane flies overhead. The pilots aim to have thrust levers at idle from Watford and flaps are opened at 10 – 12 miles from landing. Steve Moody confirmed that any noise is definitely not from planes in a hurry to land, as had been suggested.

The member disputed these statements and Steve Moody said he was happy to meet with sub committee representatives at the relevant location(s) and would listen to the aircraft noise and endeavour to determine and explain what this is.

- Aircraft speeds are restricted below certain heights and Easyjet will not exceed these speeds as this affects fuel usage
- A noise measure can give different readings on different days because of atmospheric conditions. The use of speed brakes is regarded as a failure in flight procedures.
- Flight data is sent by radio link to Easyjet's hq at Luton and 1,000 flights a day are analysed. 1,500 parameters are set for each flight and exceeding any of these parameters throws up a red flag – all of which are investigated. This system was introduced 30 months ago and no red flags have so far been recorded.
- Pilots operate under strict rules and procedures. These include international rules and all rules are strictly applied and adhered to.

The Chairman thanked Steve Moody for the details provided and for the opportunity for sub committee members to meet him to review noise levels at relevant locations.

08/11M ATTITUDES TO NOISE FROM AVIATION SOURCES IN ENGLAND

The paper deferred from the previous meeting was reviewed as circulated. A member expressed concern that the Government had delayed releasing the information for a year. It was noted that the research found that people were now more sensitive to noise than previously and the expectation is for lower noise levels. It was also noted that the peer review of the research had been highly critical.

08/12M ENVIRONMENT REPORT

The report circulated was reviewed in detail.
Comments included:

- a) Statistics on complaints are included.

b) Aircraft noise contours (Appendix 3) were outlined which show an increase in 2007 from 2006. This is due to a new version of the contouring model being used which makes less attenuation for lateral noise which accounts for a major part of the increase shown. The 2006 contours have been recalculated using the new model and the increase shown reflects the increase in the numbers of aircraft.

This therefore raises the issue as to whether previous contours should be recalculated using the new model to show comparisons, but the relevance and the resource implications were outlined.

A member said that measurements and controls were distorted by changing models and this threw into question the relevance of using the contours as a measurement control for night noise. The member proposed that the measure should therefore be by QC count. EMA said that noise contours are closer to actual events and are more accurate. EMA said they are working towards constant improvement and whilst contours are part of the Master Plan the Airport will be explicit in what measures are used.

The member said that night flights should be restricted and that he is not against the growth of the airport but against noise at night.

A member said that the complaints figures do not support this view and illustrate a reduction in the number of complaints on night noise. Less than 1% of the population complain about night noise.

Another member responded that people have "complaints fatigue" and no longer complain as it has no effect.

One member said that we must not keep reviewing the same issues again and again and requested two sets of information so that members can form their own opinions. Some members agreed that night noise was not an issue to them and that an individual would always be affected by a noise they were specifically attuned to. EMA expressed confidence that noise can be measured objectively but the subjective nature of the impact on the individual was difficult to measure.

In summary, members agreed that people are affected differently by noise and there are individual views and experiences. Members agreed to disagree on this issue.

- c) Reductions in freight movements were confirmed because larger aircraft with more capacity were replacing two smaller ones.
- d) An increase of 25% in mail movements was related to reorganisation within Royal Mail, increased facilities and operations moving to EMA. EMA will confirm the changes and report to the next meeting.

ACTION: EMA

A member pointed out that night-time aircraft movements have increased by 10% and as freight flights are reducing this must mean that passenger flights are increasing, and therefore differential charges should be levied on passenger aircraft as well as freight. EMA said that the increase relates in part to the first flights of the day for passenger aircraft.

A member asked that if aircraft are reducing to three flight rotations per day, with maintenance at night, can EMA guarantee there will be no more night-time engine testing. EMA advised that this matter arose through a presentation on Long Haul Route Development at the TEP meeting held on 30 May 2008 for which minutes

will be circulated to ICC members. The Airport reported that they did not anticipate a significant increase in engine testing at night.

Steve Moody said he was more than happy to meet with committee members to review flight timings.

ACTION: EMA

A member asked if long haul business increases will night flights be discouraged. EMA said there will be some night flights and a balance is aimed for and long haul flight times are dictated by destination arrival times.

A member asked if any more “sniffers” were planned for Castle Donington as there is at times a distinct smell of kerosene. EMA said that research has shown that components in small amounts that cause odours are not generally measurable. Logs are kept of emissions and the Master Plan commits to further research in this area.

08/13M **RUNWAY EXTENSION**

Details of the submission were outlined. The application is an update of the 2004 submission. It was agreed this update will be discussed at the next general ICC meeting.

ACTION: EMA

EMA do not forecast any change in the types or numbers of aircraft using EMA, nor any change in departures or the use of runways. The extension will improve the range of larger aircraft that operate for longer distances. The extension will enable landing approaches to be moved 150m towards the centre of the airfield and this will affect 80% of landing aircraft approaches, resulting in higher and quieter aircraft over the airport surrounds.

A member queried the EMA statement that revenue will not increase through the runway extension and said this statement was not credible, in his view the investment must therefore result in increased traffic.

08/14M **CAA 2006**

See 08/09M earlier.

08/15M **SOUND INSULATION GRANT SCHEME (SIGS)**

The Airport undertook to contact a member of the MENT group not present at this meeting to review particular concerns raised on this scheme.

ACTION: EMA

EMA confirmed that the numbers reported are for installations, not properties. A member said that a small number of houses in Melbourne were eligible and asked how many installations had been achieved. EMA will confirm the number to the member.

ACTION: EMA

A member queried whether the new calculation of noise contours would affect eligibility for the scheme and EMA confirmed that a high limit had been set for eligibility and therefore whilst any growth in the noise contours could affect the scheme this was unlikely on the basis of the new calculations.

08/16M

DATE OF NEXT MEETING:

Friday 26 September 2008 at 10.00am

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