

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

APPROVED Minutes of the Meeting
held at East Midlands Airport on Friday 27 January 2017

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

Leicestershire County Council

Councillor T Pendleton

Melbourne Civic Society

Dr P Grimley

Nottinghamshire County Council

Councillor A Brown

PAIN – People Against Intrusive Noise

Mrs P Beddoe

DHL Aviation Ltd

Mr P Hewett

Leics and Rutland Association of Local Councils

Councillor A Sowter

WHICH

Dr A Manhire & Mr I Jones

East Midlands Airport:

Corporate Social Responsibility (CSR) Director

Mr N Robinson

CSR Manager

Ms C Hempson

CSR Officer

Mr A Greaves

Health Safety & Environment Business Partner

Mr R Clayton

Minute Secretary

Mrs A Lamin

17/01M APOLOGIES AND DECLARATIONS OF INTEREST

The Chairman welcomed everyone to the meeting. Apologies were received from Mr S Leech and Cllr M Males. Cllr Pendleton declared a potential interest relating to discussion on SIGS.

17/02M MEETING MINUTES

- a. The minutes of the meeting held on 16 September 2016 were accepted as a true record
- b. Action points:

16/18M The constituent complaint regarding PRM facilities has been referred to the appropriate officer and an update will be given to the TEP meeting.

16/23M EMA confirmed that consideration will be given to wildflower planting around the site as appropriate and possible.

16/25M A series of meetings with Diseworth PC, Leics County Council and a Public meeting have been held relating to surface water drainage and management. Hydrological flow modelling needs to be undertaken in order to identify possible solutions to flooding issues, to ensure there are no unforeseen consequences to solutions in other parts of the hydrological system. The county council would need to seek funding from the Local Flood Levy for such study. Leics County Council will seek quotes for such works, and funding will then need to be secured in order to carry out the study.

17/03M CHAIRMAN'S REPORT

(i) A new route for HS2 has been announced which bypasses EMA.

(ii) Drones:

Concerns continue alongside worldwide reports of near collisions with aircraft and increasing activity. Members agreed that awareness of the current rules needs reinforcement and new rules including licensing of drones need to be introduced. Additional suggestions included Squawk ID and mandatory registration.

The DfT has launched a consultation to develop a policy and framework for safeguards relating to drones. Details are available on the DfT website with a deadline of 15 March.

Neil Robinson suggested discussion on the issues at the ICC 24 February meeting with a speaker from the Civil Aviation Authority. This was welcomed and EMA will action.

ACTION: EMA

- (iii) A MENT Sub group was nominated with Cllrs Trevor Pendleton and Andy Brown led and hosted by EMA – Neil Robinson. ICC members will be invited to join the sub group. The group will draft a response to the DfT consultation, which will be distributed to the General ICC.
ACTION: EMA
- (iv) On behalf of the Chairman, Dr Paul Grimley attended a meeting held by the CAA who are responding to criticism regarding engagement with the public, exclusivity and over use of technical language following the implementation of changes without consultation in air space in the south east. Topics included Airspace change process, CAA involvement in news and future air space policy. It was recognised that local community groups are well represented through the East Midlands ICC. Members agreed that East Midlands representation continues at these meetings through Barrie Whyman and Paul Grimley.
- (v) The DfT have set up ANEG – Airspace and Noise Engagement Group. EMA are included in the CAA and DfT discussions as one of the Top 15 UK airports, other airports will be included in future meetings which relate to a range of consultations to be launched in the near future on airspace and noise policies. The UKACC has been offered one place. EMA and the Chairman will continue to inform MENT and ICC members as appropriate.
- (vi) SAVE – Save Aston and Weston Village Environments
The Chairman advised members that an email had been received from John Gidlow, ICC member representative for SAVE, requesting that the previously discussed grievance with EMA relating to training flights and the operation of Webtrak be discussed at this MENT meeting as, in his opinion, matters remain unresolved.

The issues relate to training flights on 19 July 2016 and difficulties with accessing Webtrak and information on these flights. This has been discussed at previous ICC and MENT meetings and subsequent specific meetings held and correspondence undertaken between the member and EMA. EMA expressed confidence in the information provided and the accessibility and operation of Webtrak.

It was agreed and accepted that this matter be resolved outside the meeting. The Chairman will write to the member proposing a meeting with EMA to include Neil Robinson, Colleen Hempson, Adam Greaves, Paul Grimley and the Chairman to determine final resolution and conclusion on the issues raised.

ACTION: CHAIRMAN/EMA

17/04M **SOUND INSULATION GRANT SCHEME (SIGS) - UPDATE**

Details as reported were reviewed. It was noted that 859 eligible applications have been received since the scheme opened and work completed on 733 dwellings. 69 properties are currently under instruction and will be complete before the end of the year. To date EMA has invested over £2.85m into SIGS. In April 2017 EMA will make a further £60k available for SIGS which will enable completion of 2014/15 claims as well as a significant proportion of the 16 claims made in 2015/16.

17/05M **NOISE BENEFITS FROM FLEET UPGRADES**

The report from Melbourne Civic Society, as circulated, was outlined by Dr Paul Grimley.

In summary, the report details concerns that noise benefits from fleet upgrades are becoming increasingly difficult to deliver. The Airport Sustainable Development Plan gives no detail of how the assumed noise benefits will be delivered.

Greater transparency by the airport was requested by providing:

- A regular summary, to ICC every two years, of research and development initiatives from airframe and aero engine manufacturers;

- Inclusion in the two yearly reviews of the Sustainable Development Plan of plans to introduce quieter aircraft to the EMA fleet and the expected impact on night-time noise;
- An indicator to demonstrate the noise per aircraft of the night time fleet. This may be noise contour per 1,000ATMs as outlined in this report or some other suitable factor. This indicator can be published with the annual noise contours, and could be included as a Key Performance Indicator in the Corporate Social Responsibility Report.

Key comments included:

- The introduction of bigger aircraft gives a greater noise allowance.
- 'Fleet' includes a number of different operators – eg DHL has upgraded but not all fleets are at the same level. EMA does not operate any aircraft.
- Accepted that overall aircraft are getting quieter but these changes are happening at different times in different airlines and between passenger and freight airlines.
- One off and unacceptable noise events contribute significantly to the overall noise impact.
- Analysis of aircraft would show which are contributing to night noise.
- As fleets upgrade, changes will occur.

EMA, endorsed by members, thanked Dr Grimley for the well-researched and informative report which adds to the debate and demonstrates issues. 2016 showed a growth in business and a variety of aircraft being used. These changes will be reflected over time, allowing comparisons with projections. The three requests detailed will be incorporated into EMA reviews and reported to MENT & ICC. It was noted that the impacts of BREXIT are unknown.

EMA will present information on the noise certification of the aircraft fleet and ideas for charges and penalties to the next meeting for discussion as an Agenda item

ACTION: EMA

17/06M **AIRSPACE DESIGN GUIDANCE: PERFORMANCE BASED NAVIGATION (PBN) Noise Mitigation considerations when designing PBN departure and arrival procedures**

EMA outlined the comprehensive details circulated including:

Background
Current Policy
New and Emerging Route Options
Key Questions

Members were asked to review the information provided and forward bullet point concerns and comments to e: anthea.hartshorne@eastmidlandsairport.com as Administrative Secretary for discussion and full consideration at the May or September meeting. Representation is needed from all areas.

ACTION: MENT MEMBERS/EMA

Comments included:

- Focus needed on the effects on a ten mile radius (5 – 7,000 ft)
- More planes on one line would concentrate noise over fewer properties. In other words less noise for many but more noise for some.
- Tighter turns would create more noise. However the issue of 'concentration vs dispersal' does not necessarily mean tighter turns.

17/07M **ENVIRONMENT REPORT**
Details circulated were reviewed.

Departure Route Compliance and Arrival CDA Compliance figures were noted and EMA CSR advised attendance at Pilots Group meetings and liaison on issues.

EMA advised that penalties and night noise surcharges were to come under review with the aim of continuous improvements. EMA will present a paper to the next MENT meeting.

ACTION: EMA

The noise monitor reports were reviewed. It was requested and agreed that EMA will provide a day/night split in future reports.

ACTION: EMA

17/08M **FUTURE AGENDA ITEMS – updated**

- (i) Noise benefits from fleet upgrades - to May meeting
- (ii) Airspace Design Guidance/PBN - to May/September meeting
- (iii) Noise penalties and night noise surcharges
Review and update - to May meeting

- (iv) Winter operations/foams/spill responses/noise
- (v) Review of Sustainable Development Plan 2015/16
EMA to determine timetable for programme of reviews
- (vi) Other topics generated by stakeholder interest

ACTION: EMA

17/09M **DATE OF NEXT MEETING - Friday 19 May 2017**

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