

Independent Consultative Committee (ICC)
MENT
Monitoring, Environment, Noise and Track Sub-Committee

Friday 6th October 2023
1000 – 1200

Virtual via MS Teams Present:

Title	Name	Initial
Independent Chair	Mr G Liguori	Chair
Independent Secretariat	Mrs C Pull	

Organisation:

Title	Name	Initial
Nottinghamshire County Council	CLlr M Barney	
Rushcliffe Borough Council	CLlr A Brown	
Save Aston and Weston Village Environment (SAVE)	Mr E Green	
People Against Intrusive Noise (PAIN)	Mr R Sutton	
DHL	Mr A O'Neill	
Kings Newton Residents Association	Dr C Tyler	
Loughborough University	Dr A Timmis	
WHICH	Mr I Jones	
Melbourne Civic Society	M Keay	

East Midlands Airport (EMA):

Title	Name	Initial
EMA Community Engagement Manager	Ms C Hempson	CH
MAG Head of ESG and Environmental Strategy	Mr A Freeman	AF
MAG Head of Energy Strategy	Mr T Rix (for M Churley)	TR
MAG Flight Evaluation Unit Manager	Mr D Smith	DS
MAG Flight Evaluation Unit (FEU) Advisor	Ms D Patton	DP

Apologies & Absences	Name	Initial
Leicestershire County Council	CLlr Pendleton	
MAG Planning Manager	Mr J Bottomley	
MAG Head of Environment	Mr M Churley	

Agenda Item	Description
1	<p>Welcome and Apologies</p> <p>The Chair thanked Andy O'Neill of DHL for his contributions. Andy leaves the ICC as he is moving into a new role. He wished the committee luck for the future and advised details of his replacement will be shared shortly.</p>

	The Chair welcomed Dr Chris Tyler to his first official meeting as the representative for Kings Newton Residents Association.
2	Declaration of Interests None
3	Minutes of the last meeting The minutes of the previous meeting were taken as approved as an accurate record. <u>Overview of actions</u> Action 4 remains open. Action 5 is covered in item 10 of today's agenda. Action 6.1: AF confirmed that training flights are included in noise modelling. Action 6.2: AF explained the contours which define the Sound Insulation Grant Scheme (SIGS)scheme were last reviewed in 2007, at a similar time as the runway extension. The Airport had to decide whether to apply more recent, smaller contours, or use the older more generous ones. The decision was made to go with the 2001, summer, nighttime contours to ensure maximum coverage. There are 4 zones defined by different levels of noise. Information on the zones and how to apply are on the Airport's website. Action 6.3: The feasibility of an online SIGs portal is currently being investigated, but any solutions will require technology and resource and so this will not be a quick fix, but a longer-term project. Action 6.4: AF confirmed that there are now more night flights than there were in 2001 when the SIGS was established. These increased flights, however, do not create a greater environmental impact. If you compare contours for last summer with those of the same period in 2001, there would be a 7% reduction in the number of properties eligible for the SIGS. Activity has increased; however, technology has reduced the impact of noise. Action 6.5 is complete. Action 7: AF advised that an update on the Sustainable Development Plan (SDP) will be brought to the committee at the ICC General meeting in December as part of the MD's report. Once the draft SDP is ready, a detailed briefing will be available for ICC at the same time as the public consultation is launched. A member asked for an update on the date of the public consultation as the previous minutes suggest this is available now. AF advised that it is not likely to be before the December ICC General meeting. Actions 8.2 & 8.3 are complete. Action 9.1: Dr Chris Tyler will pick this action up with Simon Leech and come back to the Chair. Action 9.2 is covered in today's agenda in item 5.

	<p><u>Actions from previous MENT meetings</u></p> <p>Action (carried over from previous MENT: TR and AF provided an update on the AECOM model which is now the Arcadis model. The new Action is listed at item 7 below.</p> <p>Action 5.3: TR has the WRC report and will share it with CH for distribution to members. Post-meeting note – WRC Report sent to members on 6th October 2023.</p> <p>Action 8.2: An acronym explainer is included in the papers for item 7 of today's meeting.</p>
4	<p>An update by the Chair</p> <p>The Chair recently attended the Single Design Entity Engagement workshop #4 hosted by the CAA and the DfT. The purpose of the workshop was to look at the feasibility of a single design entity becoming responsible for National Airspace Change (ASC). One of the aims was to consider the problems stakeholders perceive with the current system and what would good look like. Those in attendance were taken through what different SDE models could look like and different types of organisations that would deliver these models. They also discussed how any transition would be managed. He advised this is very early stages as there is no funding or ministerial backing for this project, so it may never go ahead.</p> <p>He also attended an ASC meeting hosted by the Airport on the 26th of September. This meeting was requested by the local communities most affected by Airport noise. Discussions were had around community input and how these have been incorporated into the ASC programme, along with next steps and community questions. He thanked Ray Sutton, Dr Tyler, Martin Keay, Ed Green for their attendance and the Airport ASC team for hosting.</p> <p>He reminded members of the ICC elections on Friday 1st December which are being held on Teams. Invitations have been sent by email.</p>
5	<p>Environment Reports</p> <p>The papers were circulated, taken as read and are available on SharePoint.</p> <p>DP took members through a presentation.</p> <p>With regards to the above Action 9.2, DP advised the Airport has been engaging heavily with the airlines for feedback as part of the new NAP. TUI is the only airline who is currently receiving noise fines and the Airport is working with them to improve performance. There has been an issue with one operator on training flights operating over Melbourne and the Airport is working with the carrier to rectify this. Engagement with airlines also led to the removal of QC4-rated aircraft from operation at night.</p> <p>A member asked about the increase in the summer night noise contour which has increased. AF explained the increase in activity last year in both the cargo operation and the recovery of passenger traffic following the end of COVID restrictions. There were a number of QC4 rated airframes still in operation. This is being watched very closely. The Airport has already commissioned this summer's noise contour mapping which will give an early insight. The member asked AF to confirm the reason being the return of early and late passenger aircraft. AF confirmed this is the case. Post-meeting note: Further explanation has been provided in a post-meeting note to members via the Chair.</p>

	<p>A member thanked AF for his explanation and asked if there was a way of speeding up annual noise contour reporting. AF responded that it's not possible to do this as the summer noise contour model has to be produced at the same time as that of the annual contours. He explained there are two contour periods, summer and annual and both need to be produced in the same way. The summer contour period ends in September, but work cannot be started until January as there needs to be consistency in the contours. It takes 2-3 months to carry out the work and validate it. The member thanked AF for his explanation.</p> <p>A member asked for consistency in the format of the noise monitoring reports. He pointed out the peak noise report and asked what period it covered. AF confirmed the reporting period and advised that the dates are at the top of the report. He advised the Airport is happy to take feedback on reports and explained that the reports have been designed and updated following differing community feedback and requirements. He gave examples of this using the noise monitor report. He asked the member to send his feedback to DP. The member noted that Kegworth isn't included in the peak noise report and advised he would contact DP following the meeting.</p>
6	<p>Comparability between airport noise penalties</p> <p>AF took members through a presentation which was also shared by email.</p>
7	<p>Water Management update</p> <p>The papers were circulated, taken as read and are available on SharePoint.</p> <p>TR took members through a presentation.</p> <p>Members who had not signed the most recent NDA were asked to leave the meeting while a confidential item was discussed. The Chair thanked TR for sharing the information and asked if the Airport are accepting responsibility for and taking action to resolve the items raised. TR confirmed that this is the case. The Chair reminded all members that this item is to be treated as confidential and should not be discussed outside of the meeting.</p> <p>The Chair asked if additional information could be added to the acronym explainer going forward. The Airport agreed.</p> <p>Action 7: The AECOM model, now the Arcadis model. The Airport will liaise with Arcadis to arrange a presentation of the findings of the model at a future MENT. Update due by next meeting February 2024.</p>
8	<p>Update on the De-Icer capture project</p> <p>The papers were circulated, taken as read and are available on SharePoint.</p> <p>TR took members through a presentation and confirmed that the project is being carried forward into 2024.</p> <p>The Chair asked where the water used for dilution comes from. TR confirmed rainfall water is used and explained the reasons.</p> <p>A member asked for clarity on sweeping and if the Airport uses wet, dry, or both. Do they need to wait for rain before sweeping commences and race to get the de-icer before it eventually dilutes and enters the drainage system? TR confirmed that both wet and dry are swept and explained the process. The only exception is in the event of heavy snowfall. CH &</p>

	TR clarified the process of dilution and the benefits of capturing the de-icer as early as possible to reduce the amount being released into the ponds.
9	<p>Airport energy management and renewable energy</p> <p>The papers were circulated, taken as read and are available on SharePoint.</p> <p>TR took members through a presentation.</p> <p>A member referred to SEGRO scaling back solar plans due to infrastructure and asked if there should be strong lobbying about this being a potential issue with the Freeport. TR advised this is in the pipeline to be looked at as part of the overall picture of energy sources. The Airport is limited to what can be accepted due to infrastructure, but there will be potential future development. The member said that anything which can be done to cut through barriers and to have a plan should be considered. Members want to see lobbying. TR agreed they are fully reliant on the National Grid. Dates in the 2030s are being given as a target to get energy back into the grid which doesn't fit with the government's 2035 net zero target. The Airport is working with its electricity supplier and stakeholders to come up with ways to approach and address this issue.</p>
10	<p>Noise Perception</p> <p>DS took members through a presentation.</p> <p>The Chair asked if the piece on changes in noise perception before and after COVID, proposed by the Independent Commission on Civil Aviation Noise (ICCAN) before its abolition has been started, or is there any information about this available. DS confirmed ICCAN was developing a workstream on this before it was absorbed into the CAA. This piece is being re-energised and should be imminent. AF confirmed the DfT & CAA has picked up a lot of ICCAN's work and updates should be provided to UKACCS and Airports. The Chair will raise this with UKACCS.</p> <p>A member asked if there is a formula for the attenuation of the noise as the "cone" shown in the presentation moves up and down. DS confirmed that outside of the cone, there is a 3-decibel reduction, which is the minimum perceptible noise. The same figure is used inside and outside of the cone.</p>
11	<p>Any other Business</p> <p>The Chair reminded members to advise CH or him of any future agenda items they would like to be added.</p>
12	<p>Date and of Next Meeting.</p> <p>Friday 16th February 2024</p>

There being no other business the Chair closed the meeting at 1203