

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 21 May 2010

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

CPRE Leicestershire
Derbyshire & Nottinghamshire Chamber of Commerce
Leicestershire County Council
Melbourne Civic Society
North West Leicestershire District Council
Rushcliffe Borough Council

Mr G Stocks
Mr A Morris-Richardson
Cllr L Pendleton
Dr P Grimley
Cllr D Stevenson
Cllr Mrs M Males

East Midlands Airport:

Director of Sustainability
Director of Planning and Development
Minute Secretary

Mr N Robinson
Mr J Froggatt
Mrs A Lamin

10/09M APOLOGIES:

Apologies were received from Mr P Hewett, Mr R Pryce, Mr S Leech and Mr S Charlish.

Lesley Pendleton confirmed a continuing personal interest in the SIGS.

Cllr D Stevenson confirmed a continuing interest in the runway extension plans which have now been agreed, subject to S106 arrangements.

10/10M MINUTES OF THE MEETING HELD ON 5 FEBRUARY 2010:

a) **The minutes of the meeting held on 5 February 2010** were accepted as a true record, subject to the following changes proposed by a member and accepted by the meeting.

Para 10/04M c)
5dB average noise should read 57dB average noise

The first sentence of the last paragraph to be deleted. [EMA would consider using a 48dBLAEQ night noise tracking level to enable noise measuring.]

Para 10/04M h)
Last sentence amended to: 'A member said that the Directive *required* publishing the area of contours, but not many airports do this.'

Para 10/04 k)
5.15 Noise Preferential Routes
First sentence amended to: 'It was agreed that the wording should be changed to clarify that the NPRs extend to 1,500 metres either side of the centre line of the *route*.'

b) Action points arising from the minutes

Para 10/04M a)

Following a query from a member, EMA will confirm the number of responses which total 81 in the Appendices.

ACTION: EMA

Para 10/04M e)

2011 Master Plan review. EMA will issue a consultation timetable to the ICC and MENT.

ACTION: EMA

Para 10/04M m)

EMA will consider the recommendation that the report paragraph on the rejection of Designation will include the views of the ICC.

ACTION: EMA

Para 10/06M

EMA will present details of the night noise targets and the penalty scheme to the next meeting.

ACTION: EMA

10/11M CHAIRMAN'S COMMENTS:

a) The Chairman advised several issues raised by a member which will be included on MENT or TEP meeting agendas as appropriate:

- i) Draft Noise Action Plan
- ii) Progress update on the runway extension
- iii) Progress towards the target for Chapter 4 - to be discussed at the next MENT meeting
- iv) EMA to be carbon neutral by 2012 - progress report - accepted as an item for a future MENT agenda
- v) Volcanic ash issues for passengers - recommended for discussion by TEP and potentially for ICC if the disruption to air traffic continues
- vi) Clarification needed on when airlines are responsible for passengers - recommended for discussion by TEP

Thanks were recorded to Dr Paul Grimley for the recommendations.

Members commented that it was recognised that the airspace shutdown was frustrating for passengers and airports, but the consequent quiet was enjoyed by local residents.

It was agreed that suggestions for agenda items are welcomed and the aim is to achieve a balanced agenda for each meeting.

b) Runway extension update:

EMA confirmed that planning permission has been agreed subject to finalisation of S106 arrangements. When agreement is final, capital funding will need to be obtained. No new runways will be built at Heathrow, Gatwick or London airports. The new government policy is not clear concerning future development at other airports. EMA's commitment to be carbon neutral in respect of its own operations remains.

A member said that North West Leicestershire District Council has agreed to turn off lights on major roads and within some parishes from 12.30 to 5.30am. Members agreed this was a commendable initiative.

EMA are reviewing reducing car park lighting at night but are aware of health and safety issues. Lighting at specific car parks could be shut off when the car parks are not in use. Movement detectors for lighting could be considered. A member recommended the use of LED lighting for both external and internal use. LED lighting has lower emissions and would work towards the Airport's carbon neutral target. EMA confirmed that LED lighting continues to be reviewed.

EMA confirmed that work has started on the new hotel which will be 85% carbon neutral.

10/12M THE 'RUPERT TAYLOR NIGHT NOISE METRIC'

Neil Robinson outlined the details circulated, which included the background to the study, the night noise metric (NNM), results and conclusions.

The noise level is the aggregate of all noise, including aircraft noise. Sites are chosen where aircraft is the dominant noise. Air traffic grounding due to the volcanic ash cloud gave EMA the opportunity to measure the ambient noise. A member said that the standard measurement which includes population and background noise of 90dBASEL is high and asked if this could be dropped to 85dBASEL in the future. EMA said new data would need to be obtained. This survey was conducted independently and EMA would prefer to use this data rather than use variants. The member said this is a high baseline but accepted that year on year figures will show variance.

Another member reiterated that this survey has been conducted by an independent consultant and these figures have therefore been arrived at independently.

EMA said that the noisiest regular aircraft currently in use is the MD11. Big, new aircraft will be noisier than small new aircraft but are still quieter than older aircraft.

MD11's are being replaced by DHL by 777's and 767's, maximising capacity loads being flown to the Leipzig hub. EMA confirmed that the model includes all flights.

Conclusions:

- NNM can add value to existing measures eg SIGS, and can be used within a package of measures
- NNM may be volatile and could over estimate better or worse
- NNM best considered as additional and in long term

It was agreed this is a very complicated measure which is difficult to explain to the public in general.

A member expressed concern that the navigational graph contours used over-fly of non-populated areas and are heavily skewed to arrivals. EMA said the measures reflect all areas.

A member said that the group is looking at actual figures which cannot be discounted. The member recommended acceptance of the figures presented by an independent expert.

EMA confirmed that the SIGS boundaries will remain at the moment, but could be reduced in the future in light of the findings.

A member repeated that the 90dBASEL is extremely loud and many people are affected. A balance is needed and this report does not include many people.

EMA said that the results are from field studies. This is not an arbitrary value but a value which is accepted by government.

The Chairman asked committee members if they wished to challenge or accept the report. Members confirmed no challenge to the basis of the work or the results, but one member commented the study is backward rather than forward looking. The member accepted that in the future attitudes and aircraft fleets will change. The study is defensible now but there is a need to look forward.

The report is available to the public and EMA has adopted the additional measure of noise which could be included in the Master Plan and will form part of the wider strategy.

10/13M NIGHT FLYING CHARGES

John Froggatt outlined the details circulated.

A member queried the impact of the differential in charges between day and night flights.

EMA confirmed it is cheaper to fly during the daytime. EMA's aim is to incentivise a change to daytime flights where possible. Operators have to work to customer freight requirements eg late collection, early delivery, and next day delivery for the integrated carriers such as DHL and UPS. Night labour costs are higher than daytime costs, but benefits include using less congested road space and airspace during the quieter night periods.

A member said that airlines had made subtle shifts in their flight timings to the benefit of the population. Another member said there is a clutch of departures between 11pm and 11.30pm which moves aircraft into the shoulder charge out of the more expensive "night" period. There is also a concentration of arrivals between 9am and 9.30am. A member said that continental hubs operate with freight arrivals and departures concentrated at the same time.

A member said that the additional charge for passenger aircraft only applies to QC4 aircraft and as no QC4 aircraft are operating at other airports, this is a spurious charge. The member continued that EMA consistently hang on to the policy that QC4 aircraft can operate at EMA. EMA confirmed that QC4 aircraft can fly at other UK airports.

A member tabled a summary schedule of noise penalty schemes at UK airports and said that EMA allows higher night noise levels than any other airport in the UK. The member said this is an appalling policy being adopted by EMA in allowing higher night noise levels than other UK airports. There is a package of measures set to influence the behaviour of operators, but this does not stop night flying.

EMA said the noise penalty scheme sets realistic, challenging targets allowing all aircraft types that are allowed to fly at night to operate and that the banded scheme would penalise even quiet aircraft if they made more noise than necessary. The EMA scheme makes it more expensive for QC4 night flying and the measures have resulted in improvements generally.

One member, seconded by two other members, requested that on behalf of the interest groups represented at ICC that the Airport should not persist with the current measures and should align itself with other airports.

EMA responded that it considered the overall balance of the current measures to be

appropriate.

10/14M NOISE ACTION PLAN UPDATE

John Froggatt confirmed the Airport Company is still waiting for a decision on the submission Draft NAP and categorically denied speculation that it had been rejected. When a decision is made, it is understood that UK Government will then submit a document to the European Commission, possibly summarising the NAPs that have been formally adopted.

10/15M ENVIRONMENT REPORT

a) Regular statistics

The reduction in the numbers of domestic and international passengers was noted. Routes are being maintained. The volcanic ash issues have not helped. Growth is anticipated next year. Freight and cargo levels are being maintained well compared to some other airports.

It was agreed that the graph information provided will be truncated to the current year plus the previous three as this would make reading the information clearer.

ACTION: EMA

The number of complaints received has dropped significantly and a member suggested this is due to the reduction in the number of flights.

A member queried complaints received from Matlock and EMA suggested these could relate to Manchester air traffic which is above 10,000 feet at that location.

The high number of complaints (223) from 3 complainants in Kegworth is being investigated.

b) ISO 14001 Audit report

Details of the report were noted. A member asked that thanks be recorded to EMA for this positive report following a demanding review.

c) SIGS Trickle Ventilators report

A member said that the ventilators negate the benefit of the double glazing units and SIGS is not achieving what it should.

EMA said that work must comply with building regulations and it is mandatory that ventilation is provided.

EMA will liaise with the SIGS installers to recommend that ventilators are only fitted where mandatory and necessary and where the householder requests installation.

ACTION: EMA

d) Noise Monitor report

The example noise monitor report for Castle Donington was reviewed. It was agreed that EMA expand the reports to MENT to include Kegworth and Sutton Bonington, which will be available both in hard copy and on the website.

ACTION: EMA

10/16M DATE OF NEXT MEETING

Friday 1 October 2010 at 10.00am

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