

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 FEBRUARY 2009

Present:

Chair

Mr B Whyman MBE, Ch, JP

Organisation:

Melbourne Civic Society
DHL Aviation Ltd
LCC
NWLDC

Dr P Grimley
Mr P Hewett
Cllr L Pendleton
Cllr D Stevenson

East Midlands Airport:

General Manager – Environment and Safeguarding
Director of Planning and Development
Environment & Safeguarding Administrator
Minute Taker

Mr N Robinson
Mr J Froggatt
Mr J Nowakowski
Mrs P Cureton

09/01M APOLOGIES

Apologies were received from:

Cllr Mrs M Males
Mr G Stocks
Mr S Charlish
Mr A Morris-Richardson
Ms C Barker
Mrs A Lamin

Cllr D Stevenson noted a declaration of interest - if any planning issues were to be mentioned he would withdraw.

The Chairman introduced Jan Nowakowski who works with Neil Robinson and would be observing as he was likely to attend future meetings if Neil cannot. He also welcomed Peter Hind (chief economist) from RDC Aviation who would be giving the presentation.

Minutes of the meeting held on 2 October 2008.

The minutes of the meeting on 2 October 2008 were accepted to be a true and accurate record.

Matters Arising

Minute 08/08m

As carbon emissions were on today's Agenda, a presentation on Multilateration would be given at a future meeting.

Minute 08/23m

Confirmed that copies of the letter had been sent out.

Minute 08/24m

Confirmed that a copy of the letter to the DFT had been circulated to ICC members.

Minute 08/25m

Confirmed that a copy of the response to the DFT re the END Directive had been circulated to members.

Minute 08/26m

NR advised that some local Air Quality monitoring takes 6-8 weeks to come through which was possibly a reason for some of the perceived delay. Noise monitoring equipment had occasional technical problems, but monitoring had been very reliable since September (with the exception of two days).

09/02M CHAIRMAN'S COMMENTS

The Chairman reported that after the meeting to discuss Designation it had been agreed that he would deal with any media enquiries.

He reported that he had received only two enquiries, one from the Derby Evening Telegraph, who appeared not to have printed anything and from the Burton Mail who had published his response.

A member commented that his comments had also been reported in the Village Voice.

09/03M Peter Hind of RDC Aviation gave a presentation on Carbon Emissions. He explained how aviation fitted into the European Emissions trading Scheme (ETS) as part of Europe's wider commitment to the KYOTO protocol.

In his view the cost of flying and fuel used onboard determines what comes out of aircraft. Aviation was a relatively small part of global emissions (about 2%), heavy industry exceeds this. However it was a fast growing sector but even with growth in the next 20 years it would still be relatively small compared to other sources.

The Kyoto Timeline was explained with the original agreement being signed in 1997.
2012 – Aviation would be included
2013 – Kyoto successor will apply.

The target is that global CO₂ would be halved by 2020.

The ETS will cover about half of EU CO₂ Emissions. In response to a question about sanctions for failure, it was explained that this potentially included suspension of flying and a fine per tonne over the limit. The EU sets the overall ceiling which is allocated to individual countries. Then each country produces its "National Plan". Airlines then submit audited statements of emissions at the end of each year, each airline having been set an emissions cap.

The EU baseline is based on the average CO₂ generated in 2004, 5 and 6. The EU target is a 3% reduction against the baseline by 2012. 85% of allowances will be given to airlines based on their CO₂ emissions in 2010. The remaining 15% will be auctioned. In 2008 emissions were 14% above the baseline, before airlines have to buy 15% so the impact will be severe.

Certified Emission Reduction Unit, equivalent to one tonne of CO₂ reduction – can be bought from another airline or nation or Business to business. Current cost is €10.45 Euros per tonne.

Military or Royal flights are exempt.

EU and Non EU were discussed - for any airline based in the EU, it would be the state that issues the airline's AOC that would be responsible i.e. Ryanair (Ireland) etc.

For a non EU airline – it will be the European state into which the greater amount of CO₂ is admitted which will be responsible.

In 2008 the top 10 airlines in Europe emitted 93 million tonnes of CO₂.

There were two markets for carbon, compliance and voluntary market/carbon offsetting.

Discussion took place regarding where credits would be traded and purchased from e.g. whether it would be cheapest to purchase from another airline that has become more efficient, various other sectors, whether there would be a market for making a lot of money e.g. stock market?

Airlines like BA, Easyjet and Virgin are extremely tuned into off setting and actively push carbon offsetting. Easyjet for instance are far more efficient with their Airbus than a legacy airline with older aircraft. In summary – Global Aviation is 2% (EU counts towards that 2%). Passengers would have to pay more or:-

- a) Fly less.
- b) Fly more efficiently (aircraft with new fleets will have an advantage).
- c) Airlines will have to buy in what they need from other sources.

One estimate is that by 2030 the ETS will make 4% difference to number of passengers. There was likely to be an impact on fares, number of people flying and efficiency measures. It was suggested that the only people to make money would be the government and the stock market and that the airports and customers will lose out.

Freight was then discussed regarding using road instead. A member commented that generally speaking customers want their goods delivered as soon as possible, and that it was not possible to deliver the same quantities or deliver as efficiently or in the same timescale by trucking. Some freight had to go by air, and customers paid the additional costs.

EMA complaint response procedure

NR sought advice on how EMA dealt with complaints.

- a. When complaints were received, the aim was to respond within 10 working days which was achieved almost all the time. However, some people were still concerned that their complaint was not being logged.

The proposal was to introduce a branded postcard so complaints could be acknowledged by post, in the first instance, straight away. Each card would have an individual reference number and contact details on it.

- b. Another suggestion was to put further information onto leaflets which could be mailed out and also onto the EMA website thereby providing half a dozen subjects providing more information about, e.g. training flights, ice falls, vortex damage etc.

Both initiatives were seen to be positive steps which should be pursued.

An additional problem had been identified in that a few people complained frequently about the same thing and therefore received the same answer, and then felt frustrated. It was asked if anyone had any thoughts as to how they deal with the response as these could take a great deal of time to deal with. Should EMA be a bit tougher? In discussion it was suggested that if EMA said "enough is enough" to these people, they ran the risk of being seen as a "non caring airport".

It was suggested that if the Airport made a choice of who to reply to, they ran the risk of replying less and less. Occasionally some people stopped complaining if they didn't receive a reply. They needed to be educated as to what was happening and why it was happening etc.

It was suggested that it may be good to invite people in and show them exactly how the Airport operates and give them a better understanding of why things happen. A member commented that often people did not want a meeting, particularly at home - they only want the activity to stop. But understanding may go a long way to meeting in the middle. Another member commented that there is difficulty having sympathy with people that have just moved into the area knowing that an Airport is close by. It was stated by a member that Bournemouth (BOH) website has a page regarding complaints that is not on the EMA website. EMA agreed to look into the differences in the websites.

Environment Report

The Chairman left the meeting at 1545, and asked Cllr Mrs Pendleton to facilitate the last item on the agenda.

NR circulated a report of Environmental Statistics and then explained that the annual noise contours were being prepared and should be completed by the next full meeting of the ICC.

Concern was shown that freight tonnage per aircraft movement was dropping in contrast to the Master Plan forecasts, it was asked if EMA could look at the trend, as it looks constant.

A question was also asked about an increase in night flights whilst carried tonnage of cargo had fallen. It was reported that there had been a slight rebalancing from night to day time. Some flights used to leave at 0300 and now leave in the late evening instead. Freight had reduced, although flights had gone up. A member said that some aircraft wouldn't get any larger as it was not practical to fly an MD11 from the UK to Brussels for example.

It was agreed that this question be included on the agenda of the next meeting.

EMA commented that the majority of the increase in passenger night flights took place after 0600, more than 60%. Ultimately it was the airline that decided its schedule. In 2008 there were around 4,000 extra flights and about 1,000 of those were at during the night period. Passenger numbers for the whole of 2008 were up by about 4% but December was down significantly.

It was expected that all airports would lose some business in 2009. It is believed that the next one to two years would see a downturn followed by a bounce back with regard to the Master Plan forecasts which were in line with Government forecasts. Government has produced new forecasts in 2009. EMA would wait to see what forecasts were current when they had to update the Master Plan in 2011. It had been noted that the numbers in both freight and pax were both significantly lower in the past few months. Passenger numbers had come down because of the recession.

It was noted that training flights are significantly lower than in previous years.

Date of next meeting: Friday 8th May 2009 at 1000am.