

Edinburgh Airport Noise Advisory Board

Minutes of Eleventh Meeting held on Wednesday 1 August 2018
at the Marriott Hotel, 111 Glasgow Road, Edinburgh
Commencing at 6.30pm

Present: Lindsey Cole (LC) (Chair)

Louise Gunstenson, (LG), Dalgety Bay CC; Helena Paul (HP), Blackness Area CC / Edinburgh Airport Watch (Minutes); Christophe Miremont (CM), Ecclesmachan resident; Pippa Plevin (PP), Uphall CC; Merv Archibald (MA), Blackness Area CC; Tom Leatherland (TL), Limekilns and Charleston CC; Ray Godfree (RG), Ratho & District CC; Ray Flint (RF), Kinghorn CC; Cramond CC; Bob Brough (BB), Cramond CC; Adam Cumming (AC), Cramond Association; Gary Allanach (GA) Winchburgh CC; Bruce Finlayson (BF), North Queensferry CC; Andrew Watt (AW), Dalkeith & District CC & Midlothian Federation CC; Angela Wallace, Broxburn CC

In Attendance: Gordon Robertson (GR), EAL
Elaine Hill (Minutes)

Apologies: Liz Scobie (LS), Uphall CC; Vic Garrad (VG), Kirknewton CC

1.	Introductions: On behalf of the Chair, AC welcomed everyone to the meeting.	
2.	Approval of previous minutes: It was noted that meetings were held under Chatham House rules and therefore, with the exception of action points or specific requests at meetings, minuted comments were not attributable It was also noted that the minutes of the meeting held on 6 June 2018 were transcribed from an audio recording.	

	<p>Subject to the following:</p> <ul style="list-style-type: none"> ● Apologies: Andrew Watt, Dalkeith & District CC to be added. ● Item 2: Approval of the minutes of the tenth meeting held on 6 June 2018 was proposed by MA and seconded by GA. ● GR asked that it be recorded that he believed the minute did not fairly reflect the level of his input and responses given at the meeting. <p>Approval of the minutes was proposed by AC and seconded by MA.</p>	
<p>3.</p>	<p>Matters Arising</p> <p>11.2 LG to obtain copy of GR's ACP presentation and circulate to the Board.</p> <p>11.3 Draft ACP response – COMPLETE</p>	<p>LG/GR</p>
<p>4.</p>	<p>Update on Noise Modelling/Data</p> <p>CM/BF reported that To70 were still working on their report. However, when the footprint data had been received, CM/BF felt they should bring the initial findings to the Board.</p> <p>With regard to maps, GR confirmed that there was a paper on the EAL website explaining the various maps.</p> <p>It was noted that the models used for noise maps were not locally validated – the models were calibrated using LHR/LGW information. GR explained that CAP75 states that EAL use these models. However, EAL is interested in the information that will come from the temporary noise monitors when in place to help build in local information.</p> <p>BF/CM gave a presentation on the initial findings which showed that in every instance the actual noise levels were substantially higher and/or reached a larger area than the baseline model used. It was noted that To70 had used the noise footprint of A319 – the most common aircraft type to use Edinburgh Airport. Concern was raised that if the information used to build the model was inaccurate then there was no baseline with which to accurately measure impact of the flightpath changes currently being proposed by EAL.</p> <p>It was noted that other airports validate the baseline information and that Manchester Airport has been doing this for 15 years. However, EAL have not done this.</p>	

	<p>It was agreed that the information contained in the presentation should be passed to EAL for investigation and report back to the Board. It was noted that EAL obtained their modelling from the CAA. Therefore EAL would need to discuss this with them in the first instance. GR confirmed that EAL was compliant in respect of the information they received from CAA. However, the information presented this evening raised the question whether this information was fit for purpose and therefore he would like to get together with the Sub-Group to investigate further.</p> <p>The Chair thanked the sub-group for their work to date and in particular CM/BF for the presentation.</p>	GR
5.	EDI Meeting with CAA – this item was discussed at a pre-meeting prior to the main meeting.	
6.	EDI/CAA Meeting Strategy and Tactics – this item was discussed at a pre-meeting to the main meeting	
	At this point it was agreed to discuss the following items not on the agenda requested by GR.	

	<p>ACP Supplementary Consultation</p> <p>GR reported that the Supplementary Consultation report would be published the following day (Thursday 2 August 2018). GR offered to email a copy of the report to Board members direct subject to their agreement. The report would be in the same format as previous reports.</p> <p>There were 1167 responses received – 1133 from individuals, 27 organisations & elected members and 7 not categorised – broken down as follows:</p> <p>226 Cramond 729 Dalgety Bay 131 North Queensferry & Inverkeithing 54 Others 27 Organisations & Elected members</p> <p>In total 1,035 respondents were broadly opposed to the proposed introduction of the E7A flight path.</p> <p>It was noted that the report (produced by Progressive Partnership on behalf of EAL) would contain a sample of the verbatim comments received but not all comments received. GR agreed to look into publishing all the verbatim comments on the EAL website.</p>	GR
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GR reported that EAL had considered all the comments made and whether there were any changes they could make. He confirmed that EAL would be re-submitting the ACP on Friday 3 August on the following basis:

1. EAL will be going ahead with the recommendation to use E7A. EAL had looked at all the alternative suggestions made through the consultation and would be producing a rationale document later in the month to answer all the issues in detail.
2. Night Flights – EAL has discussed night flights and the number of aircraft with NATS with a view to stopping flights at 2100 or 2200 as well as ease the morning peak. However, NATS refused to look at this. GR explained that there were various stakeholders that EAL had to take into consideration – communities, CAA, airlines, businesses, government, etc., as well as the impact on aircraft scheduling across the country and not just in and out of Edinburgh. However, NATS had agreed to look at data collected by EAL from a trial involving ANS operators in Edinburgh Tower liaising with Prestwick Tower to vary the flightpath at night depending on weather, aircraft locations, etc.
3. EAL to request 0600 start to flights. GR explained that the demand from airlines was there for these slots. There were currently 45/50 aircraft parked overnight at Edinburgh and airlines want to start flying as soon as they can the following morning. If there was no demand, the airlines would not ask for these slots.
4. Peak time – due to an increased demand for lunch time flights due to increased middle eastern flights, EAL would be requesting to turn left and right on runway 24 between 1000-1400.

Some members of the Board strongly expressed their disappointment at the outcome of the Supplementary Consultation and wondered if the work and time they had given to the consultations had been a waste of time if EAL had decided to press ahead with E7A and flights commencing at 0600. Alternatives had been suggested to EAL but it did not appear that they had given any consideration to them, for example flying further down the Forth before turning. GR assured the Board that the input from them and local communities had been carefully considered. Regarding night time flights, members of the Board stated that 0600 was classified as nighttime and therefore flights shouldn't use Edinburgh Airport until 0700.

Some members of the Board expressed concern that EAL were making commercial decisions at the expense of the health of communities living near the airport or under current and proposed new flightpaths.

GR explained that, although the decision would be disappointing to some including this Board, EAL's role was to provide increased capacity at Edinburgh Airport to provide a facility for the country as a whole to allow businesses and tourists to visit Scotland. EAL had to balance this with the impact on the community. GR explained that EAL had set commercial

	<p>airspace within which it had to work. If EAL wanted to increase this to fly further down the Forth, it would require another consultation with the military as this was restricted airspace.</p>	
	<p>Night Flights</p> <p>GR explained that EAL were proposing to negotiate with airlines to bring in an environmental noise charging scheme:</p> <ol style="list-style-type: none"> 1. To encourage quieter aircraft 2. To encourage scheduling away from nighttime flying. <p>GR explained that EAL had experienced a change when this had been used at peak morning times. The charging period would be from 2200 to 0700 and would be based on actual arrival/departure times and not scheduled. EAL would also look at fining airlines.</p> <p>In answer to a question regarding where the money raised would go, GR explained that it would be used to help with noise mitigation through purchase additional noise monitors, noise plans, Community Manager role and back to communities through continued support for forums such as EANAB and the issues they would like to investigate.</p> <p>EAL hoped to start consulting with the airlines in the next couple of weeks with a view to bringing this in at the end of the year.</p> <p>GR confirmed that the new Community Manager would start on 17 September and it was the intention that she would come along to the EANAB meetings as well as reach out to the various community groups. It was noted that this role would report to the Head of Community Engagement who in turn reports to GR. Concern was raised that this was not a particularly senior role and therefore it would appear that EAL were not reflecting the importance of the role of EANAB. GR assured the Board this was not the case and that the Community Manager was very experienced in this area.</p>	
	<p>With regard to the re-submission to the CAA, GR confirmed that the CAA would take the first week to assess all the documentation to ensure everything had been submitted and then could take up to 16 weeks to consider and report back. EAL were targeting the end of February 2019 to bring in the changes subject to CAA approval.</p> <p>It was noted that a challenge to the CAA's decision could be mounted once the decision had been made and not before.</p>	
	<p>Noise Monitors</p> <p>GR confirmed that one noise monitor was now in place in Dalgety Bay and two others were currently being configured. Volunteers to have the</p>	

	<p>monitors installed on their property had come forward in Dalgety Bay/Halbeath/Inverkeithing/North Queensferry but volunteers were also required in West Lothian and GR asked the Board for assistance in identifying volunteers. GR agreed to forward information regarding the types of site required and what would be involved.</p>	<p>ALL GR</p>
7.	<p>MoU</p> <p>It was agreed to set up a sub-group to assist BF with the finalising of this document and the appointment of independent lawyers to advise the Board on the final document. It was noted that EAL had offered to cover the legal costs incurred. It was also agreed that the legal status of the Board would be set out in the MoU.</p> <p>It was agreed that the MoU should be agreed and signed by both parties by Friday 28 September 2018.</p> <p>With regard to sub-groups in general, it was suggested that weekly updates should be circulated to the Board and monthly meetings should be held if required.</p>	
8.	<p>Noise Monitors</p> <p>GR agreed to send out a co-ordinated plan relating to the planned use of the noise monitors. With regard to the noise monitor currently in place in Dalgety Bay, GR explained that EAL had tried to get hold of LG before install to discuss the schedule and deployment but had been unable to get hold of her. They had decided to go ahead so as not to hold up the schedule. GR confirmed that the volunteer in Dalgety Bay had come forward through the consultation.</p> <p>It was noted that the noise monitors would be in situ for 2/3 weeks depending on weather, etc.</p> <p>Members of the Board expressed disappointment that there were not enough noise monitors to cover all areas at the same time. GR confirmed that EAL would probably need to put in more monitors as part of the ACP.</p> <p>GR confirmed that EAL would be happy to share the data from the monitors with the Board.</p> <p>LG reported that a Dalgety Bay resident had installed their own Class 2 monitor and would be happy to share the data received.</p>	<p>GR</p>
9.	<p>Complaints Data</p> <p>Information received from EAL had been circulated to the Board. It was agreed to discuss this at the next meeting.</p>	

	GR asked the Board to let him know what data they would like on a regular basis so that this could be provided, e.g. complaints, noise, flights, etc.	
10.	Timings of Elections for Office Bearers It was noted that consideration should be given to setting a date for the election of office bearers to the Board. LG expressed her intention not to seek re-election as Secretary at that time. GR suggested that the new Community Manager take on this role. However, the Board expressed serious concerns that this could impact negatively on the Board's independence.	
11.	AOB	
11.1	Website: PP thanked GR and Daniel, EAL IT, for their help in getting the website and email up and running. PP was currently working with CM on content but requested more content for the website. MA agreed to forward an update from the Aviation sub-group.	MA
11.2	Feedback to Communities GR asked how Board members reported back to their communities. In general, this was via Community Council meetings where the EANAB was a standing agenda item. Updates were also included in newsletters, etc.	
12	DATE OF NEXT MEETING: Wednesday 5 September 2018 at 6.30pm in the Marriott Hotel	

There being no further business the meeting closed.