

East Midlands Airport
Monitoring, Environment, Noise and Track (MENT) Sub Committee

APPROVED Minutes of the Meeting
held at East Midlands Airport on Friday 16 September 2016

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

Leicestershire County Council
Rushcliffe Borough Council
Melbourne Civic Society
PAIN – People Against Intrusive Noise
DHL Aviation Ltd
Leics and Rutland Association of Local Councils

Councillor T Pendleton
Councillor M Males
Dr P Grimley
Mrs P Beddoe
Mr P Hewett
Councillor A Sowter

East Midlands Airport:

CSR Director
Corporate Social Responsibility Manager
Health Safety & Environment Business Partner
Facilities and Engineering Manager
Environmental Advisor
Minute Secretary

Mr N Robinson
Ms C Hempson
Mr R Clayton
Mr S Betley
Mr A Freeman
Mrs A Lamin

16/20M APOLOGIES AND DECLARATIONS OF INTEREST

The Chairman welcomed everyone to the meeting. Apologies were received from Cllr Brown, Mr Jones, Dr Manhire and Mr Leech. There were no declarations of interest.

A member raised a constituent query on two recent aircraft movements and it was agreed this would be reviewed at item 7 – Webtrak demonstration.

16/21M MEETING MINUTES

- (a) The minutes of the meeting held on 3 June 2016 were accepted as a true record.
- (b) Action points

16/13M It was agreed that acronym explanations would be included in specific documents presented and queries raised as and when appropriate, rather than circulate a list which would need continual updating.

An organised visit to the Control Tower followed this meeting.

16/14M It was agreed that SIGS review/progress of scheme, be reviewed at the next meeting.

ACTION: EMA

16/16M Noise Related Operating Restrictions

EMA outlined current operations. EU Regulation 598/2014 essentially affects older aircraft. Currently around 15% of flights (predominantly freight aircraft) do not comply with Chapter 4, which considers certified noise levels and aircraft weight. These are gradually being phased out and the airport target of 100% Chapter 4 compliance at night (by 2013) remains an outstanding target. It was agreed that MENT will continue to review progress. A member queried if aircraft modifications could be made and encouraged by EMA, but this was felt to be impractical.

16/18M A member queried no reply yet received to a constituent complaint regarding PRM facilities raised at the last meeting. EMA will confirm the details and follow this up.

ACTION: EMA

16/22M **CHAIRMAN'S COMMENTS**

- (a) Continuing concerns on drone activity and incidents at Heathrow and Stansted were highlighted. EMA ICC, as recommended, has now written to the DfT recommending restrictions.
- (b) A decision on a third runway at Heathrow is still awaited. Members expressed concerns on infrastructure v economic benefits. A decision is expected in two months with construction in ten years if/when a decision is made. The priority is to use current capacity.
- (c) Gatwick income is reported as:
22% retail
11.6% parking
52% air movements

Heathrow income reported is similar percentages

16/23M **RENEWABLE ENERGY – BENEFITS OF WILLOW PLANTING**

Detailed information circulated was reviewed. EMA has a target to achieve zero emissions which it has achieved for a number of consecutive years. It was envisaged that the willow plantation would be something which would contribute directly to carbon neutral operations, through the installation of biomass fuelled boilers in the terminal building, however this is not currently economically viable. The best option currently is to purchase fuel from carbon neutral sources and purchase a carbon offset scheme, statistics for which were outlined.

EMA will be developing a renewable energy scheme over coming years and will involve MENT in discussions and progress.

In response to member queries:

- At least 20 – 25 harvests can be achieved within the lifetime of a willow plantation
- EMA will continue with the scheme having met carbon objectives
- If more land is needed then local authorities need to be advised to inform future building plans eg projections for planning are needed
- EMA will consider the potential for margins around the willow planting to encourage wildflowers and wildlife.

ACTION: EMA (the specific action is to look into the viability of incorporating wildflower planting around the site)

16/24M **AIRCRAFT NOISE CONTOURS**

Details circulated and comparative statistics tabled were reviewed in detail. Daytime and Night Noise contours for 2014 were increased from 8.2 and 7.4 to 8.3 and 8.0 respectively which affected the annual comparison contour chart information tabled. A full year's figures for the Annual 55dB Lnight will also provide a fairer analysis. A member asked if the chart in the Sustainable Development Plan (p28 Environmental Section) which shows the contour for 2003 is summer or annual.

It was requested and agreed that a revised Contour Chart be circulated with the meeting minutes to show correct 2014 figures for 57dB and new 55dB figures.

ACTION: EMA

Members said that the information provided shows that the situation is well under control and congratulated EMA. The airport and operators are doing a great job in doing what they said they would do.

A member said the detail needs to show the difference in summer and winter operations. It is useful to monitor the situation which is now well below the 2006 target.

EMA advised the production of noise contours is a significant task, and that this requires data regarding the entire calendar year (rather than just the summer period, as before). As such annual contours and figures are unlikely to be available until Spring 2017.

The Chairman and members thanked EMA for the work involved and the information provided.

16/25M **SURFACE WATER REPORT**

Details of Surface Water Drainage and Management and Water Quality were reviewed as circulated.

The EMA system is computer controlled and continually reviewed and monitored. The majority of surface water from EMA flows into three sets of balancing ponds. The independent report commissioned by Leicestershire County Council and produced by consultants URS show that the volume of water flowing into Diseworth Brook is greater from the surrounding farmland than from the airport. Copies of this report were available at the meeting. The airport's water balancing system is designed to manage and 'balance' EMA's surface runoff, and not to provide flood relief in the event of long periods of high rain fall.. EMA has facilitated a series of meetings with Leicestershire County Council and Diseworth and Long Whatton Parish Council as well as representatives of WINGS in order to review actions proposed by the URS report which could help local villages in the event of flooding incidents in the future. EMA holds an Environmental Permit (issued by the Environment Agency) to discharge into the Trent (near the former power station site) - water is stored and aerated in the 'winter' ponds before being discharged.

In summary, the problems experienced by villages further downstream are not caused by EMA. There is a public meeting on Saturday 22nd October which has been arranged by the parish council and the airport for local residents in Diseworth and Long Whatton to come and learn more about how the airport's water management system works and to have any questions answered.

EMA is liaising with the ICC member who has raised concerns on behalf of local villages, as they have been represented at the series of meetings that have been held with the parish council.

16/26M **ENVIRONMENT AND COMMUNITY RELATIONS REPORT**

Environment report Quarter Two, Traffic Statistics and Departure Noise Summary reports for Wilson, Sutton Bonnington and Weston on Trent were tabled and reviewed in detail. Departure Noise Summary reports for other areas are available on the EMA website. Members were asked to advise at the next meeting if they felt these reports were useful to be included in information circulated for future meetings.

ACTION: MEMBERS/EMA

EMA confirmed that assuming members were happy with the format of the reports presented, then these reports will be circulated prior to the meetings to enable members to review the details.

ACTION: EMA

A member said that figures for departure route compliance are down to 93%. EMA confirmed that automated information from ANOMS (the airport's noise and track monitoring system) enables interrogation of the information. Training flight information is available on ANOMS as well as Webtrak. Training flights are not counted as a departure as they are not following the departures route, but follow a training circuit route instead. An update was provided at the meeting that EMA are looking into the circuits flown by training flights, the airport anticipates improvements may be possible in the near future as a result of this work.

EMA advised that the EMA Corporate Social Responsibility Report for 2015/16 will be tabled at a next full ICC meeting in October 2016.

16/27M **WEBTRAK DEMONSTRATION**

A demonstration of the new functionality of Webtrak, following the upgrade in the software that the system relies on, was given. Webtrak now operates on a six hour delay rather than

a 24 hour delay as previously in place. The delay is necessary for DfT and Security reasons. The system marries information from several systems. The Quick Start Guide and options were highlighted. Members are recommended to review the system. Aircraft movements over a specific area relating to the member's query on behalf of a constituent were shown.

16/28M **FUTURE AGENDA ITEMS - updated**

It was reiterated that future Agenda would include the item 'Future Agenda Planning' with the following suggestions, to be updated at each meeting:

- (i) Review of Sustainable Development Plan 2015/16 – EMA to determine timetable for a programme of reviews
- (ii) Noise Penalty Scheme/Noise Charging Scheme – Night time and freight charges/noise system demonstration
- (iii) Winter operations/foams/spill responses/noise
- (iv) Training flights
- (v) SIGS review / progress of scheme – next meeting**
- (vi) Other topics generated by stakeholder interest

ACTION: EMA

16/29M **DATE OF NEXT MEETING: Friday 27 January 2017**

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