

NOTTINGHAM EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

GENERAL MEETING

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

24 November 2006

Present:

Independent Chairman

Mr B Whyman MBE, Ch, JP

Users:

AOC

Mr S Weston

Consumers Association

Mrs C McDowall MBE, JP

Institute of Export

Mr D Fernie

Leicestershire Chamber of Commerce

Mr P Collin

Nottinghamshire Chamber of Commerce

Mr A Morris-Richardson

Unison

Mr E Bratt

Local Authorities:

Charnwood Borough Council

Councillor R Kershaw

Derbyshire County Council

Councillor C Moesby

Derby City Council

Councillor C Wynn

East Staffordshire Borough Council

Councillor F Bather

Erewash Borough Council

Councillor R Parkinson

Leicestershire County Council

Councillor Mrs L Pendleton

South Derbyshire District Council

Councillor S Bambrick

Local Groups:

Association of Airport Related Parish Councils

Mr J Alexander

CPRE Derbyshire

Ms C Barker

CPRE Leicestershire

Mr G Stocks

CPRE Nottinghamshire and Rushcliffe

Mrs B Walker

DEMAND

Mr S Charlish

Derbyshire Association of Local Councils

Councillor D Adams

Kings Newton Residents Association

Mr S Leech

Leicestershire and Rutland Association of Parish Councils

Councillor J Pike

Melbourne Civic Society

Mr P Grimley

PAIN - People Against Intrusive Noise

Mrs P Beddoe

SAVE - Save Aston Village Environment

Mr J Gidlow

WINGS

Mr D Coulson

Nottingham East Midlands Airport:

Managing Director

Ms P Coates

Finance Director

Mr B Thompson

Divisional Manager - Environmental

Mr N Robinson

Director of Planning and Development

Mr J Froggatt

Head of Government and Industrial Affairs

Mr B Conway

Minute Secretary

Ms A Lamin

06/39

APOLOGIES FOR ABSENCE

Apologies were received from Mr R Hebblethwaite, Mr P Hewett, Mr D Gillingwater, Cllr M Rich, Cllr G Carlile, Cllr A Clarke, Cllr DH Wintle, Cllr M Males, Cllr R Lane, Mrs P Taylor.

The following did not attend the meeting:

Ms G Sanderson, Mr B Pallet, Mr S Harley, Mr P Gill, Mr L Macefield, Cllr J Muggleston, Cllr S Carroll, Cllr J Barton, Mr J Fairall.

06/40

DECLARATIONS OF INTEREST

There were no declarations of interest.

06/41

ACCURACY OF MINUTES

The Chairman detailed emails received from WINGS and the Melbourne Civic Society requesting amendments to the meeting minutes of the 1 September 2006. Subsequently further requests had been received for changes to these minutes and a request had been received immediately prior to this meeting from SAVE for a change to the minutes of the 13 October 2006 meeting.

The Chairman advised that it was not within his power to alter meeting minutes and requests for changes should be lodged as soon as possible following receipt of the minutes to enable discussion, review and agreement at the next relevant meeting.

The Chairman requested instruction from Committee members as to their meeting minute requirements. The Chairman outlined his preference for succinct and accurate minutes detailing policies and decisions to give an accurate and balanced summary of a meeting. The alternative was verbatim notes.

SAVE felt that the context of Minute 06/26 of the 13 October had been lost and it was agreed the proposed amendment would be reviewed.

A Member emphasised that the Committee Constitution says that different opinions should be recorded and several members felt that the minutes of the 1 September 2006 meeting were highly biased, words were needlessly manipulated and did not cover all the comments made at the meeting. It was agreed the minutes would be reviewed.

However, other members felt that the minutes were professional and accurate and gave a representative view of all members present and it was agreed that a policy statement concerning the minutes was needed and should be accepted by all parties.

Some members felt that consideration should be given to the potential readers of the minutes ie MPs, and that a summary does not convey the feeling of the meeting and does not give the true dialogue. It was felt the meetings and minutes are the only method of communication that groups have with the Airport and all comments need to be recorded.

One member suggested that summary minutes be retained and interest groups have the facility to submit additional comments to be circulated as addenda to the minutes. However, the Chairman said that additional comments would need agreement by all present and it was not feasible to repeat meeting dialogue and issues over and over again in this way.

The Chairman reiterated that all requests and comments were referred through the minutes to NEMA and the Committee could then challenge NEMA if no

response was received to requests or no action taken. This was agreed by all present. Both the Chairman and NEMA review the minutes for accuracy before circulation to members.

In summary, several interest groups felt that their comments were not fully represented and several members felt that a balanced summary of all the views presented was necessary and had been achieved. No conclusion was reached and it was agreed to continue with the meeting and review the meeting minutes of 21 July 2006, 1 September 2006 and 13 October 2006 as detailed in this meeting's agenda. The meeting minutes were then reviewed in detail and at length, and proposals for changes were accepted or rejected by vote by those present.

a Accuracy of Minutes of General Meeting of 21 July 2006

The accuracy of the minutes had been approved at the meeting held on 1 September 2006 (Minute 06/34).

b Action points arising from the minutes

06/24 (06/17) NEMA had agreed to consider making minutes and ICC papers available electronically to all members who would like to receive them in that format. NEMA confirmed this would be actioned.

06/25 (06/18) It was confirmed that NEMA had circulated a report on the options available for the reduction of noise arising from ground engine testing. However, one member queried the lack of information on the reduction of noise. The Chairman ruled that the report circulated had dealt with the issue raised.

06/25 (06/19) NEMA confirmed that Vernon Cole Associates would be requested to attend an ICC Environmental meeting following completion of his work on the noise monitoring exercise.

2005 Noise Contours were available on the NEMA website and NEMA had circulated hard copy to members.

06/26 (iv) Minutes of the annual meeting of Airport Consultative Committees held on 22 June 2006 were tabled at the ICC meeting on 21 July 2006 and it was agreed that NEMA will circulate to members not present at that meeting.

06/27 (B) Business Development - It was confirmed that business development activities were taking place and NEMA will report activity to future meetings taking account of commercial sensitivities.

06/27 (D) A summary guide of the calculation of noise contours had been circulated.

06/30 NEMA would report to a future meeting on parking issues.

ACTIONS: NEMA

c Accuracy of Minutes of Special Meeting of 1 September 2006

The Chairman reiterated that it had been agreed at the beginning of that meeting that it was to be an open discussion and he confirmed that in his view the minutes are an accurate summary of agreed actions.

Several requests for changes had been received immediately prior to this meeting and the Chairman asked for the consensus of this meeting that the meeting proceed and the accuracy and actions of the meeting be agreed.

Amendments were agreed as follows:

06/32 Mr P Grimley attended the meeting as a representative not in place of Mr E Gildea – AGREED.

06/35 It was proposed that it should be recorded there was strong opposition to reducing the number of meetings and the ICC was being castrated and railroaded, not merely neutered. It was pointed out, however, that the restructuring actually increased the number of meetings from 8 to 9 and the aim of the restructuring is to achieve balance of views, which is not happening at the moment. The new format was to run for one year and then be subject to further review. Members felt that if the proposed amendments were accepted then there was a need to balance these with others views. It was felt that a range of views should be summarised in a succinct way. However, some members did not accept this and the following amendment was proposed:

"There was strong opposition to the proposals to reduce the number of meetings from 4 to 3. This will result in fewer meetings than any other airport and inferior consultation. This means that the meeting will be castrated and is being railroaded."

A revised amendment was then proposed:

"There was strong opposition to the proposals to reduce the number of meetings from 4 to 3 a year."

This was seconded and a vote was taken to include the revised amendment to minute 06/35.

A further amendment was then proposed that "neutered" in the paragraph after the bullet points should be replaced with "castrated". This was seconded and approved. A further amendment was proposed and a vote was taken to include the phrase within the minute in the penultimate paragraph - "The Airport declared that three ICC meetings would be held each year etc."

Finally, on the point 06/36 it was proposed and agreed that the final paragraph would be amended to read "Mr Grimley recorded his objection to the reduction of the ICC meetings from 4 to 3."

d Action points arising from the minutes

06/36 A schedule of proposed meeting dates was included in the meeting agenda at item 8.

06/37 NEMA had requested that all groups which are not constituted Local Authorities provide a copy of their up to date Constitution to the General Secretary. Those groups that have not done so are asked to do so please.

It was proposed and agreed that in future any proposed amendments to minutes should be submitted to John Froggatt or the Chairman as soon as possible following circulation of the minutes so that proposed amendments could be circulated with the following meeting's papers for review on a without prejudice basis.

It was agreed that a copy of the revised minutes of the meeting held on 1 September 2006 would be circulated with the minutes of the meeting of 24 November 2006.

ACTION: NEMA

e Accuracy of the Minutes of the Environment meeting of 13 October 2006

Apologies: It was noted that apologies were received from Mrs McDowell.

E06/22 An objection to the phrase "a query was raised over a perceived discrepancy in the number of complaints regarding night flights" was overruled. The Chairman ruled and a vote of members confirmed that a satisfactory explanation had been presented to the meeting by NEMA as detailed in the minutes.

E06/23 The word "affect" is replaced by "effect" in the fifth bullet point. A proposal that a paragraph should be included to state that a number of members stated that the cost and fitting of sound insulation and grants for properties should be dealt with separately was not agreed by members present at this meeting.

E06/24 In the first paragraph of the noise contour information provided, the word "them" should read "then".

E06/26 It was agreed that the following amendment submitted by SAVE be included in the minutes, subject to a further amendment now included. A request to amend the fourth paragraph of the original minute to read "the continued arrival of freight aircraft" - to "the continued arrival of passenger aircraft" was negated as the agreed amendment now omitted this phrase.

E06/26 Revised:

- a) Day and night noise contour maps for a single day would not usually be plotted as it would be usually be inappropriate to plot a contour for such a short period. As an alternative, noise measurements were provided from Weston on Trent microphone for 13th and 15th September 2006.
- b) Commercial training flight paths at NEMA. Radar tracks provided for above dates.
- c) Night-time airport operations. Provided, flight-paths out 14th Sept. 22.00 to 06.00.

SAVE presented the above information for discussion and expressed thanks for inclusion of this item on the meeting agenda and to NEMA for providing the tabled information.

SAVE drew attention to the previously published annual day and night noise contours, stating that the daytime contours bear no comparison to the levels of noise suffered by nearby villages on training flights days with aircraft passing overhead. Training flights returning every 8 minutes with some sessions of over 4 hours duration.

Diagrams of practice flights highlighted that most of these flights go over the villages of Weston on Trent and Aston on Trent. SAVE requested that the airport recognise the problem and accept that training flights can avoid flying over the villages by going more to the west and north of them.

It was confirmed that training on these dates was undertaken by airlines based at NEMA.

NEMA confirmed the information had been noted, monitoring of all issues would continue and account would be taken in the Master Plan. However, the continued need for some training flights was reiterated and this was undertaken at the agreement and discretion of the Airport.

E06/25 It was agreed that the second sentence noting the impact of aircraft noise on health reported by 10% of respondents, be extended to report that 30 - 60% of those respondents were somewhat affected.

f Action points arising from the minutes

E06/21 A response from Ryanair in response to the comments made at the meeting was reviewed.

Some members objected to the terminology in the Ryanair letter referring to "silly, inaccurate and baseless claims." Some members reiterated that facts needed to be accurate before being presented to airlines. NEMA confirmed that all evidence received from members would be relayed to the airline.

It was agreed that further evidence would be sent to Ryanair before accepting their offer of a presentation to a future meeting. The MENT group would take this forward.

ACTION: MENT

E06/22 It was reiterated that it should be highlighted that the WebTrak system runs at a 24 hour delay. However, it was pointed out that the delay is to comply with safety and security issues. NEMA confirmed that feedback was being received on the system and appropriate changes would be considered in the future.

ACTION: NEMA

06/42

CHAIRMAN'S REPORT

- a Following the comprehensive and detailed review of the minutes and actions from the previous three meetings, the Chairman stated that although this had taken up almost 90 minutes, he believed that this was the correct course of action on this occasion. He confirmed that succinct, balanced, accurate minutes should continue to be produced for meetings, taking account of all views expressed at those meetings.

Members were asked to submit any comments on minutes either to himself or to the Airport as soon as possible after receipt of the minutes to enable proposed amendments to be circulated with the papers for the following meeting. Any amendments must be agreed by the majority of members.

- b Papers for all meetings would be circulated one week prior to the meetings and all ICC members would receive copies of all papers.

ACTION: NEMA

A request had been received from Castle Donington Parish Council for membership of ICC as the village is directly affected by the airport. After discussion, it was agreed that Castle Donington PC is already adequately represented by the Association of Airport Related Parish Councils, the Leicestershire and Rutland Association of Local Councils and as required by North West Leicestershire District Council and Leicestershire County Council and that it was not appropriate for the Parish Council to be included on the ICC. NEMA will advise Castle Donington PC explaining why it is felt that membership is not appropriate as their interests are already adequately represented.

ACTION: NEMA

- c The Chairman read a letter received from the Department of Transport responding to his letter of the 21 June 2006 stating it had been noted that the ICC did not endorse the Ten Point Plan. The letter states that the Airport's position is set out in the draft Master Plan which, the Minister said had overtaken the Ten Point Plan. The points raised would be addressed in the Master Plan which would be published in December and further comments could then be submitted.

It was pointed out that the Master Plan is the Airport's definitive document which would take into account consultation comments already received.

A copy of the letter from the Department of Transport would be circulated to members.

ACTION: NEMA

06/43

"THE AIRPORT IN THE REGIONAL ECONOMY" - presentation

- a John Froggatt, Director of Planning and Development presented a summary of the Airport's impact on the regional economy.

Employment on site has risen from 2,698 in 1992 to 6,554 in 2005. The District Council areas with the largest numbers of employees are from Derby City with 855 and North West Leicestershire with 802 which represents 1 person in 52 out of the working population of the District.

The York Aviation Report projects that the total impact effect on the economy is £231m.

NEMA aims to increase the employee proportion from the Three Cities and other population centres and to achieve this transport links need to be improved further.

Regional competitiveness; Connectivity ie range and frequency is important and the advantages to local businesses; and Investment were outlined.

Future plans include: terminal development; off site infrastructure development; and other customer investment. The significant potential for regional suppliers to benefit from expenditure by the Airport and other companies was highlighted. The impact on health will continued to be monitored.

Implementation of the emda-sponsored Economic Development Strategy continues including transport links, employment opportunities, training and skills development, and employment networks.

It was reiterated that there is more work to be done in all these areas. The forecast is for significant growth in the economy in the next 25 years. The Airport will continue to develop partnership working, with both public and private sectors and will build on the work already begun.

- b **Comments included:**

The effect of DHL replacing its division in Brussels with a division in Leipzig was queried and it was anticipated that flights to Brussels would be replaced by flights to Leipzig. NEMA confirmed there was no foundation in the rumour that NEMA was to be sold off.

The Airport contributes significantly to the economy of the 6C (three cities and counties) and growth is fundamental to the whole region.

The extent of the impact of the Airport growth on the growth of the cities and employment opportunities was queried. It was confirmed that it was good to have an ongoing report on the benefits of the airport. The need to balance environmental impacts against the enormous economic benefits to the region was stated.

There was concern that imports are exceeding exports and the future impact on the economy. No specific figures were available for NEMA.

One member thought that the Airport should manage imports, growth and night-time flights, which has an effect on the local economy. In a micro sense the Airport brings employment, but in a macro sense money is going out of the UK

and the Airport contributes to this. The Airport also increases tourism out of the UK.

NEMA said that the Master Plan would outline how the Airport manages operations and mitigates the benefits against the environmental impact.

Copies of the presentation would be circulated to Members, by email where possible.

ACTION: NEMA

The Chairman thanked John Froggatt for the presentation and information given.

06/44 **AIRPORT REPORT**

A **Statistics** - reviewed as circulated

B **Business Development** - The Airport confirmed that it works with travel agencies, monitoring passenger numbers at NEMA against other UK airports. The growth in both passenger and freight results in some growth in night-time flights. The Master Plan will set out the strategy for night-time flights. Business travel is now easier within Europe and this benefits local businesses.

A member queried why Ryanair do not work to daytime and night-time flight rules. NEMA confirmed that daytime flying will be incentivised and outlined in the Master Plan. Airlines operate their own business models and schedules taking account of routes and distances.

A member felt that the Airport should restrict night flights and not just incentivise daytime flights.

A member was concerned about what is being carried to where, but the Airport confirmed this information is not available to them.

The public transport interchange being built will be situated near Arrivals. Less space will be allocated for Departures and more space allocated to Security. The proposed pier to be built will enable more passengers to walk to aircraft under cover.

A copy of the Master Plan would be circulated to ICC members when available.

ACTION: NEMA

C **Community Relations** - details accepted as circulated

D **Environment** - Webtrak: 750 sessions per day were recorded. A member queried how many of these were spotters and how many complainers and were a number of complaints lost in these figures. NEMA confirmed the facility to complain was additional and separate. Each complaint was logged and dealt with separately. A member stated that the Webtrak system needs the NPR overlays. The general feedback received is that Webtrak is helpful. NEMA confirmed that all suggestions on this system will be considered.

Sound Insulation Grant Scheme (SIGS): NEMA confirmed that details of the scheme will be published in the Master Plan. Mitigation measures would be set out in detail.

E **Planning applications** - There was a request for an update on the new terminal plans. NEMA advised that customer and statutory requirements are evolving constantly. An application is planned for February 2007 for generic building plans and details will be made available when possible.

ACTION: NEMA

F **Customer Service Feedback** - One member stated that she had been delayed on Arrival as no bus was available from the plane. NEMA confirmed that it was the responsibility of the airline through the handling agent to provide this transport. However, the Airport monitors the situation to ensure overall that services are provided.

The issue of difficulties in short stay car parking was again raised with the ten minutes free time being taken up in queuing. NEMA confirmed they are monitoring the systems and constant changes are being made. No specific complaints have been received, however NEMA confirmed that when reports are received these are acted on and following these comments the situation will be reviewed.

ACTION: NEMA

Appreciation was expressed for the information provided and clarification given. It was confirmed that more discussion would be undertaken at the sub-committees.

06/45 **COMMUNITY TRUST FUND**

The details of the report circulated were accepted. A member queried why Chaddesdon was not included in the affected area and NEMA confirmed that the area had been defined by radar reviews and Chaddesdon was not recorded as subject to frequent overflying.

06/46 **ARRANGEMENTS FOR FUTURE MEETINGS**

The timetable for future meetings was reviewed as circulated. A member proposed alternative months for the meetings and suggested that the TEP and MENT meetings be held on the same day.

It was agreed, however, that the proposed timetable remain as this took account of Bank Holidays and holiday months and having two meetings on one day could prove difficult for some members.

It was agreed that all meetings would be independently chaired by Barrie Whyman and minutes taken independently by Ann Lamin. The schedule of meetings will be reviewed in late 2007.

It was agreed that the Constitution requires re-election of a Vice Chair bi-annually at General Meetings. NEMA would review the Constitution and this would be an agenda item for the next ICC meeting on 2 March 2007.

ACTION: NEMA

The next meeting is confirmed as:

**2 February 2007 MENT Sub Committee 10.00am at DHL
(Monitoring, Environment, Noise and Track)**

The Chairman thanked everyone for their patience and contributions to this detailed meeting which closed at 12.45pm.

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