



NOISE ACTION PLAN 2019-2023

SUPPLEMENTARY
INFORMATION

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GLOSSARY OF TERMS



AIP	The UK Aeronautical Information Publication
ANOMS	Airport Noise Operations Monitoring System, Stansted Airport's specific NTK system
APF	UK Aviation Policy Framework – Published in 2013 this is the current UK aviation policy
APU	Auxiliary Power Unit. A power unit located on the aircraft to provide power to essential systems whilst on the Ground
ATC	Air Traffic Control
ATM	Air Transport Movement
CAA	UK Civil Aviation Authority
CCD/CCO	Continuous Climb Departure/Continuous Climb Operation – The same technique to climb aircraft continuously to reduce noise
CDA	Continuous Descent Approach
dB(A)	A unit of sound pressure level, adjusted in accordance with the A weighting scale, which takes into account the increased sensitivity of the human ear at some frequencies
Decibel (dB)	The decibel (dB) is a logarithmic unit of measurement that expresses the magnitude of a physical quantity relative to a specified or implied reference level. Its logarithmic nature allows very large or very small ratios to be represented by a convenient number. Being a ratio, it is a dimensionless unit. Decibels are used for a wide variety of measurements including acoustics, and for audible sound A-weighted decibels (dBA) are commonly used
DEFRA	Department for Environment Food and Rural Affairs (UK Government)
DfT	Department for Transport (UK Government)
ECAC	European Civil Aviation Conference
EMA	East Midlands Airport
END	EU Environment Noise Directive
EPNdB	Effective Perceived Noise measured in Decibels. Its measurement involves analyses of the frequency spectra of noise events as well as the maximum level
EU	European Union

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GANP	ICAO Global Air Navigation Plan
GPU	Ground Power Unit
GVA	Gross value added is the measure of the value of goods and services produced in an area, industry or sector of an economy
ICAO	International Civil Aviation Organization
ICC	East Midlands Airport Independent Consultative Committee – the formal body in charge of liaison between East Midlands Airport and our neighbouring communities
ICCAN	Independent Commission on Civil Aviation Noise
ILS	Instrument Landing System
L_{Aeq} 16 hour	The A-weighted average sound level over the 16 hour period of 07:00-23:00
L_{day}	The A-weighted average sound level over the 12 hour day period of 07:00-19:00 hours
L_{den}	The day, evening, night level, Lden is a logarithmic composite of the Lday, Levening, and Lnight levels but with 5dB(A) being added to the Levening value and 10dB(A) being added to the Lnight value
L_{eq}	Equivalent sound level of aircraft noise in dBA, often called equivalent continuous sound level. For conventional historical contours this is based on the daily average movements that take place in the 16 hour period (07:00-23:00 LT) during the 92 day period 16 June to 15 September inclusive
L_{evening}	The A-weighted average sound level over the 4 hour evening period of 19:00-23:00 hours
L_{max}	Maximum A-weighted sound level
L_{night}	The A-weighted average sound level over the 8 hour night period of 23:00-07:00 hours
L_{OAEI}	Lowest observed adverse effect level (in this plan this relates to aircraft noise). This is the level above which adverse effects on health and quality of life can be detected
MAG	Manchester Airports Group – Owner of East Midlands Airport
MENT	The Monitoring, Environment, Noise and Track sub-committee of the East Midlands Airport Independent Consultative Committee
NAP	Noise Action Plan

NATS	Formerly known as National Air Traffic Services Ltd. NATS is licensed to provide en-route air traffic control for the UK and the Eastern part of the North Atlantic, and also provides air traffic control services at several major UK airports, including Heathrow, Gatwick and Stansted
NEET	Not in employment, education or training
Noise Contour	Map contour line indicating noise exposure in dB for the area that it encloses
NPR	Noise Preferential Route
NPSE	Noise Policy Statement England
NTK	Noise and Track Keeping monitoring system. The NTK system associates radar data from air traffic control radar with related data from both fixed (permanent) and mobile noise monitors at prescribed positions on the ground
PBN	Performance based navigation – A technique using satellite navigation information to improve the accuracy of aircraft flightpaths
PLG	The Pilot Liaison Group – An East Midlands Airport forum for the airport, pilots and air traffic to discuss performance issues and opportunities
QC	Quota Count – In 1993 a new Quota Count system was introduced based on aircraft noise certification data. Each aircraft type is classified and awarded a quota count (QC) value depending on the amount of noise it generated under controlled certification conditions. The quieter the aircraft the smaller the QC value
RNAV/PRNAV	Area Navigation/Precision Area Navigation using GPS coordinates
SDP	East Midlands Airport Sustainable Development Plan
SID	Standard Instrument Departure route
SIG(S)	Sound Insulation Grant (Scheme)
SOAEL	The Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur
SoS	UK Secretary of State
Sustainable Aviation	A UK aviation industry initiative aiming to set out a long-term strategy for the industry to address its sustainability issues

APPENDIX A

DETAILS OF PREVIOUS NOISE ACTION PLAN CONSULTATIONS



FIRST ROUND CONSULTATION

In 2009, the following bodies were formally consulted by the airport on the first round draft noise action plan:-

- members of the airport's Independent Consultative Committee including the three City Councils of Leicester, Derby and Nottingham and the three County Councils of Nottinghamshire, Derbyshire and Leicestershire;
- the three District Councils of North West Leicestershire, South Derbyshire and Rushcliffe Borough;
- Parish and Town Councils situated close to the airport;
- the five MPs with constituencies close to East Midlands Airport and all five East Midlands MEPs;
- the Airport Joint Working Group (an ad-hoc group of local authorities chaired by Leicestershire County Council; and on-site businesses.

In total, 155 organisations and individuals were formally consulted by the airport including MPs and MEPs (see Appendix 1). All received a letter from Penny Coates, the then Managing Director, providing details of the consultation exercise, including the consultation period and the time, date and location of four Outreach Events to be held in local communities. The letter requested that comments on the draft noise action plan be forwarded to the airport by letter, fax or e-mail.

Consultative Committee members, MPs and MEPs received a paper copy of the draft noise action plan; other consultees were referred to the Airport's website where the draft noise action plan could be accessed electronically. Our approach ensured that we consulted a wide range of interests including local Town and Parish Councils; County, City and District Councils; national bodies such as the National Trust and National Air Traffic Services; regional bodies such as the now closed East Midland Development Agency and the East Midlands Regional Assembly; local amenity groups;

Chambers of Commerce; the airlines; on-site businesses; MPs and MEPs; and most importantly, people living locally.

In addition, the East Midlands Airport Strategic Development Forum (SDF) considered the topic on two occasions; the first before the start of the consultation process and the second at a specially convened meeting to discuss the draft noise action plan. The SDF was formed in 1998 to provide feedback to the airport on strategic issues. Membership includes both private and public sectors including Chambers of Commerce, the CBI, East Midlands Development Agency (EMDA), East Midlands Racing Association, the local planning authority and GO-EM.

We also put the draft noise action plan on the agenda of one of our quarterly tenants' liaison meetings and received useful feedback.

COMMUNITY OUTREACH EVENTS

Given the local focus of this exercise as determined by the areas delineated by the strategic noise maps, we were particularly keen to ensure that local communities had every opportunity to be aware of the draft plan and comment on it. We therefore arranged four community outreach events which took place on the following dates:-

- Diseworth Heritage Centre, 14th July 2009;
- Melbourne, Bill Shone Leisure Centre, 21st July 2009;
- Castle Donington Village Hall, 25th August 2009;
- Kegworth Parish Council Rooms, 29th September 2009.

Melbourne is situated in South Derbyshire, the other three Outreach venues being within North West Leicestershire. Airport representatives were present to assist at these events. Immediately afterwards short action notes were prepared listing the main issues raised and other relevant information.

MEDIA/ADVERTISING

The front page of the airport's website contained a direct link to the draft noise action plan. A press release was issued drawing attention to the forthcoming public consultation exercise. This received prominent coverage in several daily and local newspapers and on local radio. Some newspapers ran a series of articles on the draft noise action plan and the consultation process. Posters were placed at key locations drawing attention to the Community Outreach Events. These were supplemented by adverts placed in several local publications. The draft noise action plan process was also highlighted in our community newsletter 'The Flyer', which was distributed to over 45,000 homes.

There was a good response to the draft noise action plan. We received 77 responses from a wide range of interests including County Councils, Parish Councils, amenity groups, the National Trust, employers, local residents and MPs. Most respondents were private individuals. We received 11 responses from Melbourne residents, 6 from Castle Donington, 3 from Kegworth and 2 from Diseworth residents. The largest numbers of responses however, were from residents living outside the NAP Area in places such as Repton, Shardlow, Beeston, Keyham, and Swadlincote. In addition, 65 people engaged with airport staff at the four outreach events. A list of first round respondents is provided in Appendix 2.

SECOND ROUND CONSULTATION

Our first round plan was only three years old, when, as requested by Defra, we consulted on an update. As such we carried out a 'light touch' review of the plan with our airport Independent Consultative Committee. The updated plan also informed the development of our Sustainable Development Plan consultation in 2014.

NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

Proposed revisions to the noise action plan were considered by the Independent Consultative Committee's Monitoring, Environment Noise and Track (MENT) sub-committee at its meetings in September 2013 and January 2014.

The proposals were also included in the noise chapter of our Sustainable Development Plan.

The Sustainable Development Plan – which replaces the 2006 Airport Master Plan – was published for public consultation in March 2014. The consultation received widespread media coverage in the local newspapers and on regional television. As part of the consultation on the Sustainable Development Plan six community outreach events were held.

These took place on:

- 3rd March 2014 East Leake Academy
- 5th March 2014 Diseworth Heritage Centre
- 10th March 2014 Aston on Trent All Saints Heritage Centre
- 12th March 2014 Kegworth Parish Rooms
- 19th March 2014 Melbourne Assembly Rooms
- 26th March 2014 Castle Donington Parish Rooms

Details of the outreach events were included in the winter edition of our 'Community Flyer', circulated to 34000 homes, across 11 local postcode areas.





APPENDIX B

CONSULTATION QUESTIONNAIRE

Please see the Draft Noise Action Plan Consultation 2018 questionnaire online.

If you have any further queries about this questionnaire or consultation please contact us:

Email: noiseactionplan@eastmidlandsairport.com

To return the questionnaire please use one of the following:

Email: noiseactionplan@eastmidlandsairport.com

Post:

Community Relations
East Midlands Airport
Building 34
East Midlands Airport
Castle Donington
Derby
DE74 2SA



DRAFT NOISE ACTION PLAN CONSULTATION 2018 QUESTIONNAIRE

We would appreciate it if you could take a few minutes to complete this questionnaire, giving us your views on our Draft Noise Action Plan

Name _____
 Organisation (if applicable): _____
 Address: _____

 Postcode: _____ Email: _____
 Telephone: _____

1. Are there further actions we should be taking to control the noise impact for those living in the highest noise contours? In which area(s) do we need to take any further action?

- | | | | |
|-----------------------------|------------------------------|-----------------------------|---------------------------------|
| a. Departing aircraft | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| b. Arriving aircraft | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| c. Night Noise | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| d. Mitigation schemes | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| e. Monitoring and reporting | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| f. Communication | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |

FOR ALL AREAS WHERE YOU THINK FURTHER ACTION IS REQUIRED

Why do you think further action is required in this particular area?

What further action would you like us to consider?

2. Generally, are there any further actions we should be taking to control the noise impact from departing/arriving aircraft? In which area(s) do we need to take any further action?

- | | | | |
|-----------------------------|------------------------------|-----------------------------|---------------------------------|
| a. Departing aircraft | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| b. Arriving aircraft | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| c. Night Noise | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| d. Mitigation schemes | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| e. Monitoring and reporting | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |
| f. Communication | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Unsure <input type="checkbox"/> |

FOR ALL AREAS WHERE YOU THINK FURTHER ACTION IS REQUIRED

Why do you think further action is required in this particular area?

What further action would you like us to consider?

3. To what extent do you agree that this Draft Noise Action Plan provides a suitable framework for the ongoing management of aircraft noise?

Agree strongly Agree Neither agree nor disagree Do not agree at all

Why is that?

4. Do you have any other comments or suggestions on this Draft Noise Action Plan?

Please give details

Please tick this box, if you do not wish to be identified in our schedule of responses.

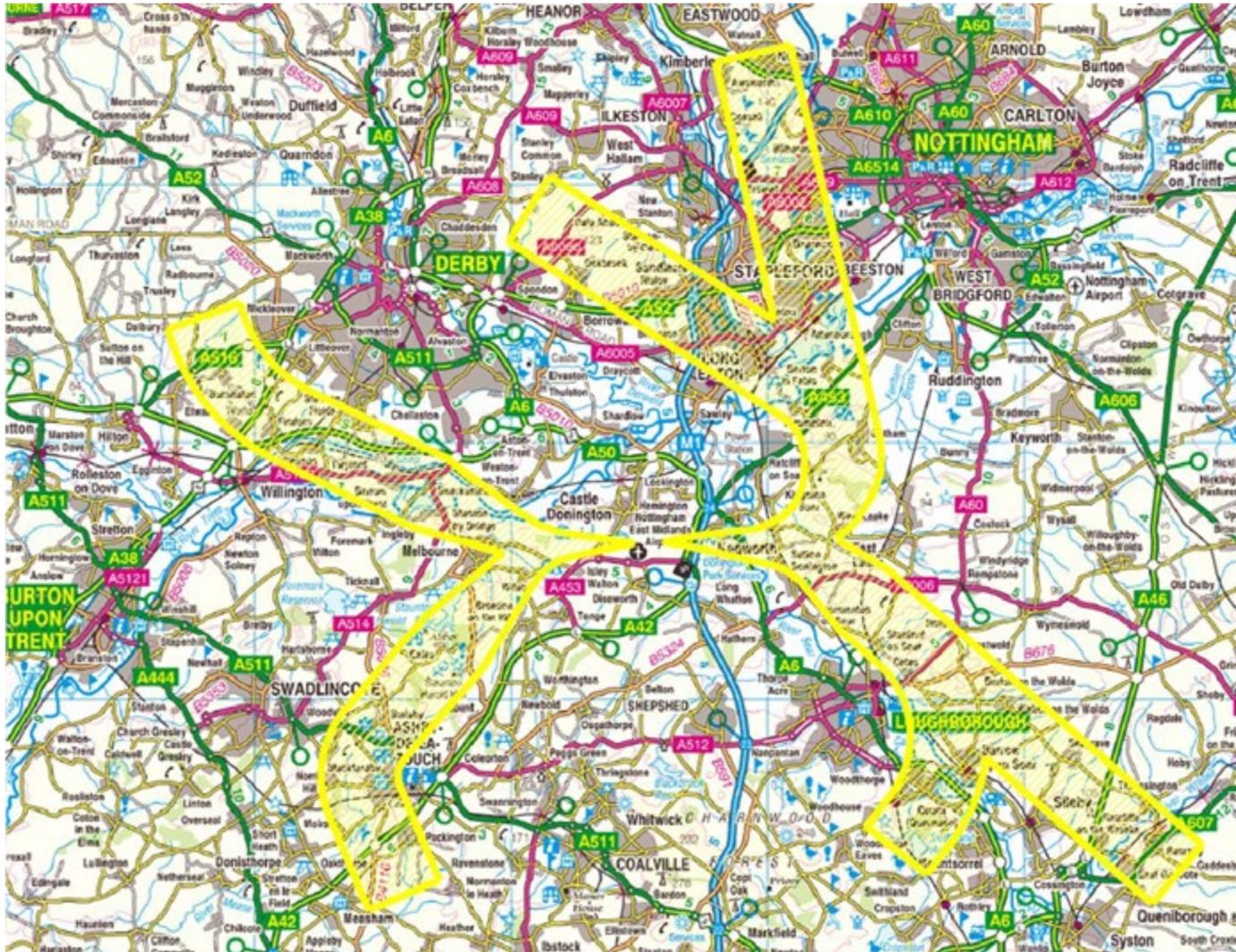
Please tick this box, if you would like us to acknowledge receipt of your responses.

Thank you for taking part in the East Midlands Airport Draft Noise Action Plan consultation

APPENDIX C

NOISE PREFERENTIAL ROUTE MAP FOR DEPARTING AIRCRAFT

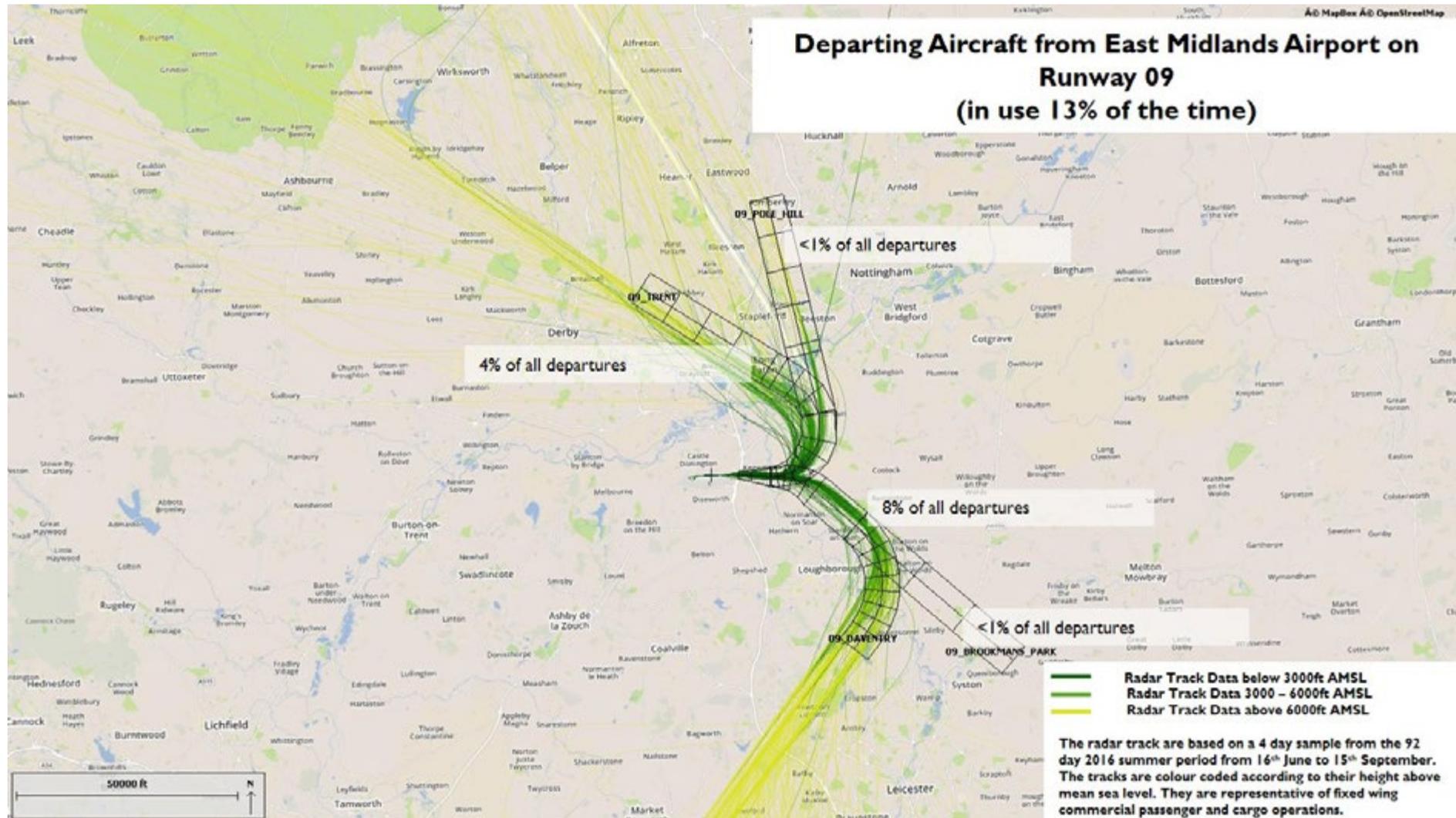




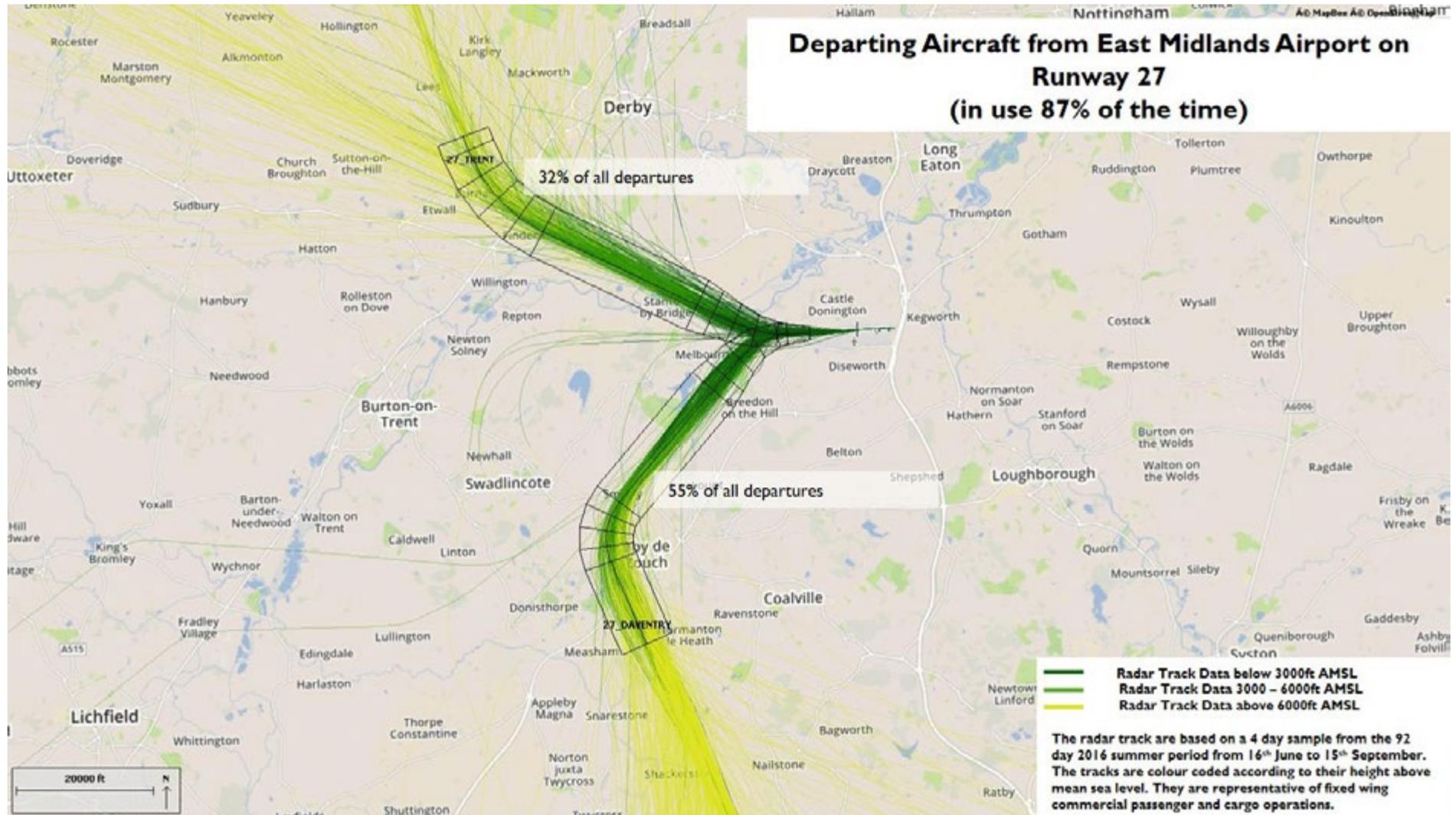
APPENDIX D

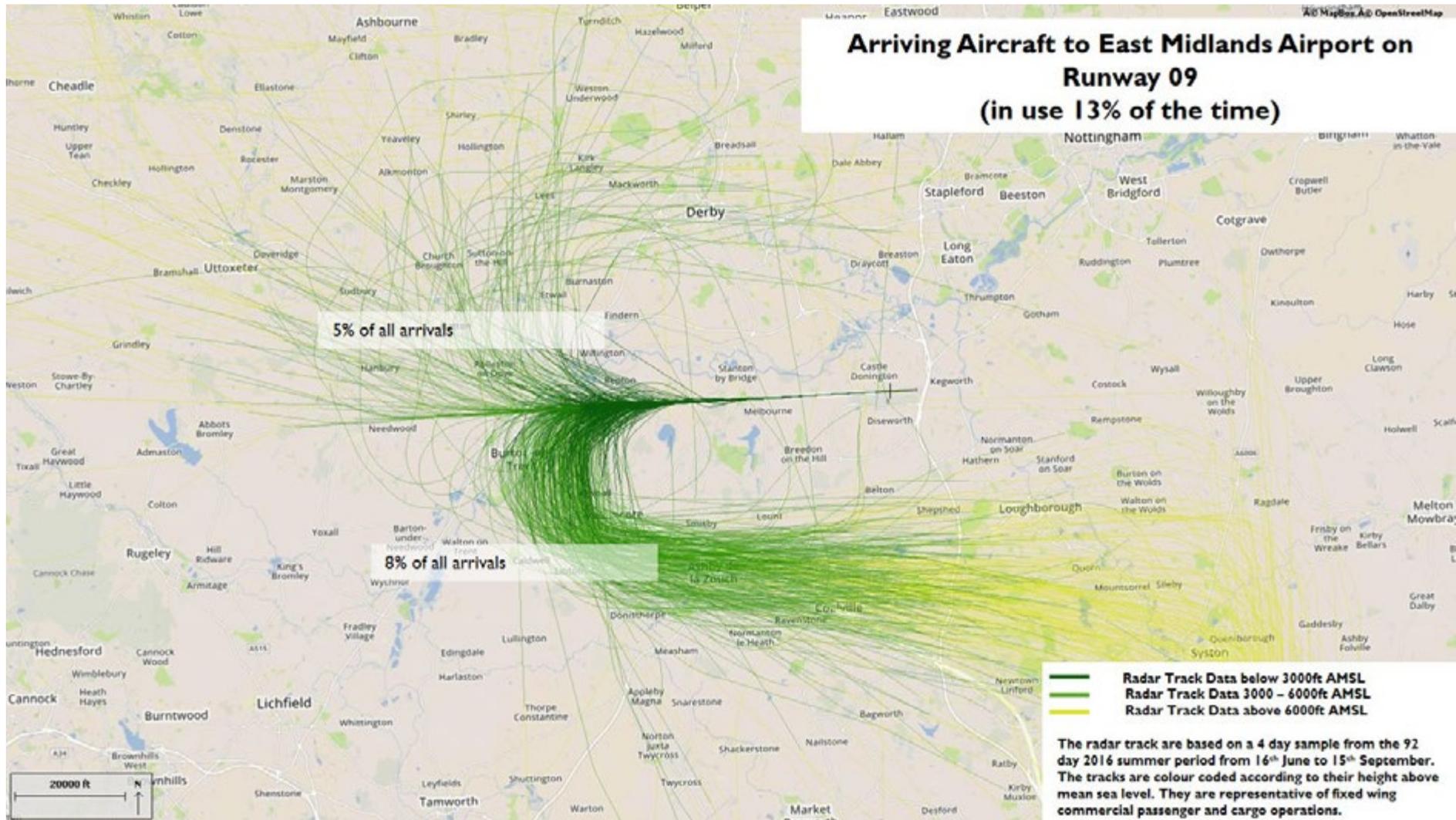
TYPICAL ARRIVAL AND DEPARTURE FLIGHT TRACKS (2016)



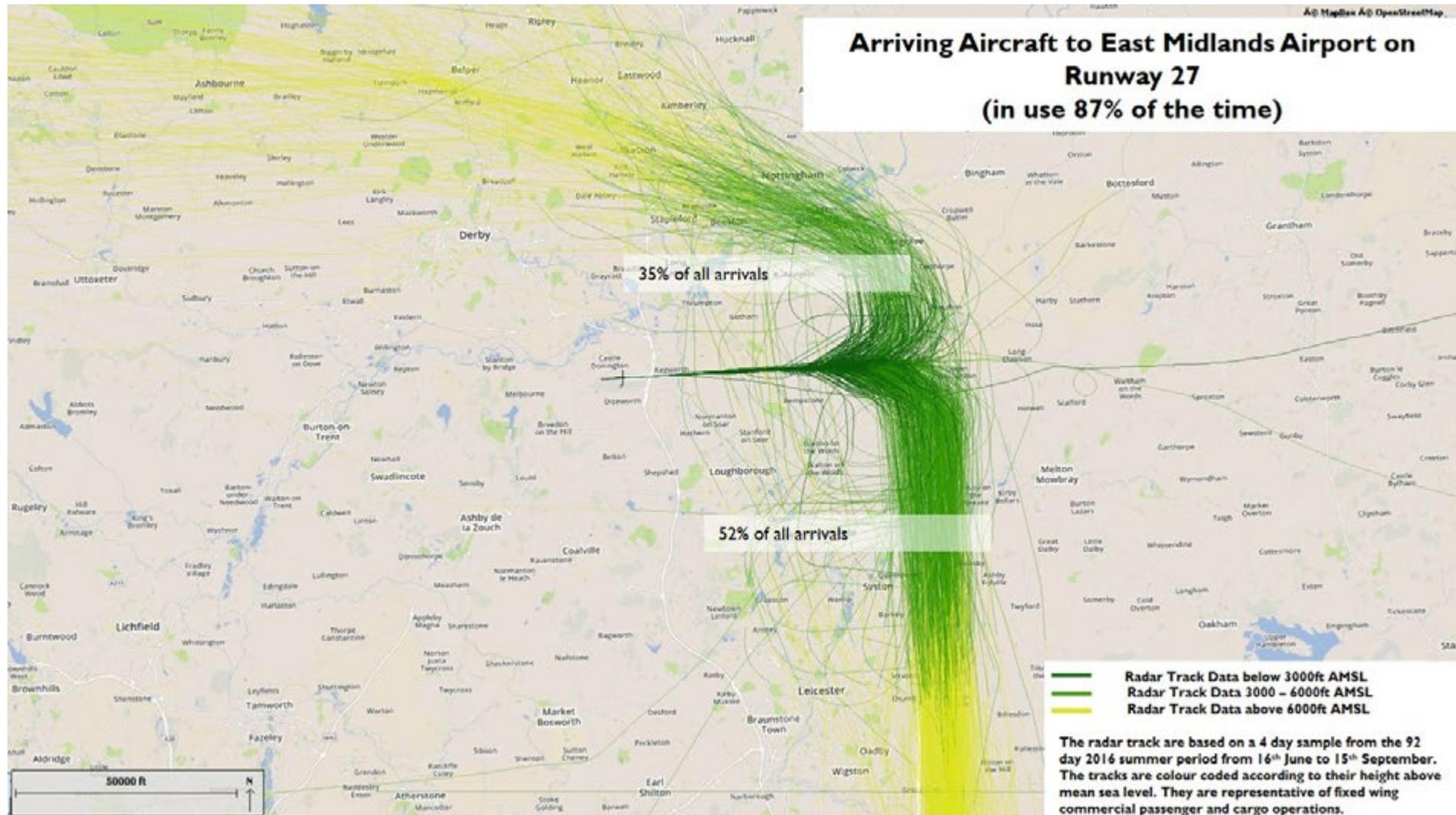


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NOISE ACTION PLAN 2019-2023





APPENDIX E

DEFRA NOISE MAPPING DETAILED RESULTS (2016 AND 2011)



WEIGHTED DAY, EVENING AND NIGHT 24 HOUR CONTOUR (L_{den})

The 2016 55 decibel contour extends over eight kilometres to the west, extending to the west side of Melbourne. To the east, the contour reaches approximately twelve kilometres from the airport and includes parts of Sutton Bonington, East Leake and the majority of Kegworth. To the north, the southern part of Castle Donington is included. The 60 decibel contour extends as far as Kings Newton to the west and includes part of the southerly edge of Castle Donington and Kegworth to the east. The 65 decibel contour takes in the Donington Park circuit to the west of the airport, whilst clipping the southernmost tip of Kegworth village to the east and has increased the number of people exposed to noise by 100 since 2011, although this remains the same number as 2006. Other than to the immediate east and west of the airport, where it extends over mainly rural areas, the 70 decibel contour largely follows the boundary of the operational area of the airport. The innermost 75 decibel contour remains almost entirely within the perimeter of the airfield. Data showing how the number of properties and people within the contour areas has changed in the last 10 years is detailed below.

Since 2011, the 55 decibel or above L_{den} contour has reduced by just under one square kilometre. Despite this reduction, there has been a small increase of 100 people included within the contour.

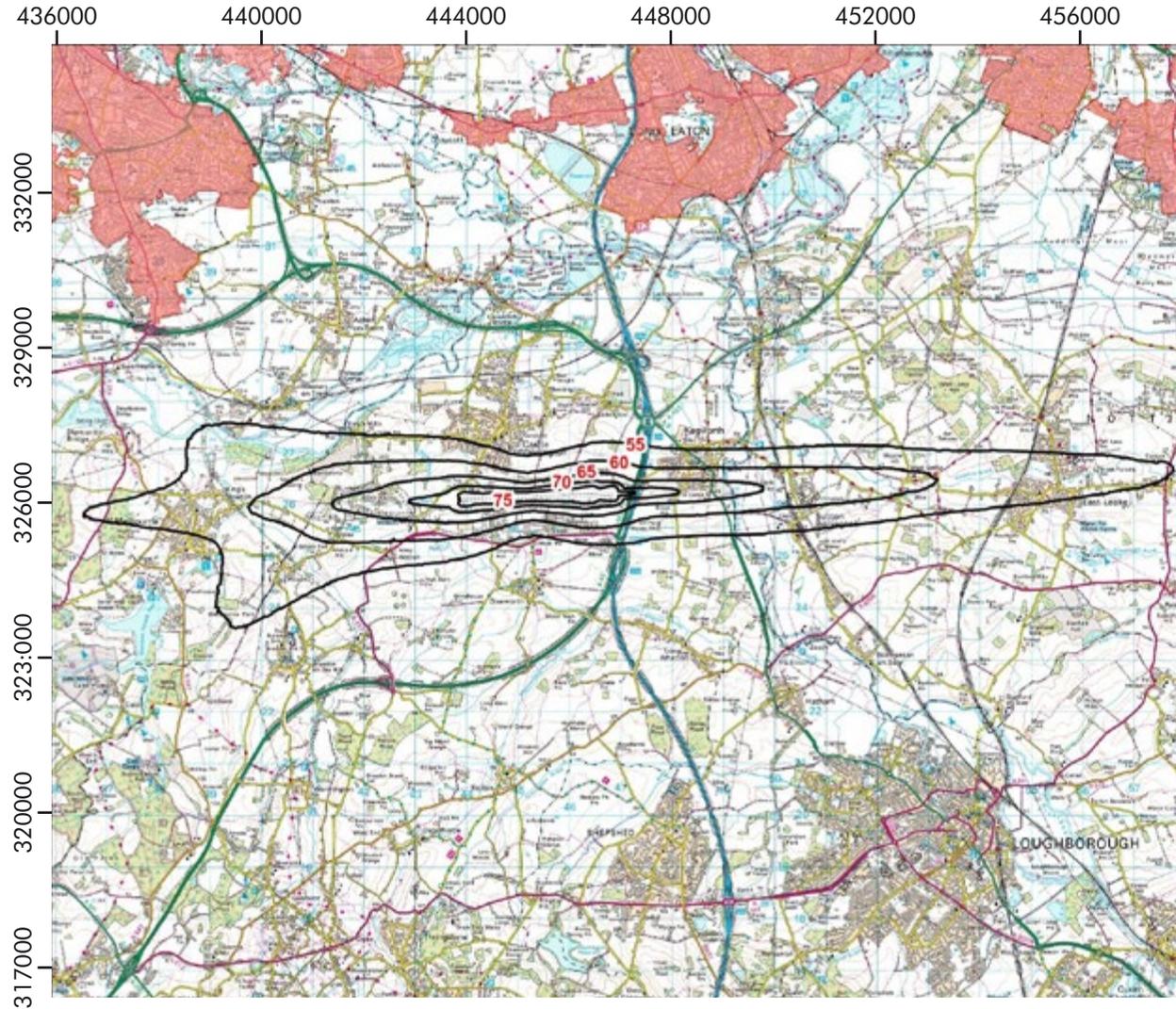
NOISE LEVEL (DB)	2011 DATA			2016 DATA			CHANGES FROM PREVIOUS YEARS
	24 Hour L _{den}						
	Area of Contour (km ²)	Number of Homes	Number of People	Area of Contour (km ²)	Number of Homes	Number of People	Number of people in 2016 vs 2011
55 or more	37.1	5,250	12,800	36.2	5,400	12,900	+100
60 or more	13.9	1,000	2,400	13.6	1,000	2,400	0
65 or more	5.0	250	600	4.9	350	700	+100
70 or more	1.9	Fewer than 50	Fewer than 100	1.8	Fewer than 50	Fewer than 100	0
75 or more	0.8	0	0	0.8	0	0	0

Source: DEFRA Noise Mapping data 2011 and 2016.

NOTE: DEFRA have rounded the number of homes to the nearest 50, except when there are fewer than 50, in which case the total has been shown as 'Fewer than 50'. Defra have rounded the number of people to the nearest 100, except when the population is less than 100, in which case the total number of people has been shown as 'Fewer than 100'. DEFRA worked out the number of homes and the associated population using Ordnance Survey Master Map Address Layer and information from the 2011 Census, taking account of buildings that contain more than one home, such as apartment blocks.

NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

2016 L_{den} NOISE
CONTOUR MAP



Department
for Environment
Food & Rural Affairs

The Environmental Noise
(England) Regulations 2006
(as amended)

East Midlands Airport (EGNX)

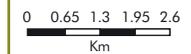
L_{den}

Year – 2016



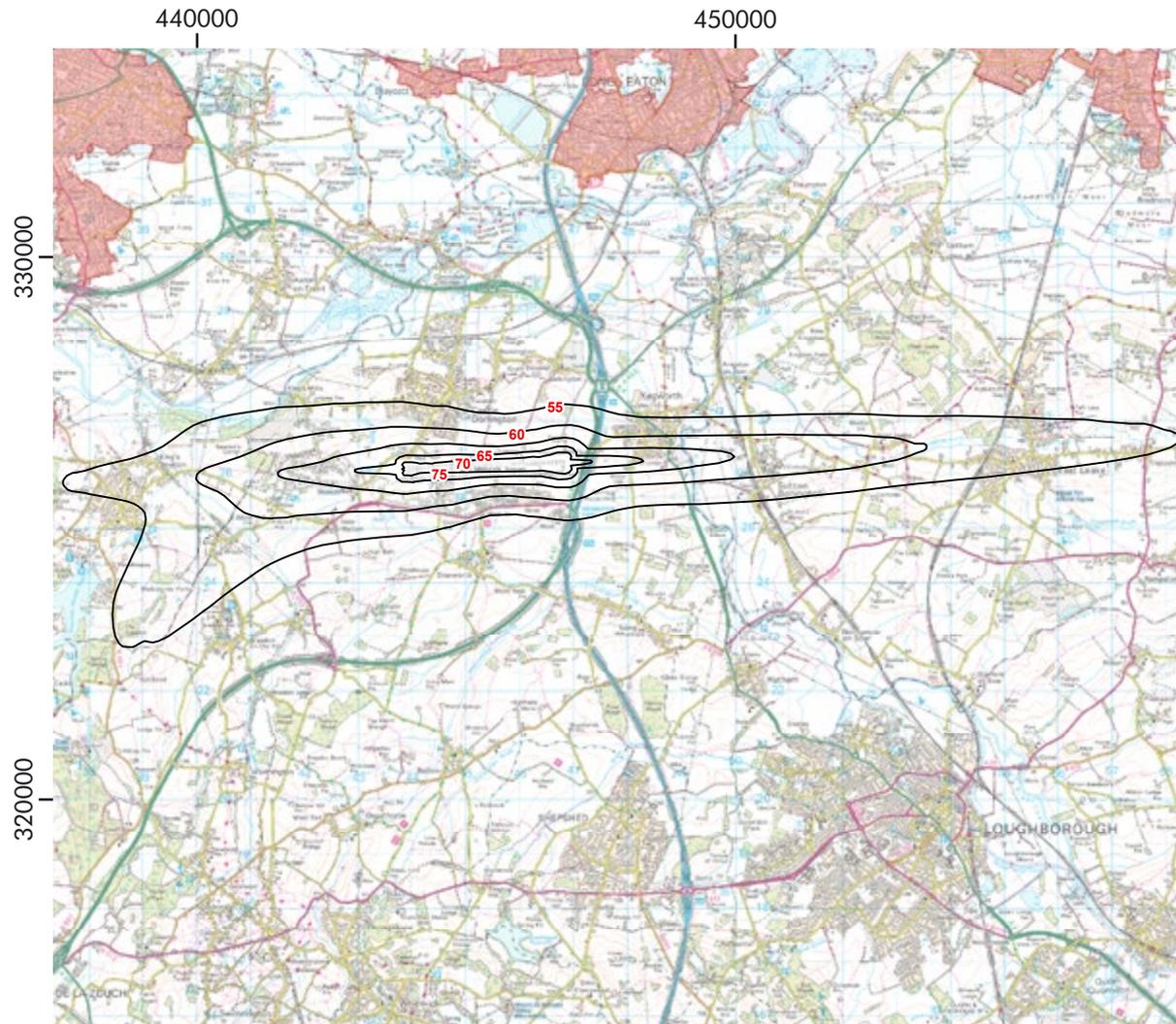
– 60 – Noise level Contour (dB)

Agglomeration



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2011 L_{den} NOISE
CONTOUR MAP



Department
for Environment
Food & Rural Affairs

The Environmental Noise
(England) Regulations 2006
(as amended)

East Midlands Airport (EGNX)

L_{den}

Year – 2011



– 60 – Noise level Contour (dB)

Agglomeration

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NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

DAY TIME (07:00 TO 19:00) CONTOUR (L_{day})

The L_{day} lowest 54 decibel contour has changed shape slightly in 2016 compared to 2011. It reaches the same distance east over parts of Kegworth and Sutton Bonington and extends slightly further to the west, ending about half a kilometre from Melbourne. It has narrowed to the north, now avoiding the southerly edge of Castle Donington. The southern edge has remained unchanged. The 57dB and 60dB contours have resulted in an additional 100 people exposed to these noise levels since 2011. The population exposed to noise above 63dB has not changed since 2006.

NOISE LEVEL (DB)	2011 DATA			2016 DATA			CHANGES FROM PREVIOUS YEARS
	07:00-19:00 Hour L_{day}						
	Area of Contour (km ²)	Number of Homes	Number of People	Area of Contour (km ²)	Number of Homes	Number of People	Number of people in 2016 vs 2011
54 or more	12.3	850	2,100	n/a	850	2,100	0
57 or more	6.8	300	800	n/a	400	900	100
60 or more	3.7	150	300	n/a	200	400	100
63 or more	2.0	Fewer than 50	Fewer than 100	n/a	Fewer than 50	Fewer than 100	0
66 or more	1.2	0	0	n/a	0	0	0
69 or more	0.7	0	0	n/a	0	0	0

Source: DEFRA Noise Mapping data 2011 and 2016.

EVENING TIME CONTOUR (L_{evening})

The L_{evening} lowest 54 decibel contour has changed shape slightly in 2016 compared to 2011, resulting in 1,100 fewer people being exposed to this noise level. The eastern tail does now not reach East Leake but includes the same areas of Kegworth and Sutton Bonington. To the west it extends to Kings Newton and has slightly narrowed to the north, now avoiding the majority of Castle Donington. The southern edge has remained unchanged. Noise exposure above 57dB has not significantly changed since 2006 with a reduction in people exposed to noise above 60dB by 200 compared to 2011.

NOISE LEVEL (DB)	2011 DATA			2016 DATA			CHANGES FROM PREVIOUS YEARS
	Area of Contour (km ²)	Number of Homes	Number of People	Area of Contour (km ²)	Number of Homes	Number of People	
19:00-23:00 Hour L_{evening}							
54 or more	15.2	1,450	3,600	n/a	1,000	2,500	-1,100
57 or more	8.4	550	1,500	n/a	600	1,500	0
60 or more	4.5	300	900	n/a	300	700	-200
63 or more	2.4	150	300	n/a	150	300	0
66 or more	1.4	Fewer than 50	Fewer than 100	n/a	0	0	0
69 or more	0.8	0	0	n/a	0	0	0

Source: DEFRA Noise Mapping data 2011 and 2016.

NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

NIGHT TIME CONTOUR (L_{NIGHT})

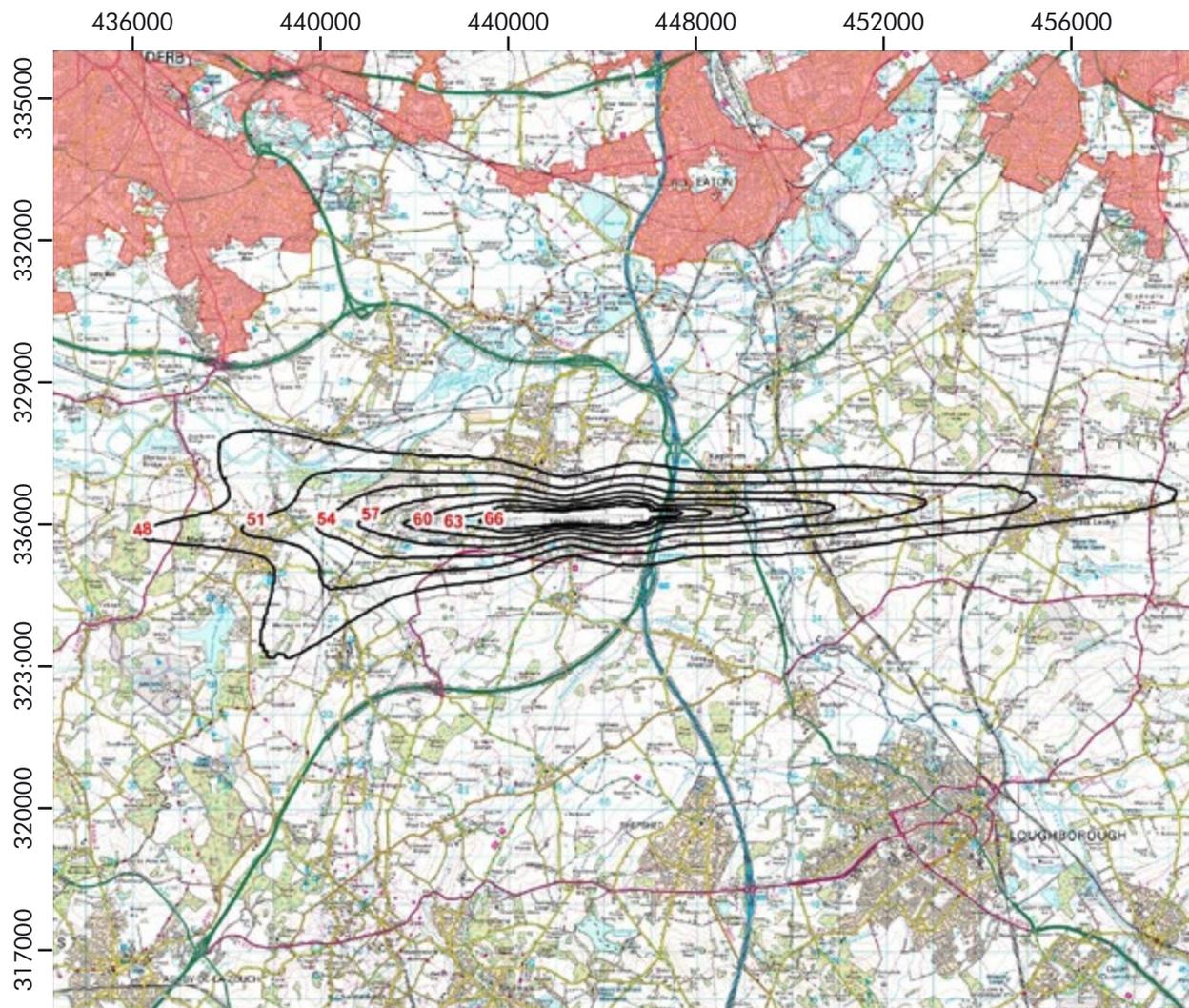
The shape of the largest 48dB contour has grown mainly in the north west corner and now captures Kings Mills and the southern part of Weston-on-Trent. The western extent of the contour has increased slightly, ending to the west of Melbourne. To the east, the contour extends just beyond the village of Costock. To the north and east, the contour takes in parts of Castle Donington and the village of Kegworth. The southern-most tip of the contour has reduced slightly. The 51dB contour reaches out as far as East Leake to the east and has extended to the west, to include parts of Melbourne. The 54dB contour takes in the mainly rural areas to the east of Sutton Bonington and to the west of the Donington Park circuit. To the north and east it touches the tip of Castle Donington and parts of Kegworth. To the south it remains within the airport boundary. The 57dB contour passes over rural areas to the south of Castle Donington and clips the southern-most tip of the village of Kegworth. The 60dB contour remains within the airport boundary to the north and south, stretching out over south Kegworth, as far as the A6 to the east. There has been no change in noise exposure above 63dB and the contours sizes are predominantly confined to the airport boundary and the M1 motorway.

The lowest 48 decibel (dB) or above L_{night} contour has grown by under one square kilometre since 2011. This growth has resulted in an additional 400 people between 2011 and 2016. For the 54dB or above contour, which most closely matches the agreed airport noise envelope, there has not been any significant change to the contour and there has been no increase in people included within the contour.

NOISE LEVEL (DB)	2011 DATA			2016 DATA			CHANGES FROM PREVIOUS YEARS
	23:00-07:00 Hour L_{night}						
	Area of Contour (km ²)	Number of Homes	Number of People	Area of Contour (km ²)	Number of Homes	Number of People	Number of people in 2016 vs 2011
48 or more	41.1	5,900	14,200	41.9	6,150	14,600	+400
51 or more	22.7	2,150	5,300	23.0	2,350	5,600	+300
54 or more	12.7	900	2,200	12.8	900	2,200	0
57 or more	7.0	400	1,100	7.1	500	1,200	+100
60 or more	3.7	150	400	3.8	250	500	+100
63 or more	2.1	Fewer than 50	Fewer than 100	2.1	Fewer than 50	Fewer than 100	0
66 or more	1.2	0	0	1.2	0	0	0

Source: DEFRA Noise Mapping data 2011 and 2016.

2016 L_{night} NOISE
CONTOUR MAP



Department
for Environment
Food & Rural Affairs

The Environmental Noise
(England) Regulations 2006
(as amended)

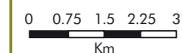
East Midlands Airport (EGNX)
L_{night}

Year – 2016



– 60 – Noise level Contour (dB)

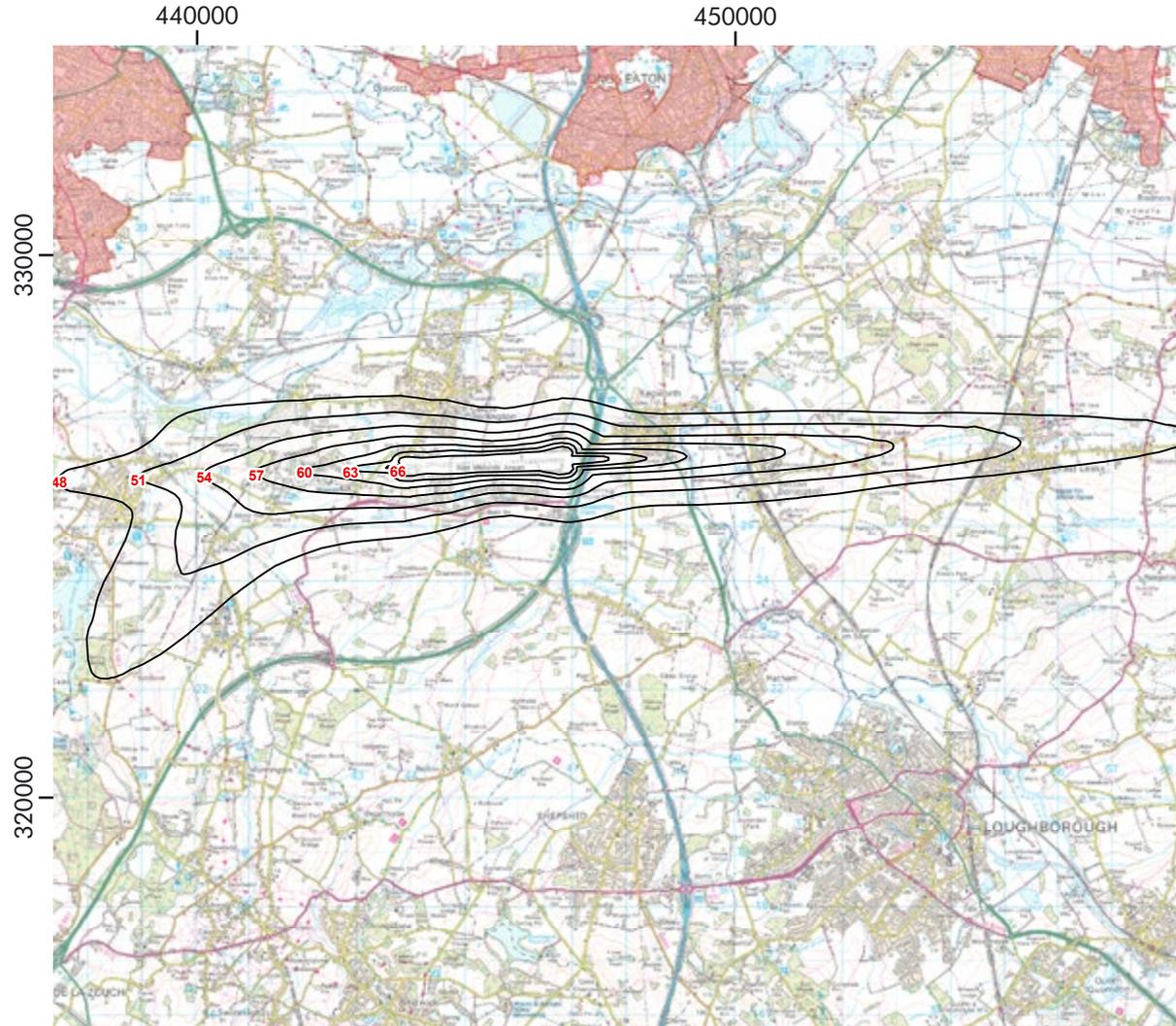
Agglomeration



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NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

2011 L_{night} NOISE
CONTOUR MAP



Department
for Environment
Food & Rural Affairs

The Environmental Noise
(England) Regulations 2006
(as amended)

East Midlands Airport (EGNX)

L_{night}

Year – 2011



– 60 – Noise level Contour (dB)

Agglomeration

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AVERAGED DAY TIME CONTOUR (16 HOUR L_{Aeq})

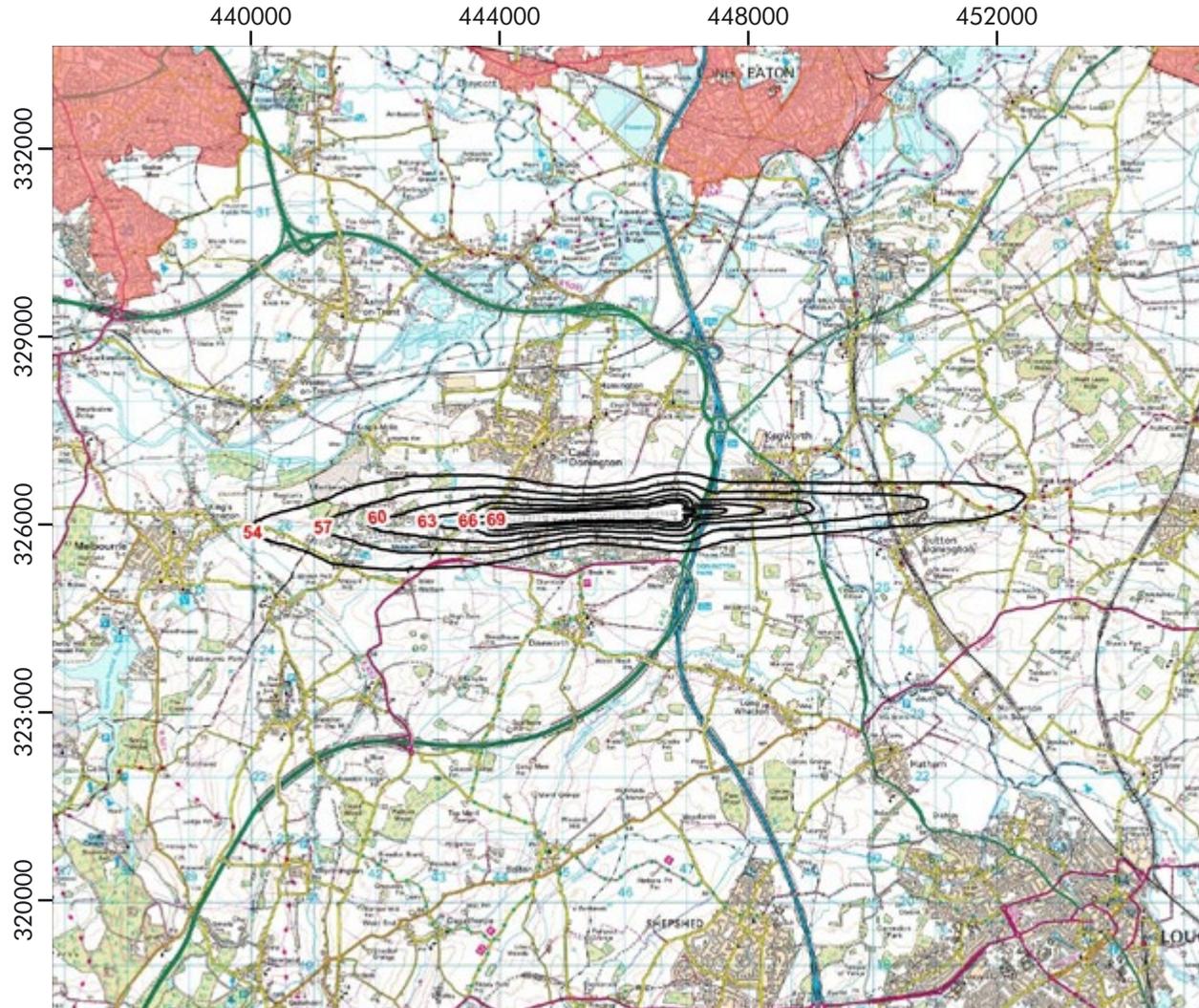
The area of the 54 decibel (dB) 16 hour L_{Aeq} contour is one square kilometre larger in 2016 as it was in 2011, however there are 200 fewer people affected. This is due to the contour area narrowing to the north and now avoiding all but the southern tip of Castle Donington. Since 2011, the western tip has extended slightly further towards King's Newton whilst it has shortened to the east, now ending just before West Leake. The shape of the 57dB contour which extends over the Donington Park race circuit to the west and Sutton Bonington the east, has grown by 0.7 kilometres and there has been an increase in the number of people now included by this of 200 since 2011. The 60dB contour has grown by 0.4 kilometres since 2011, extending slightly further east over Kegworth, with an additional 100 people now included. There has been no change in noise exposure above 63dB..

NOISE LEVEL (DB)	2011 DATA			2016 DATA			CHANGES FROM PREVIOUS YEARS
	07:00-23:00 16 Hour L_{Aeq}						
	Area of Contour (km ²)	Number of Homes	Number of People	Area of Contour (km ²)	Number of Homes	Number of People	Number of people in 2016 vs 2011
54 or more	13.0	900	2,300	14.0	900	2,100	-200
57 or more	7.2	400	1,100	7.9	500	1,300	+200
60 or more	3.8	200	400	4.2	250	500	+100
63 or more	2.1	Fewer than 50	Fewer than 100	2.2	Fewer than 50	Fewer than 100	0
66 or more	1.2	0	0	1.2	0	0	0
69 or more	0.7	0	0	0.7	0	0	0

Source: DEFRA Noise Mapping data 2011 and 2016.

NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

2016 L_{Aeq}
16HR NOISE
CONTOUR MAP



Department
for Environment
Food & Rural Affairs

The Environmental Noise
(England) Regulations 2006
(as amended)

East Midlands Airport (EGNX)

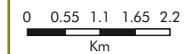
$L_{Aeq, 16h}$

Year – 2016



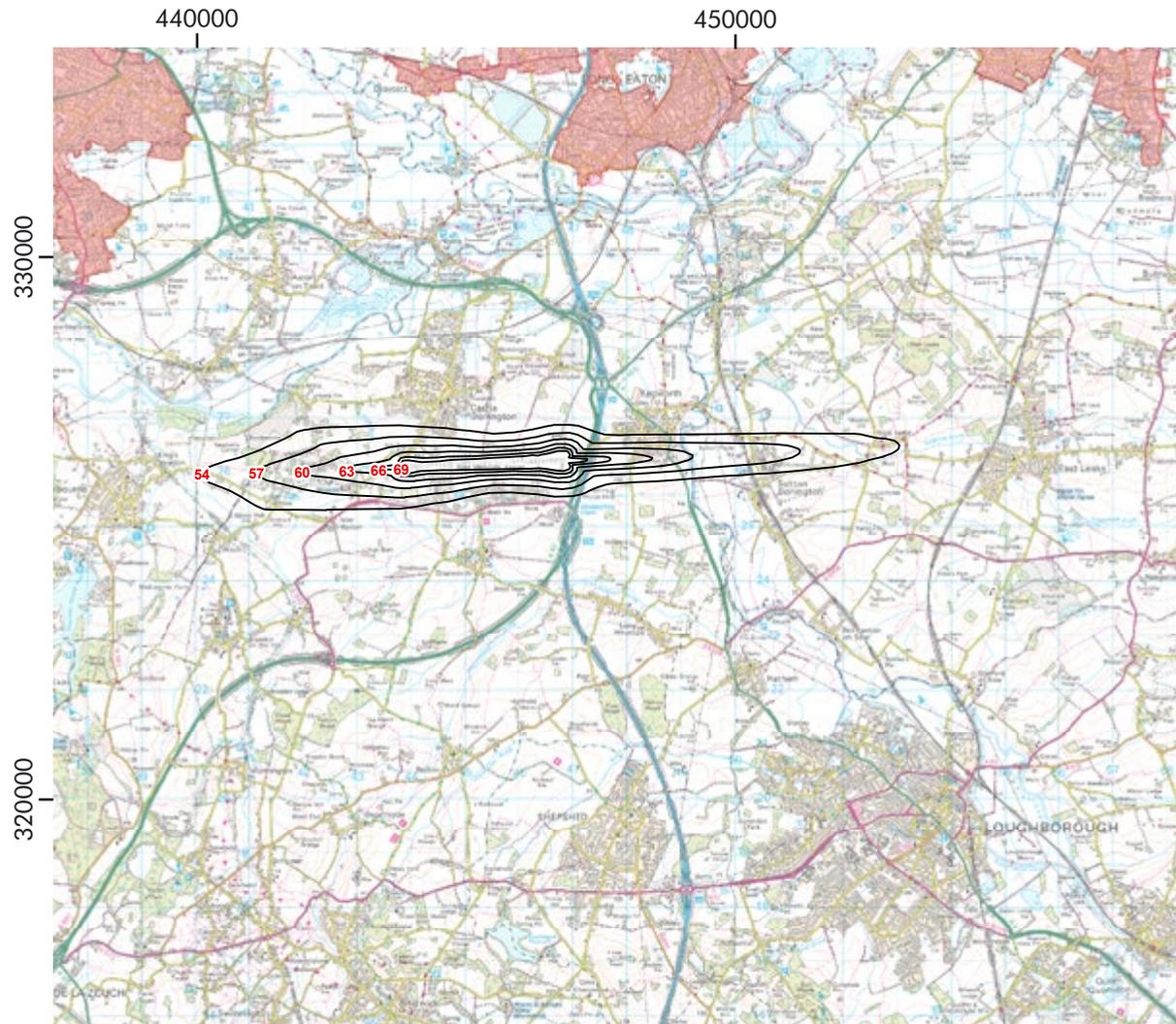
– 60 – Noise level Contour (dB)

Agglomeration



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2011 L_{Aeq}
16HR NOISE
CONTOUR MAP



Department
for Environment
Food & Rural Affairs

The Environmental Noise
(England) Regulations 2006
(as amended)

East Midlands Airport (EGNX)

$L_{Aeq, 16h}$

Year – 2011



– 60 – Noise level Contour (dB)

Agglomeration

Produced on behalf
of Defra by
Extrium

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APPENDIX F

PERFORMANCE AGAINST 2013-2018 NOISE ACTION PLAN



The table below details the airport performance against the 2013-2018 Noise Action Plan. Performance is rated green for complete, amber for some progress made and red for limited or no progress made.

PERFORMANCE RATING KEY

- Target has been met
- Progress made but target not fully met
- Limited progress made

NOISE CONTROLS

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING																								
<p>'Noise Envelope'</p> <p>From 2014, our 'noise envelope' will be based on the lower 55 decibel night-time noise contour (55 dB L_{night}) and we will ensure that this contour does not exceed an area of 16 square kilometres.</p>	<p>Airport growth has been delivered well within the agreed planning condition night noise envelope, with only a small increase in contour area of 0.5km² during the last 10 years. We anticipate that all future growth of the airport will remain within the noise envelope (the black T bars in the chart indicate the maximum size of the forecast contour areas based on a slower rate of progress to quieter aircraft). Whilst the forecasts indicate some growth in the contour area over time the airport is prioritising action for operators to switch to quieter aircraft. We expect these measures will make sure this transition is as fast as practical.</p> <p style="text-align: center;">PERFORMANCE (ACTUAL AND FORECAST) AGAINST AGREED NIGHT NOISE ENVELOPE</p> <table border="1"> <caption>Estimated data from the chart</caption> <thead> <tr> <th>Year</th> <th>Actual and forecast L_{night} noise contour (km²)</th> <th>Terminal Passengers (tens of thousand's)</th> <th>Cargo incl. freight and mail (thousand tonnes)</th> </tr> </thead> <tbody> <tr> <td>2006</td> <td>11.5</td> <td>480</td> <td>300</td> </tr> <tr> <td>2011</td> <td>11.0</td> <td>420</td> <td>300</td> </tr> <tr> <td>2016</td> <td>11.8</td> <td>500</td> <td>320</td> </tr> <tr> <td>2025 SDP forecast</td> <td>13.5</td> <td>650</td> <td>450</td> </tr> <tr> <td>2040 SDP forecast</td> <td>12.0</td> <td>800</td> <td>650</td> </tr> </tbody> </table> <p> ■ Actual and forecast L_{night} noise contour ■ Upper range for actual and forecast L_{night} noise contour — Terminal Passengers (tens of thousand's) — Agreed airport L_{night} noise envelope — Cargo incl. freight and mail (thousand tonnes) </p>	Year	Actual and forecast L _{night} noise contour (km ²)	Terminal Passengers (tens of thousand's)	Cargo incl. freight and mail (thousand tonnes)	2006	11.5	480	300	2011	11.0	420	300	2016	11.8	500	320	2025 SDP forecast	13.5	650	450	2040 SDP forecast	12.0	800	650	PERFORMANCE RATING ■
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NOISE CONTROLS

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Chapter 4 operations We will continue to work towards our annual target of 100% of night flights to be by aircraft meeting the requirements of Chapter 4 and will publicly report the progress we have made.</p>	<p>The percentage the percentage of aircraft operations at night that meet the requirements of Chapter 4 has continued to increase, rising from 70% in 2011, to 89% in 2016, with 9 out of 10 night movements now meeting Chapter 4 requirements.</p> <p>This is forecast to increase in the future and will be further improved by the increased use of Chapter 14 noise compliant aircraft.</p> <p style="text-align: center;">NIGHT MOVEMENTS BY AIRCRAFT NOISE CHAPTER</p> <p style="text-align: right;"><small>*Based on 35 weeks of 2005 data and used as a proxy for 2006</small></p>	

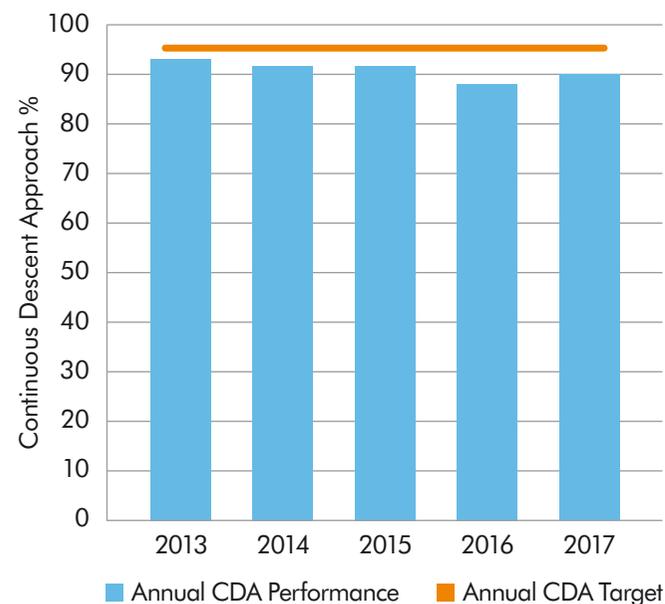
NIGHT NOISE

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Noisy aircraft penalty Between 23:00 and 07:00, departing aircraft must operate within a noise limit. The penalty for going over the permitted noise level is currently £750 plus £150 for each decibel above that level.</p>	<p>Due to the success of this action, since 2013 there has only been one night noise penalty which generated £900 in 2014.</p> <p>To ensure that our night noise penalty scheme remains relevant and appropriate proposals revisions have recently been prepared for consultation. We propose to reduce the maximum noise limit for departing aircraft less than 100 tonnes from 83dB to 81dB. Aircraft exceeding this maximum limit will pay £750 for the first dB over the limit and a further £150 for each additional dB over the limit.</p> <p>This action was met. New noisy aircraft penalty criteria have been proposed which we propose to implement in the new Noise Action Plan.</p>	
<p>QC8 and QC16 noise surcharge We will continue to penalise off-schedule operations by the noisiest aircraft types.</p>	<p>This action has been met, however, the airport believes further action is required to restrict the operation of QC4 aircraft in future. To meet this an additional surcharge is proposed.</p> <p>Since 2013 there has only been one night noise surcharge which generated £10,000 in 2014.</p> <p>To ensure the loudest aircraft continue to be restricted at night, it is proposed that an additional surcharge is applied to QC4 aircraft. This will include departures of Boeing 747-400 and McDonnell Douglas DC-10 aircraft.</p> <p>We propose to introduce an additional noise surcharge charge of £2,500 per QC4 aircraft movement to the existing noise surcharges for QC8 and QC 16 aircraft departures between 23:00-07:00. Recognising the practical challenges faced by airlines which may need to upgrade their fleets, for scheduled services this charge will be phased in over the course of the Noise Action Plan. All proceeds from the charge are to be donated to the Airport Community Fund.</p>	
<p>Supplemental noise charges We will continue to apply noise-related supplements to flights that operate during the night.</p>	<p>This action was met, and a review of their effectiveness will be carried out during the next Noise Action Plan.</p> <p>Flights between 23:30 and 06:00 are subject to additional charges based upon the QC category of the aircraft. In the case of passenger flights, this is a 25% surcharge applied to aircraft that do not meet at least QC2 on departure. For cargo flights – arrivals and departures – the surcharge is based upon both the weight and the QC category of the aircraft. Cargo flights departing between 21:00 and 23:30 and between 06:00 and 07:00 are subject to additional charges based upon the weight of the aircraft.</p> <p>The airport plans to review the effectiveness of these supplemental charges during the next Noise Action Plan, taking account of the changes to the noise surcharges discussed above.</p>	
<p>Noise-related charges During 2015/16, we will review our system of noise-related charging to further encourage the operation of quieter aircraft types.</p>	<p>The airport has not yet completed this work. In the new Noise Action Plan a comprehensive review of noise related charges will be completed 12 months after the plan is adopted.</p>	

ARRIVING AIRCRAFT

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Low-power/low-drag Aircraft approaching the airport are expected to keep noise disturbance to a minimum by using a low-power/low-drag procedure.</p>	<p>The airport has published this procedure through section 7 of the UK AIP noise abatement procedures for East Midlands Airport and continues to work with operators to encourage its use. New work is currently underway through our involvement with Sustainable Aviation, which is exploring opportunities to minimise noise on arrival call ‘Low Noise Arrivals’. This is due to complete by early 2019. It includes looking at the final approach when landing gear and flaps are deployed by the pilots.</p> <p>A further review of this is recommended in 2019, when the Sustainable Aviation low noise arrival work will be complete.</p>	
<p>Continuous descent approach In keeping with commitments made in the Airport Environment Plan, from 2014 our CDA compliance target will rise to 95%.</p>	<p>CDA performance has reduced by 3% since 2013. This is due to the following reasons:</p> <ul style="list-style-type: none"> – The changing mix of aircraft using the airport – in late 2012 a new home-based operator started flying smaller propeller aircraft. During increased traffic periods, to maintain flight safety requirements, some jet aircraft are given speed control and/or extensions to their arrival track. This has led to some aircraft levelling off for longer than the maximum distance specified in the CDA criteria. – Operators that use the airport infrequently – Pilots that do not regularly fly to the airport are less familiar with the CDA requirements. – Avoidance of severe weather – To maintain safety pilots will stop landing approaches and fly around severe weather. In doing so the aircraft will level off and therefore fail to meet the CDA criteria. – The airport has raised the drop in performance through the Pilots Liaison Group and will continue to work with operators to improve performance going forwards. 	

CONTINUOUS DESCENT APPROACH PERFORMANCE AGAINST TARGET



2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Reduced-engine taxi Through our work with our Sustainable Aviation partners and through our own stakeholder groups, we will try to develop a better understanding of the impediments to RET at East Midlands Airport and assess, promote and monitor take-up.</p>	<p>In reviewing this action, we have discussed the procedure with operators through our Pilots Liaison Group. To meet flight safety requirements, engine manufacturers require the pilots to run all the aircraft engines for a minimum period before take-off and after landing. Due to the short taxi times at the airport there is only very limited ability to carry out reduced engine taxi at East Midlands Airport.</p> <p>Whilst this action has been met, currently there is limited scope for application at East Midlands Airport.</p> <p>We will continue to monitor developments in this area.</p>	
<p>Ground power Through our stakeholder liaison groups, we will improve our understanding of ground power use, promote the ground power hierarchy and reinforce the policing of our APU restriction.</p>	<p>This action has been met. Section 12 of the UK AIP for East Midlands Airport provides specific limits on the use of APU's.</p> <p>(a) Use of APU shall be limited as much as possible. (b) APU may be used: (i) 5 minutes after 'On Blocks'; (ii) 30 minutes before Estimated Time of Departure (ETD).</p> <p>Except for operational extensions approved by the Duty Airfield Operations Supervisor"</p> <p>Through our involvement in Sustainable Aviation, we took part in a group to gather data and consider best practice. This included looking at use of ground power in aircraft turnarounds.</p> <p>Further work is currently underway to gather data from across the UK on the use of ground power and APU's. This work is targeting opportunities to improve operating practices and reduce noise and air quality emissions at the airport. A code of practice guide for aircraft turnarounds from this work is then planned.</p> <p>We will continue to monitor developments, including updates to the Sustainable Aviation code of practice.</p>	
<p>Reverse thrust To keep noise disturbance to a minimum in areas next to the airport, pilots should avoid using reverse thrust after landing.</p>	<p>This action is included in section 8 of the UK AIP for the airport. It focuses on avoiding the use of reverse thrust during the night time.</p> <p>This action has been met and the regulations remain in place.</p>	

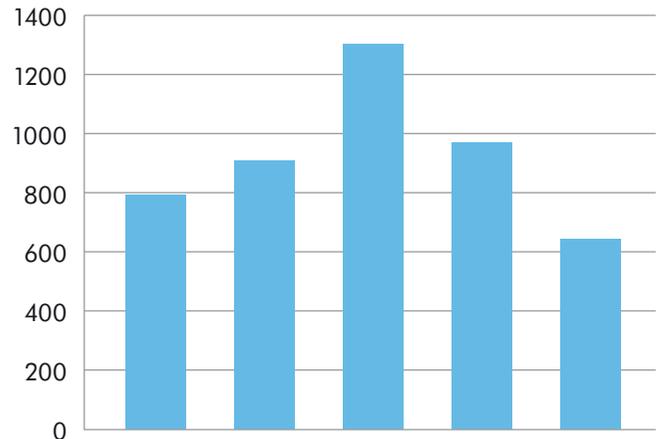
DEPARTING AIRCRAFT

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING																		
<p>'Off-track' departures We have an annual limit of no more than 10% off-track departures. We will routinely review the width of our NPRs and investigate the use of new operational procedures and technologies to see if changes could bring significant noise benefits to local communities.</p>	<p>Excellent departure track keeping performance has been achieved over the last five years. With the advent of highly accurate satellite based navigation systems on aircraft, we will now be able to review and improve the track keeping width that we can achieve, as part of a broader modernisation of our airspace arrangements.</p> <div data-bbox="1227 443 1883 1136" data-label="Figure"> <p style="text-align: center;">DEPARTURE ROUTE PERFORMANCE AGAINST TARGET</p> <table border="1"> <caption>DEPARTURE ROUTE PERFORMANCE AGAINST TARGET</caption> <thead> <tr> <th>Year</th> <th>Annual departure route performance (NPR) (%)</th> <th>Annual departure route (NPR) target (%)</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>97</td> <td>90</td> </tr> <tr> <td>2014</td> <td>97</td> <td>90</td> </tr> <tr> <td>2015</td> <td>94</td> <td>90</td> </tr> <tr> <td>2016</td> <td>94</td> <td>90</td> </tr> <tr> <td>2017</td> <td>96.5</td> <td>90</td> </tr> </tbody> </table> </div>	Year	Annual departure route performance (NPR) (%)	Annual departure route (NPR) target (%)	2013	97	90	2014	97	90	2015	94	90	2016	94	90	2017	96.5	90	
Year	Annual departure route performance (NPR) (%)	Annual departure route (NPR) target (%)																		
2013	97	90																		
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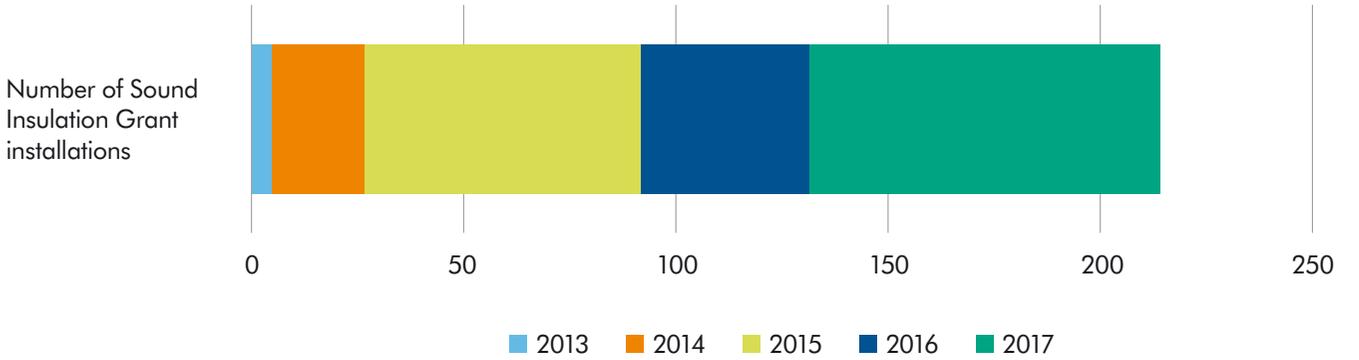
2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING																		
<p>Preferred runway direction Where conditions allow, we prefer aircraft to take off in a westerly direction.</p>	<p>This action has been met with a growing majority of aircraft operations using Runway 27.</p> <p>It is recommended that the action is maintained and moved to the 'Monitoring and Reporting' section.</p> <div data-bbox="1227 443 1883 1125" style="text-align: center;"> <p>AIRCRAFT MOVEMENTS BY RUNWAY DIRECTION</p> <table border="1"> <caption>AIRCRAFT MOVEMENTS BY RUNWAY DIRECTION</caption> <thead> <tr> <th>Year</th> <th>Annual movements on runway 09 (%)</th> <th>Annual movements on runway 27 (%)</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>25</td> <td>74</td> </tr> <tr> <td>2014</td> <td>25</td> <td>74</td> </tr> <tr> <td>2015</td> <td>18</td> <td>82</td> </tr> <tr> <td>2016</td> <td>23</td> <td>77</td> </tr> <tr> <td>2017</td> <td>14</td> <td>86</td> </tr> </tbody> </table> </div>	Year	Annual movements on runway 09 (%)	Annual movements on runway 27 (%)	2013	25	74	2014	25	74	2015	18	82	2016	23	77	2017	14	86	
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2013	25	74																		
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NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING																																																																																											
<p>Continuous climb departure By 2014 we will develop the ability to monitor CCD and will report upon how well we are doing.</p>	<p>The airport's noise monitoring system has been enabled to produce continuous climb departure reports. The early results tell us that around 90% of aircraft achieve a continuous climb operation (CCO); this is relatively high and reflects the fact that airspace around East Midlands Airport is relatively uncongested. We will continue to monitor and report our performance and explore opportunities that broader airspace modernisation may provide to improve it further.</p>	<div data-bbox="1220 443 1881 1005"> <h3 style="text-align: center;">CONTINUOUS CLIMB OPERATIONS BY DEPARTURE ROUTE (2017)</h3> <table border="1"> <caption>Estimated Data for Continuous Climb Operations (2017)</caption> <thead> <tr> <th>Month</th> <th>27T NT</th> <th>22D AV</th> <th>09T NT</th> <th>09D AV</th> <th>09P OL</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr><td>Jan 17</td><td>88</td><td>93</td><td>90</td><td>88</td><td>92</td><td>90</td></tr> <tr><td>Feb 17</td><td>86</td><td>91</td><td>89</td><td>86</td><td>91</td><td>89</td></tr> <tr><td>Mar 17</td><td>85</td><td>91</td><td>88</td><td>85</td><td>84</td><td>88</td></tr> <tr><td>Apr 17</td><td>90</td><td>95</td><td>91</td><td>90</td><td>95</td><td>92</td></tr> <tr><td>May 17</td><td>88</td><td>94</td><td>90</td><td>88</td><td>92</td><td>91</td></tr> <tr><td>Jun 17</td><td>85</td><td>93</td><td>88</td><td>85</td><td>84</td><td>88</td></tr> <tr><td>Jul 17</td><td>88</td><td>94</td><td>88</td><td>88</td><td>92</td><td>90</td></tr> <tr><td>Aug 17</td><td>89</td><td>94</td><td>95</td><td>89</td><td>98</td><td>92</td></tr> <tr><td>Sep 17</td><td>90</td><td>94</td><td>90</td><td>90</td><td>95</td><td>91</td></tr> <tr><td>Oct 17</td><td>90</td><td>93</td><td>88</td><td>90</td><td>65</td><td>88</td></tr> <tr><td>Nov 17</td><td>90</td><td>93</td><td>90</td><td>90</td><td>92</td><td>91</td></tr> <tr><td>Dec 17</td><td>89</td><td>93</td><td>90</td><td>89</td><td>91</td><td>90</td></tr> </tbody> </table> </div>	Month	27T NT	22D AV	09T NT	09D AV	09P OL	TOTAL	Jan 17	88	93	90	88	92	90	Feb 17	86	91	89	86	91	89	Mar 17	85	91	88	85	84	88	Apr 17	90	95	91	90	95	92	May 17	88	94	90	88	92	91	Jun 17	85	93	88	85	84	88	Jul 17	88	94	88	88	92	90	Aug 17	89	94	95	89	98	92	Sep 17	90	94	90	90	95	91	Oct 17	90	93	88	90	65	88	Nov 17	90	93	90	90	92	91	Dec 17	89	93	90	89	91	90
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2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING												
<p>Training flights We want to better understand how the development of a pre-defined training circuit might potentially further reduce the number of people affected by training activity. Therefore, a review of the definition and controls that are applied to training aircraft will commence in 2015.</p>	<p>The airport has worked to improve the management of training flights since 2001. Commercial training flights are only allowed Monday to Friday, excluding Bank Holidays and only between 08:00 and 21:00 in winter and 07:00-20:00 in summer, with limits on which operators are allowed to carry them out. In 2016, the airport met with local parish councils to discuss community concerns. It became clear that arrangements for training circuits to the south of the airport could be improved. This was done, and improvements were noted by the local Parish Councils. An improved monitoring system for training flights was also set up in the airport noise monitoring system in 2017 with reports now shared with operators and with MENT.</p> <p>This action has been met. Further monitoring of performance trends is now required. We propose to move this action to the 'Monitoring and Reporting' section.</p>	<div data-bbox="1232 440 1892 973" data-label="Figure"> <p style="text-align: center;">NUMBER OF TRAINING FLIGHTS</p>  <table border="1"> <thead> <tr> <th>Year</th> <th>Number of Training Flights</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>800</td> </tr> <tr> <td>2014</td> <td>920</td> </tr> <tr> <td>2015</td> <td>1300</td> </tr> <tr> <td>2016</td> <td>980</td> </tr> <tr> <td>2017</td> <td>650</td> </tr> </tbody> </table> </div>	Year	Number of Training Flights	2013	800	2014	920	2015	1300	2016	980	2017	650
Year	Number of Training Flights													
2013	800													
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MITIGATION AND COMPENSATION SCHEMES

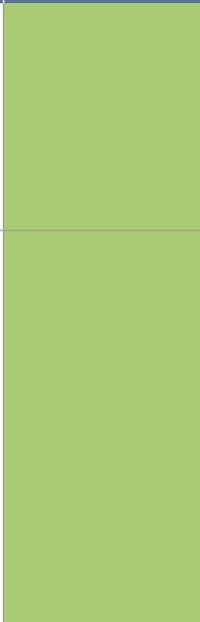
2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING														
<p>Sound insulation grant We will continue to run a Sound Insulation Grant Scheme to provide support to those people that are most exposed to aircraft noise at night.</p>	<p>This scheme was first set up in 2002 to offer financial support for the sound insulation of the properties most affected by aircraft noise. In 2006, the Sound Insulation Grant Scheme (SIG) was made more generous and homeowners saw their grant values increased. Our SIG scheme is now a legally binding commitment under the runway extension consent. There is a Unilateral Undertaking under S106 that the airport provides an insulation scheme. Eligibility for SIG starts at 55dB (night) which is one of the most generous at a UK airport and is designed to reflect the night flying activity at the airport.</p> <p>Since 2013 over 200 buildings have received sound insulation grants.</p> <p>This action has been met and will continue to be offered going forwards.</p> <p style="text-align: center;">GROWTH IN SOUND INSULATION GRANT INSTALLATIONS</p>  <table border="1" data-bbox="551 821 1910 1181"> <caption>Growth in Sound Insulation Grant Installations</caption> <thead> <tr> <th>Year</th> <th>Number of Installations</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>10</td> </tr> <tr> <td>2014</td> <td>20</td> </tr> <tr> <td>2015</td> <td>65</td> </tr> <tr> <td>2016</td> <td>40</td> </tr> <tr> <td>2017</td> <td>85</td> </tr> <tr> <td>Total</td> <td>220</td> </tr> </tbody> </table>	Year	Number of Installations	2013	10	2014	20	2015	65	2016	40	2017	85	Total	220	<p>PERFORMANCE RATING</p>
Year	Number of Installations															
2013	10															
2014	20															
2015	65															
2016	40															
2017	85															
Total	220															

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Vortex damage We will continue to operate a vortex damage repair and re-roofing scheme in its current format.</p>	<p>At East Midlands Airport there is only a very small area of Kegworth village that is potentially affected by aircraft vortices. Since 2007 a total of 63 properties have received at least one vortex strike and have been included in the Vortex Reroofing database. Since 2013 we have had 19 reported vortex strike incidents with an average of 6 new properties added onto the waiting list each year. All repairs have been completed within days of the incident being reported. Further work is also underway to reroof the most severely affected properties, prioritising those struck most often or suffering the most damage. 14 properties have been reroofed and 7 are currently under instruction for reroofing in 2018</p> <p>This action has been met and will continue to be offered going forwards. However, as it is not directly a noise related issue the airport intends to remove it as an action in future Noise Action Plans.</p>	
<p>Community Fund We will continue to donate all the money we raise as a result of our environmental penalties to the East Midlands Airport Community Fund.</p>	<p>The East Midlands Airport Community Fund was established in April 2002 and since then over £925,000 has been awarded to over 1,180 projects, to bring lasting benefit to the communities around the airport.</p> <p>The Community Fund is managed independently by a Community Fund Committee that meets six times a year and is open to community groups within a defined 'area of benefit' that meet certain criteria.</p> <p>The Fund is currently supported by an annual donation of £50,000 from the airport and through the fines imposed when aircraft exceed our noise limits. The Community Fund awards grants to support eligible projects that have a long-lasting community, social or environmental benefit and can award a maximum of £2,000 per application.</p> <p>In 2016-17 a total of 78 groups were awarded £79,122. Of these there were;</p> <ul style="list-style-type: none"> - 24 groups from Leicestershire benefitted from £27,632 in funding. - 27 groups from Nottinghamshire benefitted from £23,279 in funding. - 22 groups from Derbyshire benefitted from £23,587 in funding. - 5 groups in Staffordshire benefitted from £4,624 in funding. <p>This action has been met and will continue to be offered going forwards. It is also expected that some extra funds will become available through the QC4 surcharge discussed in the 'Noise Controls' section of this plan.</p>	

MONITORING AND REPORTING

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Noise Monitoring System We will upgrade NTMS, our monitoring system by 2015. We will also take this opportunity to review the number and location of our fixed noise monitoring sites.</p>	<p>The noise monitoring system was upgraded in 2016. This enabled a range of detailed noise reports to be produced, using the system.</p> <ul style="list-style-type: none"> – Details of noise complaints – Summaries of aircraft tack keeping – Summaries of continuous descent approaches – Reports of the loudest aircraft events over the noise monitors – Details of training flights <p>These are now regularly shared with MENT and in our discussions with operators.</p> <p>Many reports are now shared on the airport website including noise reports for the villages of Kegworth and Castle Donington and annual noise contour maps. Visit http://www.eastmidlandsairport.com/community/environment/managing-our-environment/reporting-and-resources/ for more information.</p> <p>The airport recently reviewed the fixed noise monitoring sites which resulted in a correction to data from the monitored noise results to take account of the fixed noise monitors not being at the ideal position of 6.5km from the start of the aircraft take off run. This change was discussed and adopted following the January 2018 MENT.</p> <p>This action has been met and the airport believe there may be opportunities to improve our noise reports to enhance our discussions with operators and the community in future.</p>	

EFFECTIVE COMMUNICATION

2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Community Relations Team. We will keep in touch with local people so that we can act on their comments and continue to respond to community concerns.</p>	<p>Individuals who have concerns are encouraged to contact the airport in a variety of ways including via the WebTrak online noise complaint system.</p> <p>Throughout 2013-2018 the airport has regularly kept in touch with local people, responding to community concerns and supported a wide range of community activities. Since the Airport Community Fund was established in April 2002, over £925,000 has been awarded to over 1,180 projects, to bring lasting benefit to the communities around the airport.</p> <p>This action has been met but continues to be relevant going forwards.</p>	
<p>Outreach centres. We will continue to run our community outreach centres in communities around the airport.</p>	<p>25 outreach events were held between April 2015 and December 17. Our events for 2018 are:</p> <ul style="list-style-type: none"> – Castle Donington Medieval Market, Monday 7th May 2018 from 10:00 – Kegworth One Weekend, Saturday 2nd June 2018 from 10:00 – Breedon Summer Sunday, Sunday 24th June 2018 11:00 to 17:00 – Aston Well Dressing, Sunday 8th July 2018 11.30 to 17:00 – Diseworth Summer Fete, Saturday 8th Sept 2018 11:00 to 17:00 – Melbourne Arts Festival, Saturday 15th Sept 2018 10:00 to 17:00 <p>To ensure these events are effective and accessible to as much of the local communities as possible, the airport has sought to combine them with other community events such as summer fetes, arts festivals and Easter and Christmas markets.</p> <p>This action has been met but continues to be relevant going forwards.</p>	

NOISE ACTION PLAN 2019-2023 – SUPPLEMENTARY INFORMATION

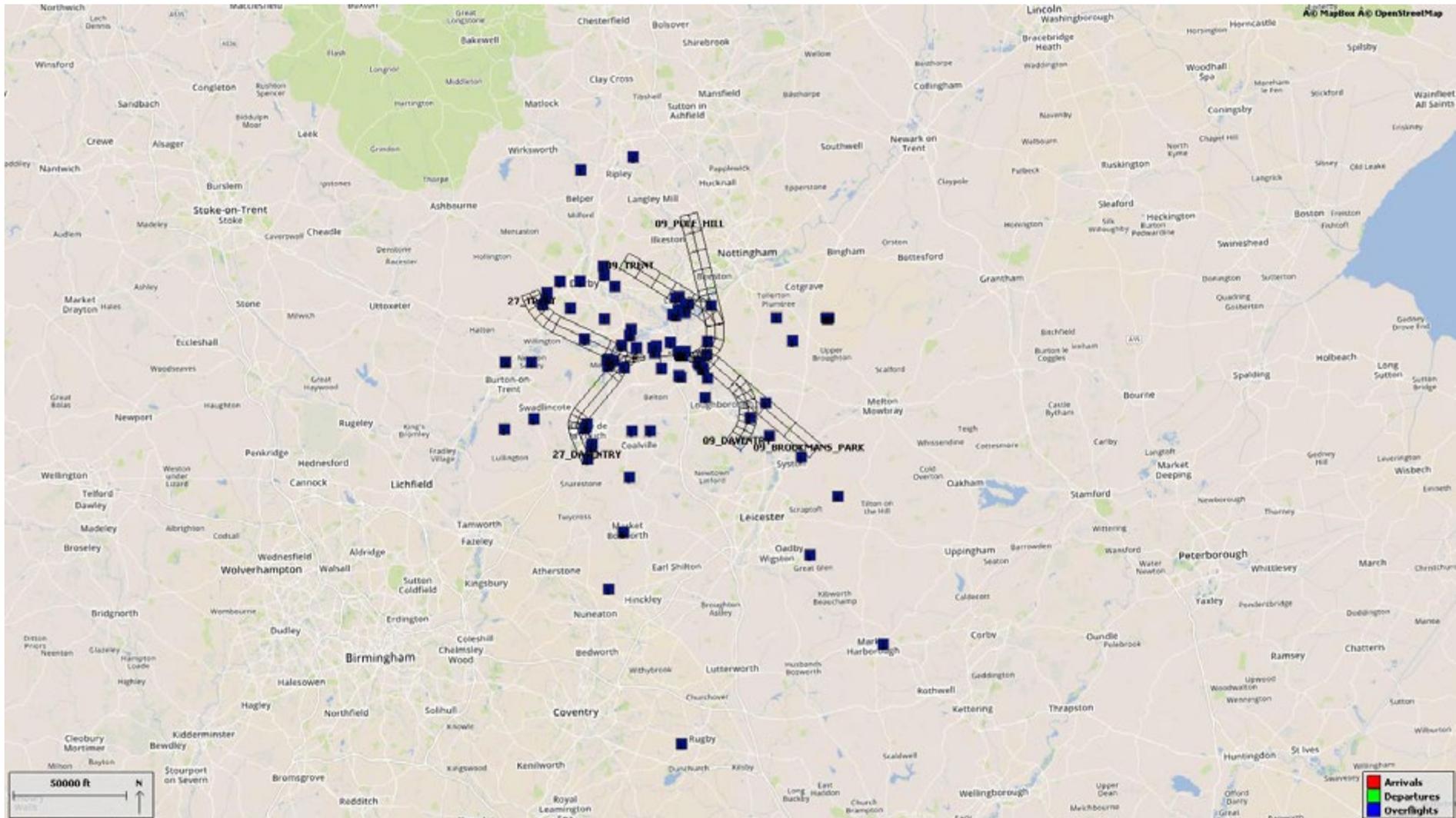
2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING																								
<p>Complaints and enquiries We will continue to offer a range of ways for people to make enquiries or complaints about aircraft noise.</p>	<p>With the introduction of WebTrak, the airport has expanded the range of ways people can make enquiries or complaints about aircraft noise.</p> <p>The latest noise complaint trend data indicates that the number of complaints has significantly declined since 2014 with less than 5 complaints now received for every 1,000 air transport movements at the airport.</p> <p>We are also seeing less multiple complaints per person, dropping from an average of 4.8 complaints per person in 2013 to 1.8 complaints per person in 2017.</p> <p>This action has been met but continues to be relevant going forwards.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="555 746 1205 1310"> <p style="text-align: center;">NOISE COMPLAINT TRENDS</p> <table border="1"> <caption>NOISE COMPLAINT TRENDS</caption> <thead> <tr> <th>Year</th> <th>Number of complaints</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>730</td> </tr> <tr> <td>2014</td> <td>910</td> </tr> <tr> <td>2015</td> <td>400</td> </tr> <tr> <td>2016</td> <td>190</td> </tr> <tr> <td>2017</td> <td>250</td> </tr> </tbody> </table> </div> <div data-bbox="1227 746 1883 1262"> <p style="text-align: center;">NOISE COMPLAINTS PER 1,000 AIR TRANSPORT MOVEMENTS</p> <table border="1"> <caption>NOISE COMPLAINTS PER 1,000 AIR TRANSPORT MOVEMENTS</caption> <thead> <tr> <th>Year</th> <th>Number of complaints</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>11.5</td> </tr> <tr> <td>2014</td> <td>14.5</td> </tr> <tr> <td>2015</td> <td>6.5</td> </tr> <tr> <td>2016</td> <td>3.0</td> </tr> <tr> <td>2017</td> <td>4.0</td> </tr> </tbody> </table> </div> </div>	Year	Number of complaints	2013	730	2014	910	2015	400	2016	190	2017	250	Year	Number of complaints	2013	11.5	2014	14.5	2015	6.5	2016	3.0	2017	4.0	
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2013-2018 NOISE ACTION	PROGRESS	PERFORMANCE RATING
<p>Responding to complaints We respond to all noise complaints within ten working days.</p>	<p>100% of complaints are investigated and responded to within 10 working days. This action has been met and continues to be relevant going forwards.</p>	
<p>Community flyer We will produce and distribute the Community Flyer at least three times each year to homes in the local area.</p>	<p>Community Flyer is distributed to over 33,000 homes in the areas surrounding the airport. It provides the latest information on our community, environmental and business initiatives and is designed to keep local residents informed of what's happening at the airport. We have produced the Community Flyer three times a year in summer, autumn and winter. It is also available on the airport's web-site. This action has been met and continues to be relevant going forwards.</p>	
<p>Community survey We will continue to produce and distribute the Community Survey, increasing its frequency to an annual survey and we will ensure the content of the survey and list of stakeholders is reviewed to keep it current.</p>	<p>We have carried out annual surveys since 2013 with our most recent survey underway at time of writing. The 2017 survey was distributed in January via Survey Monkey to a full list of local stakeholders, with a link published in the Community Flyer. We closed the survey at the end of March, with 110 responses. Around 43% of those who responded are members of the public, with 27% representing an organisation and 30% representing a community group. The survey results were analysed, and individual responses and requests responded to. Some headline responses are:</p> <ul style="list-style-type: none"> - 69% felt growth at East Midlands Airport (EMA) is good for our local communities - 85% felt jobs at EMA are vital for our local communities - 37% felt there was a noticeable increase in EMA community involvement and activity in the past 3 years. - 36% felt their relationship with EMA had improved, whilst 11% felt it had deteriorated - 80% thought that EMA was a good and trustworthy neighbour and - 83% thought EMA was a responsible business - 89% thought EMA was a desirable place to work <p>This action has been met and continues to be relevant going forwards.</p>	

APPENDIX G

GEOGRAPHICAL DISTRIBUTION OF NOISE COMPLAINTS (2017)





APPENDIX H

SUMMARY OF CONSULTATION FEEDBACK

To be completed after the consultation.





APPENDIX I

CURRENT EXPENDITURE ON NOISE MANAGEMENT



KEY:

Type
Description – Approximate annual investment

STAFF COSTS

CSR Team, including Flight Evaluation, noise complaint handling and community relations– salary and training **£115,000**

COMPUTER AND EQUIPMENT COSTS

Renewal, calibration, repair, Software licenses, support development **£200,000**

PUBLICATIONS AND COMMUNICATIONS

Community engagement programme **£17,000**

COMMUNITY FUND

Annual Airport funding **£50,000**

NOISE INSULATION AND MITIGATION SCHEMES

Insulation, relocation, community buildings, and wake vortex **£310,000**

RESEARCH AND BENCHMARKING, FORECASTING

Future contours, support for Sustainable Aviation etc, studies for benchmarking **£10,000**

TOTAL ESTIMATED ANNUAL INVESTMENT **£702,000**

APPENDIX J

LIST OF RESPONDENTS

To be completed after the consultation is complete.





