

EAST MIDLANDS AIRPORT

INDEPENDENT CONSULTATIVE COMMITTEE

Monitoring, Environment, Noise and Track (MENT) Sub Committee

**Approved Minutes of the Meeting
held at East Midlands Airport**

18 May 2007

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

CPRE Leicestershire
Melbourne Civic Society
DEMAND
DHL Aviation Ltd
UPS
Rushcliffe Borough Council
Leicestershire County Council

Mr G Stocks
Dr P Grimley
Mr S Charlish
Mr P Hewett
Mr L Macefield
Cllr M Males
Cllr L Pendleton

East Midlands Airport:

Director of Planning and Development
General Manager – Environment and Safeguarding
Minute Secretary

Mr J Froggatt
Mr N Robinson
Mrs A Lamin

07/08M APOLOGIES FOR ABSENCE

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

07/09M DECLARATIONS OF INTEREST

Mr Charlish advised of his appointment as District Councillor for Harborough, but pointed out that he was not representing the Council on the ICC. Cllr Pendleton declared an interest through an application to the SIGS.

07/10M MINUTES OF THE MEETING HELD ON 2nd FEBRUARY 2007 and MATTERS ARISING

The minutes of the meeting held on 2nd February 2007 were agreed by all present subject to the following amendments:

A member requested and it was agreed that the minute numbering system be changed from minute number/year to year/minute number eg the sequence becomes 07/01M and so on.

07/04M (iv) left hand column to read:
Aviation fuel supplied through EMA Fuel Farms.

07/05M – 5th para to read:
It was suggested by the Chairman that the addition of a column showing village population numbers

07/05M – 7th para to read:
A representative of the Local Groups commented that the annual Sustainable

Aviation report should be regarded as a report of unsustainability since it reported a growth rate for UK aviation CO2 emissions which exceeded efficiency improvements.

07/07M

Item 3.2

Line 1 - change "have" to "has"

Line 3 – 90dB(A) to read 92dB(A)

Item 4.1 – QCB to read QC8

Line 4 – to read "up to £12,000"

Add: EMA confirmed that the actual number of night time operations undertaken in 2006 by QC8/16 aircraft has been reported.

There were no further matters arising from the minutes.

07/11M

CHAIRMAN'S COMMENTS

Copies of "Moving up a Gear" Sustainability Review 2006 – DHL Express (UK) Ltd and DHL Aviation (UK) Ltd were circulated to sub committee members.

Revised details of proposed substitutes for "Local Group" members on the ICC Sub Committees (MENT and TEP) were circulated and agreed by those present for immediate use.

These proposals will be presented to the next ICC meeting for formal approval.

07/12M

ENVIRONMENT REPORT

The report presented by EMA was reviewed in detail. It was agreed that the format was clear and helpful and would evolve as appropriate. A member expressed regret that the reports were issued quarterly when the MENT Sub Committee was to meet three times a year.

(i) It was confirmed that the Complaints Procedure had been revised in 2006. This introduced the distinction between contacts such as letters of complaint and complaints where if, for example, 3 aircraft were referred to in one letter, this is now registered as 3 complaints. No detailed figures were therefore available for complaints, as defined, before 2006. However complaints and contact information were presented for comparison.

(ii) Part of the reduction in daytime and night noise contours was due to improved modelling, which now includes terrain and increases reporting accuracy.

A member was concerned that the basis of calculation has now changed and comparisons with the Master Plan predictions cannot now be made. EMA responded that the effect on night-time traffic is small but EMA have asked consultants to plot the day-time and night-time contours on the previously standard 92 day period to enable comparisons to be made. MENT can then consider the implications and whether ongoing comparisons are necessary.

(iii) A member queried EU directive requirements and EMA confirmed that the Airport is required by law to produce the figures as reported.

EMA will make available to members a copy of the technical requirements of the EU and the Secretary of State, together with a copy of the contours submitted to the Secretary of State.

ACTION: EMA

(iv) Details of village population numbers and relative numbers of complaints and complainants were reviewed in detail. There was a difference of opinion as to whether this information was relevant. Local Group members felt the figure detracted from the issues and did not add value. Other Sub Committee members felt that the information and comparisons were very relevant. A Local Group Member also raised the issue of whether the meeting Chair should be

involved in discussions.

- (v) After discussion, by majority decision, it was agreed that the Chair should be involved in discussions and should contribute to the meeting in order to facilitate the meeting and catalyse the discussion between the different groups. It was also agreed that continuing receipt of the statistics providing numbers of complaints, numbers of complainants and the area population figures was relevant and informative.
- (vi) SIGS (Sound Insulation Grant Scheme):
The new scheme has now taken effect, brochures are available and applications are being accepted. All those within the scheme boundaries are being contacted. A member commented that the scheme is popular and has a high take up. Feedback indicates that applicants are happy with the scheme and the work being undertaken.

Copies of the new EMA Sound Insulation Grant Scheme brochures were circulated to sub committee members.
- (vii) EMA undertook to provide details of the noise level fines to the next meeting.
ACTION: EMA
- (viii) A member pointed out that the Air Traffic Movement figures do not correspond to those outlined in the Master Plan and there is a consistent difference between EMA and CAA numbers. EMA will clarify and provide a definition of ATMs to the next meeting.
ACTION: EMA
- (ix) A Local Group representative asked for details of cargo flights and the split between passenger, cargo and mail flights at night-time. Agreed that EMA will provide this information for the next meeting the Sub Committee. **ACTION: EMA**
- (x) The Master Plan indicates that night flights would be subject to an environmental surcharge. EMA have restructured charges and it was agreed a paper will be circulated to the next meeting.
ACTION: EMA
- (xi) It was confirmed that carbon emissions refers to carbon dioxide emissions.
- (xii) A Local Group Representative raised the issue that a Local Group member had disputed information in regard to aircraft type provided by EMA in relation to a complaint. EMA responded that WebTrak will independently verify what aircraft are flying and at what time and the system is accessible to all. EMA also verifies flights through its own systems and endeavours to correlate this information with complaints received. EMA management systems are transparent and are subject to independent audit every six months.
- (xiii) A request was received at the last meeting for EMA to provide figures of aviation fuel sold at the airport. EMA advised members that the total fuel sold at the Airport in 2006 was 241,386 cubic meters. However, EMA pointed out that the figure needed to be treated with considerable caution as aircraft had the ability to carry fuel into or out of the Airport dependent upon the relative price at different airports, a process known as "tankering" and that this made it difficult to relate fuel sold to fuel used at this Airport. EMA are refining the carbon inventory and the subject will be included on the next meeting agenda.
ACTION: EMA

07/13M **AIRPORT NOISE CONTOURS**

Details were reviewed as circulated. This information is also available on the EMA website.

07/14M

AIRCRAFT SPEED AND NOISE STUDY

Details of the initial trial undertaken at Illston on the Hill were outlined. Initial results show that pilots are operating under standard procedures and are not fast flying. However, the noise traces from the microphones on the trial site do not register aircraft noise greater than the ambient background noise at any time. EMA will circulate notes on the initial study results to the study partners to determine how the project should proceed.

ACTION: EMA

A member said that the problem is not necessarily the level of sound but the type of sound. It was reported that this was a pilot sample to try to assess the relationship between speed and noise and uniform aircraft types had been used in these tests to minimise the number of variables. EMA were limited on the scope of studies they were able to undertake but are happy to participate in larger appropriate studies by recognised bodies. The meeting consensus was to continue with the tests and to focus on runway 27.

ACTION: EMA

07/15M

AIRCRAFT NOISE COMPLAINTS PROCEDURE

The report was reviewed as circulated. A member asked that the dedicated low cost telephone number be included in all area telephone directories.

ACTION: EMA

07/16M

MANAGEMENT SYSTEM CERTIFICATION – AUDIT SUMMARY REPORT

EMA requested that the report copied to Sub Committee members be treated as Confidential to the members. It was highlighted that the report is not totally inclusive as samples only are taken by the auditors for verification and the auditors focus on different areas over time. EMA targets are published in the Master Plan and results are published in the Environment report. However, for future audit reports EMA will ask the auditor to produce a short summary paragraph for members to circulate to their respective groups which will be presented to the Sub Committee together with the confidential full report.

ACTION: EMA

07/17M

PRESENTATION ON TERMINAL DEVELOPMENT (WEST PIER)

EMA outlined a brief presentation on terminal development which will provide six additional gates. The development was completed in 25 weeks and is a low carbon building incorporating measures such as ground source heat pumps, waterless urinals and the use of "grey" water. Members congratulated EMA on the work completed.

**NEXT MEETING:
Friday 21 September 2007 at 10.00am**

Apologies noted from Mrs Ann Lamin

The meeting closed at 12.15pm

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