

**EAST MIDLANDS AIRPORT**

**INDEPENDENT CONSULTATIVE COMMITTEE**

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

**UNAPPROVED Minutes of the Meeting**  
**held at East Midlands Airport on**  
**Friday 27 May 2011**

**Present:**

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

**Organisation:**

CPRE

Mr G Stocks

DHL

Mr P Hewett

Leicestershire County Council

Cllr L Pendleton

Kings Newton Residents' Association

Mr S Leech

Melbourne Civic Society

Dr P Grimley

North West Leicestershire District Council

Cllr D Stevenson

Rushcliffe Borough Council

Cllr M Males

**East Midlands Airport:**

Director of Sustainability

Mr N Robinson

EMA

Ms C Foster

Environment Manager

Mr A Freeman

Minute Secretary

Mrs A Lamin

**11/09M APOLOGIES AND DECLARATIONS OF INTEREST:**

Apologies were received from Mr A Morris-Richardson

Cllr L Pendleton confirmed a continuing personal interest in the SIGS.

Cllr D Stevenson confirmed a continuing interest as member of the District Council Planning Committee.

**11/10M MINUTES OF THE MEETING HELD ON 4 FEBRUARY 2011:**

a) **The minutes of the meeting held on 4 February 2011** were accepted as a true record.

**b) Action points:**

**11/02M(1)** EMA confirmed that a response remains outstanding from the government on the Draft Noise Action Plan. The agreement of the Section 106 Agreement relating to the runway extension was reported to the recent full meeting of the ICC. EMA will advise MENT members when the NAP issue is resolved.

**11/04M** DHL confirmed that the late departure of an aircraft on 4 November was due to loading difficulties with the aircraft cargo.

**11/05M(5)** It was agreed at the full ICC meeting to delay the Masterplan Review pending receipt of government guidelines. There is no set timetable but 12-18 months delay is anticipated.

**11/07M** The format and content of the statistics circulated to the sub

committee will be reviewed at the next meeting. Members are invited to send comments and requests to Neil Robinson.

**ACTION: EMA**

**11/11M CHAIRMAN'S COMMENTS:**

- a) At the writer's request, the Chairman read out a letter dated 6 April 2011 received from Mr Morris of Stoney Stanton, and the Chairman's reply. Mr Morris had requested information on the legislation and planning restrictions for night flights and noise and had been referred to the Chairman by the CAA. The Chairman and EMA had responded in detail to Mr Morris and no further communication has been received.

A member said this demonstrates the wide area where people suffer from noise disturbance. Members said that a major problem is noise at night and single events are particularly disturbing.

- b) An email had been received from Dr P Grimley asking how the planning conditions for the runway extension will be met. EMA advised that S106 and other conditions will be taken up when the planning permission is activated. EMA will circulate information on the conditions which have been accepted but will not become valid until the planning permission is taken up.

**ACTION: EMA**

- c) A request for information on night mail cargo flights was followed up but no information was available on mail cargo. EMA will ask Royal Mail to make a presentation to the next MENT meeting.

**ACTION: EMA**

- d) The Chairman advised of consultation by HM Treasury on Air Passenger Duty which closes on the 17 June. Individual organisations can respond individually as part of the consultation.

- e) The Chairman will attend the Annual ACC meeting to be held in Aberdeen in June. Agenda items include:

- Enhancing passenger representation at ACCs
- Guidelines for ICCs
- Air Passenger Duty
- People with Reduced Mobility - improving surface access at airports
- UK airport activities
- European aviation update

Minutes of the meeting will be circulated to all ICC members.

**11/12M WEBTRAK UPDATE:**

Adam Freeman, Environment Manager, presented an update on the enhanced Webtrak system in operation at EMA. This can be accessed in various ways through the EMA website. New facilities include hybrid and satellite mapping; messaging system for events and notices.

A member suggested displaying noise corridors for take offs and landing. EMA felt this could confuse users who might not understand which aircraft were intended to follow which corridors and for how long. It was stressed this is a technical system and users must be able to understand and interpret the information provided. An alternative suggested would be for the overviews to be an additional option for users to activate. EMA will consider this suggestion. Other members said the system was an excellent tool which should not be made too complicated.

There is a delay of up to 24 hours before information can be viewed and this is because of DfT security restrictions. EMA will compare delay times and report to the next meeting.

**ACTION: EMA**

**11/13M CONTINUOUS DESCENT APPROACH PERFORMANCE AND TRENDS:**

Neil Robinson reviewed the information circulated. The technical details were outlined. Operation of CDA is part of standard pilot training and pilots will operate CDA where conditions allow. Airlines are working to improve the percentages achieved.

A member congratulated EMA on the implementation of CDA and the noise reduction particularly over East Leake is noticeable.

**11/14M ENVIRONMENT REPORT AND STATISTICS:**

Neil Robinson reviewed the information circulated.

a. The PV project has now been suspended. EMA have taken into account comments received and in addition Government funding is now uncertain. Consultation is taking place over potential tariff subsidy for PV projects being reduced by 85%. The project would not be economically viable for EMA if this happens.

b. A member asked if information was available on training flight schedules. EMA said that restrictions are in place to try and achieve a balance. Airlines based at EMA are allowed to operate training flights within the restrictions. EMA are willing to review the restrictions and operations as appropriate.

A member said he would encourage training flights as these ensure passenger safety. It was noted that increased training is undertaken in simulators. Members endorsed training and security measures taken and recognise that the Airport continually reviews operations.

EMA said there is a considerable reduction in the number of training flights over recent years and EMA are turning down business to ensure that only EMA based aircraft operate training flights from the Airport.

c. A member advised that Kegworth Parish Council were extremely disappointed that the EMA Community Fund did not give to Parish Councils, and that two applications for a community project in Kegworth had been refused because they were on parish land. The member said that Parish Councils work for the community and ask for very little. Kegworth is an area most affected by airport operations.

Cllr Marie Males, Chair of the Community Fund, said that Parish Councils have precepts and separate funding sources and that the Community Fund by necessity has specific guidelines. Parish Councils are also in a position to raise their own funds. Limited funds are available through the EMA Community Fund and grants are allocated to local clubs and organisations. Unsuccessful applicants are advised of the potential to apply for funding through other organisations and bodies. Churches and education bodies are also excluded from applying.

Different views were put forward on this issue including concern over the extension of the eligible area for funding up to 30 miles. It was felt this increases the number of applications and reduces the amount available to each organisation.

Following discussion, the Chairman proposed that an ICC sub group comprising appropriate representatives, be set up to review the guidelines, criteria and area of eligibility of the Community Fund. This was seconded and agreed by all present.

Neil Robinson outlined the reasons for increasing the area of benefit miles at which time the contribution to the Fund from the Airport was increased and confirmed that EMA will support a review, but ultimately any changes are the responsibility of the Airport.

The Chairman undertook to outline the proposal for setting up a Review sub group to the next meeting of the ICC.

**ACTION: EMA/CHAIRMAN**

d. A member asked, and it was agreed, that Engine testing information be presented as numbers not percentages.

**ACTION: EMA**

e. A member commented that the proportion of night flights against day flights has increased compared to the first quarter of last year. DHL confirmed that trends have reversed and night freight flights are now increasing. No new routes have been added and the volume of business has increased. Where possible loads are consolidated. A member said that the statistics indicate three additional planes each night but no increase in freight. It was agreed to review the information when the second quarter figures are available.

A member said that there could now be a reversal to the beneficial trend of reduced night flights but other members supported the increased flights indicating economic recovery.

DHL advised that 13 refurbished A300/600 planes have been purchased which are quieter and more efficient with upgraded navigation systems. The first plane will be arriving in November. It was agreed this is a big step towards achieving EMA Chapter 4 targets.

**11/15M DATE OF NEXT MEETING:**  
Friday 30 September 2011 at 10am

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