

# NOTTINGHAM EAST MIDLANDS AIRPORT

## INDEPENDENT CONSULTATIVE COMMITTEE

### Minutes of the General Meeting held at the Donington Thistle Hotel Nottingham East Midlands Airport

28 APRIL 2006

**Present:**

Independent Chairman

Mr B Whyman, MBE, Ch., JP

**Users:**

AOC

Mr P Newbury

Consumers Association

Mrs C McDowall, MBE, JP

DHL Aviation UK Ltd

Mr P Hewett

Leicestershire Chamber of Commerce and Industry

Mr P Collin

Nottinghamshire Chamber of Commerce and Industry

Mr A Morris-Richardson

UPS

Mr L Macefield

**Local Authorities:**

Broxtowe Borough Council

Councillor M Rich

Charnwood Borough Council

Councillor R Kershaw

Derbyshire County Council

Councillor C Moesby

East Staffordshire Borough Council

Councillor F Bather

Erewash Borough Council

Councillor R Parkinson

Leicester City Council

Ms A Bowen

Leicestershire County Council

Councillor Mrs L Pendleton

North West Leicestershire District Council

Councillor D H Wintle

Nottingham City Council

Mr B King

South Derbyshire District Council

Councillor R Lane

**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 M White

Leicestershire and Rutland Association of Parish Councils

Councillor J Pike

Melbourne Civic Society

Mr P Grimley

People Against Intrusive Noise (PAIN)

Mrs P Beddoe

Save Aston Village Environment (SAVE)

Mr J Gidlow

WINGS

Mr D Coulson

**Nottingham East Midlands Airport:**

Airport Manager

Mr J Doherty

Bus marketing and Information Officer

Miss K McHugh

Community Relations Manager

Ms M Benson

Director of Planning & Development

Mr J Froggatt

Divisional Manager – Environmental

Mr N Robinson

Finance Director

Mr B Thompson

Head of Government and Industry Affairs

Mr B Conway

Minute Secretary

Mr G Purdy

## **06/14 APOLOGIES FOR ABSENCE**

Apologies for absence had been received on behalf of Mr R Hebblethwaite, Mr D Hood, Dr D Gillingwater, Councillor S Bolton, Councillor Mrs M Males, Mrs P Taylor, Ms P Coates. Mr P Newbury attended as substitute for Mr S Weston, Councillor C Moesby attended as substitute for Councillor G Carlisle, Ms A Bowen attended as substitute for Councillor J Mugglestone, Mr B King attended as substitute for Councillor A Clarke and Mr J Gidlow attended as substitute for Mr P Makinson.

## **06/15 DECLARATIONS OF INTEREST**

No declaration of interests were declared.

## **06/16 ACCURACY OF MINUTES OF MEETING HELD ON 3 FEBRUARY 2006**

The minutes were approved subject to the following amendments:-

Page 2: In minute 06/01 (Apologies for Absence) reference to "Councillor" J Alexander would be altered to "Mr" J Alexander

Page 4: In minute 06/06 it would be noted that in the question and answer session at the end of the presentation, a member had asked how many jobs were likely to be created with the relevant handling agent following the recent creation of Ryanair's base at the airport. Although the exact figure was not available an estimate of 60 check-in/clerical staff and 60 industrial/ramp staff was given by the handling agent.

## **06/17 ACTION POINTS ARISING FROM THE MINUTES**

Under minute 06/06 it was noted that Shaun Weston, a senior manager of Penauille Servisair had been appointed as the Airport Operator's Committee representative on the ICC.

With reference to the second action point under minute 06/07 an Airport Company representative confirmed that options for improving the workings of the ICC were still under review and proposals would be brought to a future meeting. **ACTION:** *NEMA to bring proposals to a future meeting.*

Under the third action point under minute 06/07 dealing with dissemination of information, an Airport Company representative reminded members that this matter had been discussed at the last Environmental meeting where it had been agreed that draft minutes would be placed on the website and that draft and finalised minutes and agenda papers would be circulated to relevant MPs and to the DfT for briefing the relevant Minister.

The Airport Company also agreed to consider making minutes and ICC papers available electronically to all members who would like to receive them

in that format. **ACTION** : *NEMA*

Under minute 06/09 it was agreed that the members of the ICC would be put on the Airport's marketing database unless notification by any particular member was received to the contrary. Those members entered on the database would receive all marketing information and bulletins including flight programme booklets. From Winter '06 onwards those booklets would also include flight times for scheduled services only. The member who had made the original request for flight times to be included thanked the Airport Company. **ACTION**: *NEMA and Members*

Under minute 06/09 it was intended to bring a report upon the Skylink Service to the general meeting to be held in July 2006.

Also under minute 06/09 dealing with community relations, the Chairman introduced a new Airport Company employee to the meeting. Miss K McHugh had very recently joined the Airport as Bus Marketing and Information Officer. Miss McHugh explained briefly that her post had been funded as part of the "Kickstart" project which involved the three County Councils, EMDA and local bus companies who had collectively obtained DfT funding for the project. A key element of her role was to raise awareness of and promote the expansion and use of bus services in the locality. It was also confirmed that the Airport Company would continue to promote interconnecting routes from the airport.

All other action points had been actioned.

## **06/18 CHAIRMAN'S REPORT**

The Chairman read a letter he had received from the member representing People Against Intrusive Noise (PAIN) expressing disappointment over what she felt was the Airport's dismissal of and lack of effort to look seriously at the provision of ground run-up pens. The member offered to furnish the information previously provided again and asked that the matter be debated at the next environmental meeting. In response an Airport Company representative explained that the information that had been provided had been considered and that contact was being made with the company that had been put forward by the member concerned. He commented that whilst complaints for this type of noise intrusion only represented 1% of the complaints received by the Airport Company, it was accepted that this issue was very serious to those affected. The Airport Company undertook to bring a report to a future meeting at the earliest opportunity exploring any options that were available for the reduction of noise arising from ground engine testing activities. A further member noted his concern that the Airport's draft Master Plan made no reference to this issue. **ACTION**: *NEMA to bring a report to a future environmental meeting.*

The Chairman reported that he was to attend the annual meeting of Airport Consultative Committees on 22 June 2006. He had received an email from the Secretary of that forum requesting agenda items and a few lines from each Committee summarising the position reached in relation to draft master

plans, surface access projects and implementation of the European directive regarding people with reduced mobility.

A number of members were concerned that any submission with regard to the draft Master Plan should make reference to the objections and reservations that many people held to much of the content of the plan. However, a further member reminded the Committee that they had already resolved that, in view of the wide range of views to the draft plan, there would be no collective response to the draft plan from the ICC and suggested that any summary taken by the Chairman to the meeting should simply state that. Further members suggested agenda items which included the extent to which other airports permitted night flights, air pollution at airports and the effect the escalation of fuel prices might have on the industry. The Chairman asked that those members who wished items to be raised submit a short note in writing to him so that he could raise these at the meeting. **ACTION:** *Members and Chairman.*

## **06/19 AIRPORT REPORT**

### a. Statistics

An Airport Company representative gave a brief overview of his report and invited members to raise any questions they had. A number of members mentioned the desirability of having a scheduled service to one of the London airports and queried whether this was likely and whether steps were being taken to try and achieve this. The Airport Company confirmed that it would welcome such a service but at the present time there did not appear to be any operators who were willing to actively pursue this. This was due to a combination of factors which included difficulty in getting slots and competition from road and rail. A further member commented that those living near to the airport would not necessarily welcome such additional flights and felt that surface transport options were more desirable.

A member queried to what extent IT and Charter volume was being lost to competitor airports. An Airport Company representative responded that whilst IT and Charter had fallen from a peak in 2002/3, it was still at its highest level since or before that time. This was being achieved against a background of fierce competition from the low cost market which had led to the IT and C market contracting nationally. There was no evidence to suggest any significant loss of business from the IT and C market to competitor airports and the Airport was doing better than the national average in this area. However, the Airport Company was not complacent and was continuing to do all that it could to support this element of the business. A further member queried what attempts were being made to introduce interlinking flights to Heathrow or other European hubs. An Airport Company representative noted that since KLM (UK) had pulled out of the airport some years ago due to slot issues, it had been difficult to encourage other interlinking services although the Airport Company was constantly seeking to do this with other airlines. The same member also queried whether or not the Glasgow/Edinburgh domestic traffic had been lost to other airports and an Airport Company representative responded that, whilst it was possible that some of the

business had been lost, the Airport Company's findings were that a lot of that business had been stimulated by the low cost nature of the route and passengers may have therefore simply elected to travel elsewhere.

A member queried freight movements and said that the tables appeared to show an increase in night time freight movements and queried whether or not this was the case and if so the reasons. An Airport Company representative said that mail traffic had increased following Royal Mail's changed domestic route structure but beyond that there had been no significant factors resulting in an increase as far as the Airport Company could ascertain.

#### b. Business Development

A member queried whether or not the Airport was continuing to take steps to encourage long-haul services. An Airport Company representative confirmed that efforts were continuing to secure more long-haul scheduled and chartered services with the Indian sub-continent a key target.

A member asked whether or not the Airport Company was aware of any plans to significantly increase the number of scheduled freight services in the forthcoming year. He said this was a point of great concern to many people since the draft Master Plan stated that the number of scheduled freight flights would increase significantly within the next 4 years. The member therefore requested that the Airport provide more and better information on the likely growth of scheduled freight flights particularly during the night. An Airport Company representative responded that he was not aware at the current time of any specific proposals to substantially increase scheduled freight services this year although he could not rule this out as a possibility. The Airport Company was trying where possible to encourage growth in day time freight movements as opposed to night.

A further member commented that the Airport must be one of the few major airports in the UK not to have attracted scheduled long-haul passenger services and stressed its importance to the Airport and for the economy of the immediate area generally. An Airport Company representative confirmed that they fully recognised the importance of this part of the business and noted that it was more likely to secure long-haul services from non-UK airlines. The Airport Company was in contact with foreign airlines with a view to encouraging growth in this area of the business.

#### c. Community Relations

The Airport Company representative briefly summarised her report.

A member queried what response had been received to the draft Master Plan consultation process. An Airport Company representative confirmed that a steady flow of responses had been received but given that a number of the larger stakeholders would be consulting within their organisations and formulating their responses, he expected an increase in responses towards the consultation deadline on 14 May 2006.

Three members expressed their disappointment at what they felt was the poor quality of the draft Master Plan exhibitions that they had attended. In particular they felt the presentations were not wide ranging enough and the visual displays were limited in content. An Airport Company representative responded that it was concerned to learn of such views but that favourable feedback had also been received both at and following the presentations. However, it was clear that there were lessons to be learned for future public presentations from the comments expressed. A further member noted that her written responses to the draft Master Plan had been acknowledged within two working days of receipt which she felt was a good performance from the Airport Company.

#### d. Environmental Summary Report

The Airport Company representative briefly summarised his report. He confirmed that Castle Donington Parish Council had resolved to recommend to the Planning Authority approval of the planning application for the new community noise monitor in Castle Donington. It was hoped that the decision of the Planning Authority would be received shortly. It was noted that the report stated incorrectly that the monitor would be installed on land to the “north” of the village adjacent to Stonehill. This was in fact to the “south” of the village.

The Airport Company representative confirmed that the ISO1400 Environmental Management Audit had now been completed and that the Airport had passed the inspection with no corrective action having been identified.

With regard to the changes made to controlled airspace in 2005 the Airport Company representative reminded members that a noise monitoring exercise was to be undertaken assessing noise levels before the changes were implemented and then comparing them with noise levels after the changes had been implemented. The results of this monitoring exercise were being independently reported and the Airport Company representative asked if members would like the independent consultant to present his findings to a future environmental meeting of the ICC. There was a consensus that this should be arranged. **ACTION:** *NEMA to request Vernon Cole Associates to attend a future environmental meeting of the ICC when this work is complete.*

The representative for the Association of Airport Related Parish Councils informed the meeting that he had received consultation documents relating to noise preferred routes for Coventry Airport and would make these available to any member who wished to see them.

A further member queried when the Airport would be publishing the 2005 noise contours. An Airport Company representative apologised for the delay in publishing the noise contours which it had originally hoped would be available in January. The contours were expected within the following week whereupon they would be published and circulated to the next available ICC meeting. **ACTION:** *NEMA*

A member queried whether or not there had been a change in the Airport Company's policy with regard to training flights as there appeared to have been an increase recently in both commercial and military training flights. An Airport Company representative responded that its policy with regard to training flights had been debated at the ICC on a number of occasions. There had been no specific change in policy. He noted that this particular time of year was normally a busier period for such flights due to training that had to be undertaken prior to commencement of the summer season. The Airport Company representative said that the Airport Company was very much aware of the importance of this issue to local residents and of the concerns and confirmed that this was one of the issues that would be looked at as part of the draft Master Plan process. He also commented that the increase in training flights at the present time had also been due to the launch of increased Ryanair operations from the airport and the need to train additional crews.

A further member queried what proportion of the civil training flights were undertaken by airlines based at the Airport as opposed to airlines based elsewhere. An Airport Company representative responded that there was a mixture of such flights but he did not have the exact statistics available. He commented that one reason why airlines who were not based at the airport would undertake training flights was for crew familiarisation which was required in case of diversions.

A further member stressed the importance of this issue to the locality and said that it was his understanding that the number of training flights had risen from less than 2000 movements per year in the 1990's to over 14,000 movements per year currently with a large proportion of this increase taking place around 2001/2.

A further member again queried whether or not the Airport's management of training flights would be reviewed as part of the Master Plan process. An Airport Company representative confirmed that all environmental controls and issues would be looked at including training flights. A further member noted in relation to the trial of novel PR-NAV approach procedures that, whilst a presentation regarding this technique would be submitted to a future Environmental meeting, the trial would actually be commenced in May which was before the next meeting. He also said that he had written to the Airport Company's Managing Director about this issue on a number of occasions and had asked to be kept informed of progress in relation to the trial. An Airport Company representative confirmed that the published "plate" could be made available and that he would be happy to discuss any other information or concerns the member had at the conclusion of the meeting.

A member queried whether or not the proposed internet display of radar recordings would show what speed aircraft were travelling at. An Airport Company representative confirmed that whilst the radar recording would show altitude, and track it would not show speed as this was not information that was recorded by the radar track monitoring system.

#### e. Planning Applications

The member representing North West Leicester District Council reported that regarding the runway extension application, the "Officer Recommendation" to the Council's planning committee would be delayed pending the completion of a Noise Report from Rupert Taylor for Leicestershire County Council.

f. Three monthly report on Customer Service

An Airport Company representative briefly summarised his report.

**06/20 REPRESENTATION - THE AIRPORT OF THE FUTURE**

Mr Yemmi Agbebi Head of Business Development, Manchester Group Plc gave a presentation entitled "The Airport of the Future". This was followed by a question and answer session and an interactive demonstration of the customer experience of the future.

**06/21 DATE OF NEXT MEETING**

The next general meeting will be held at 10 am on Friday 21 July 2006 at the offices of DHL.