

EDINBURGH AIRPORT NOISE ADVISORY BOARD

Minutes of Nineteenth Meeting held on Wednesday 6 March 2019

At the Marriott Hotel, 111 Glasgow Road, Edinburgh

Commencing at 6.30pm

PRESENT: Lindsay Cole (LC) (Chair)

Louise Gunstensen (LG), Dalgety Bay & Hillend CC; Helena Paul (HP, Blackness Area CC / Edinburgh Airport Watch; Pippa Plevin (PP), Uphall CC; Merv Archibald (MA) Blackness Area CC; Ray Godfree (RG), Ratho & District CC; Andrew Watt (AW), Dalkeith & District CC & Midlothian Federation CC; Liz Scobie (LS), Uphall CC; Vic Garrard (VG); Kirknewton CC; Tom Leatherland (TL), Limekilns and Charleston CC; Ray Flint (RF) Kinghorn CC; Neil Lovett (NL), East Calder & District CC; Christophe Miremont (CM), Ecclesmachan resident.

In Attendance: Louise McIntyre (LMcl), Community Engagement Manager, EAL
June McClung (JMCC), Environmental Noise Advisor, EAL
Elaine Hill (Minutes)

Apologies: Adam Cumming (AC), Cramond Association; Stefan Slater, Cramond & Barnton CC; Bruce Finlayson (BF), North Queensferry CC; Gordon Robertson (GR), EAL

1.	Introductions: The Chair welcomed everyone to the meeting. It was noted that Gary Allanach representing Winchburgh CC and Stefan Slater representing Cramond and Barton CC had resigned from the Board. The Board wished to record its appreciation of their contribution to the Board and its work.
2.	Approval of Previous Minutes
2.1	Changes previously circulated to the Board to be forwarded to EAL. Approval of the minutes of the previous meeting held on 6 February 2019 was proposed by MA and seconded by VG.
3	Matters Arising from Meeting 17 held on 15 January 2019
3.1	Aviation Sub-Group <i>17.3.1 The sub-group will present a summary of the findings to the Board following the meeting with EAL</i> Reported that following a January meeting with EAL further analysis from To70 was being pursued to allow completion of the report

3.2	<p>17.3.3 HP offered to send a copy of the CAA AIP document to AW.</p> <p>Governance Sub-Group 17.3.5 MoU: Progress is being made with comments back to EANAB lawyer. There had been a delay in getting confirmation from EAL that they would cover the costs involved. <i>See Item 4 below</i></p>
3.3	<p>Edinburgh University 17.4.1 A proposal including costings was awaited from the Engineering & Mathematics Schools which would be circulated to the Board.</p>
3.4	<p><i>It was noted that EAL had given the University 2 weeks of raw data to allow them to determine what analysis they would be able to make. It was agreed that AC should liaise with the Aviation Sub-Group to ensure there would be no duplication with the work undertaken by To70</i></p> <p>CAA Seminar 17.5.1 Ref. cancelled CAA seminar it was agreed that the Chair would write to the CAA by 08/02/19 to request a revised date for the seminar. He would also write to EAL with a copy of the agenda inviting them to attend if they wished to. <i>See Item 5</i></p> <p>17.5.2 Ref. current a major Airspace Policy consultation – Aviation 2050 – which closes on 11 April 2019. It was suggested that EANAB should submit a response. It was noted that the Aviation Environment Federation would be holding 2 seminars in London – 28 February and 5 March - and it was felt that attendance at these seminars could assist with informing the Board’s response to the Aviation 2050 consultation which closes on 11 April 2019. It was agreed that HP/LG should attend these seminars. The Chair agreed that reasonable travel expenses would be reimbursed. <i>See Item 6</i></p> <p>It was further agreed that a draft consultation response would be circulated to the Board for discussion at the March meeting</p>
3.5	<p>Annual Review 17.6.3 Ref. Chair and Vice-Chair would prepare a draft review and circulate to the Board. A final Draft to be tabled at the next meeting in March</p> <p><i>The Chair updated the Board that this report was nearly complete. EAL had requested a one-page report of bullet points covering the year’s activities, however the Chair and Vice Chair felt this would not give a true picture of the work carried out and would supplement the report with appendices giving more detail for each area. It was noted that the deadline for this report to be submitted to EAL was before the</i></p>

	<p><i>next meeting. Therefore the Chair would circulate the report prior to submitting it to EAL.</i></p> <p>Outstanding Items of Action</p> <p>17.7.1 It was agreed to list all outstanding actions from a meeting at the beginning of the minutes and to ensure that these items are discussed and updated at the following meeting.</p> <p>3.6 17.7.3 All members to go through the list and action any items against them to provide an update by the next meeting.</p> <p>3.7 <i>It was further agreed that RG would contact those with outstanding items on this list for an update on progress prior to the April meeting.</i></p> <p>Noise complaints report</p> <p>17.8.1 It was agreed that a sub-group should be formed to analyse the reports being provided by EAL. GA to be asked to confirm lead or otherwise for this sub-group.</p> <p>3.8 <i>As GA had now resigned from the Board, volunteers were requested to form this sub-group. It was noted that EAL had requested all suggested amendments to the reports be submitted together.</i></p> <p>Ratho Community Council</p> <p>17.8.4 Ref request from Ratho and District Community Council having received query for the potential for further compensation payments for the renewals. Noted further information obtained by Ratho CC to be forwarded to AC to be considered by the Mitigation and Compensations Sub-Group.</p> <p><i>It was noted that compensation payments were one-off payments.</i></p> <p>Board Member Expenses</p> <p>17.8.5 The question was raised of requesting from EAL a contribution to out of pocket expenses for members to cover any reasonable admin or travel expenses. It was noted that the SRG were offered expenses. It was agreed that the Chair could raise this with EAL.</p> <p><i>See Item 6 below</i></p> <p>It was agreed that RG would consolidate the outstanding actions from previous meetings including the EAL list of actions for discussion at the next meeting.</p> <p>Matters Arising from Meeting 18 held on 6 February 2019</p> <p>Aviation Sub Group</p> <p>18.4.1 Approval by EAL of To70 quote for additional work amounting to E5,000+VAT – <i>Agreed by EAL</i></p> <p>18.4.2 With regard to noise monitoring, it was noted that a meeting was requested with EAL to discuss a number of areas where it was felt the Board could advise EAL. EAL suggested that the sub-group put forward some suggested dates to JMCC so that a meeting can be arranged convenient to those members attending.</p>
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3.9	<p><i>Agreed that EAL would forward possible dates to the sub-group</i></p> <p>Sub Sub-Group</p> <p>18.4.3 Issues Log had been updated to reflect this group's objective to look at additional flightpaths initially in relation to arrivals. In order to familiarise themselves with the issues involved, the group would like to meet with ANS to understand what they do and why. It was agreed that the group would forward suitable dates for such a meeting to JMCC who offered to arrange this.</p> <p><i>Meeting arranged for 19 March 2019</i></p> <p>Scottish Government Consultation EU Regulation 594</p> <p>18.6.1 It was agreed that RF would draft a response on behalf of the Board stating its recommendation that an additional paragraph along the lines of the Kinghorn CC paper be added to the proposed regulations. This draft to be forwarded to the Chair on Thursday 7 February to be finalised and sent on Board letterhead to Transport Scotland the same day.</p> <p>18.6.2 It was noted that LG had prepared some detailed notes on the regulation and agreed to circulate this to those interested.</p>
3.10	<p><i>It was further agreed that LG would circulate the final submission</i></p> <p>Google Group</p> <p>18.8.1 Consideration was being given to setting up a Google Drive with directories and sub folders. PP agreed to report back to the next meeting.</p> <p><i>Google Drive now set up and a link has been sent to Board members with a Google account to test. An initial 4 folders have been set up – Aviation, Membership List, Governance and Minutes. It was noted that the ability to change items on the google drive would be limited.</i></p> <p>NAP</p> <p>18.8.2 The Board requested that they be provided with a copy at this stage on the proviso that it would not be discussed or circulated outwith the Board members.</p>
3.11	<p><i>EAL explained that once the NAP had been through the approval process it would be available on the SEPA website. EAL are unable to upload a copy of the proposed NAP until it is approved. It was suggested that a statement explaining the process be uploaded on the EAL and SEPA websites. It was hoped that going forward the process would be reviewed to make it more transparent.</i></p> <p><i>It was noted that the timescales for the original ACP were set by the Scottish Government which left little time for involving groups such as EANAB at an early stage. However, EAL would be setting the timescale for the next ACP and this would give more time for input from the Board before the public consultation phase including assisting with the best way to present information to the public.</i></p>

3.12	<p><i>With regard to the mapping used in the NAP, EAL explained that the ERDC maps were used purely for illustrative purposes as the Jacobs maps did not convert to understandable/usable flat images. Therefore, there were anomalies between the contours on both maps which would show a difference in the numbers/areas affected. However, the NAP did contain statements directing people to look at the mapping on the Scottish Government website.</i></p> <p><i>The information used on the Jacobs maps was provided by the Scottish Government and not ERDC/ANCON. It was noted that information used in NAPs must come from the Scottish Government (Jacobs) and ACP information must come from ANCON (i.e. baseline info based on Gatwick). This would account for the differences in figures. EAL stressed that they must use data/information as laid out by the regulators.</i></p> <p><i>It was noted that the raw data given to To70 and EANAB came from Jacobs. This information does not include radar data.</i></p> <p><i>It was noted that EAL had invested in 6 new noise monitors.</i></p> <p>Noise Charging</p> <p>18.8.3 EAL agreed to check whether this document could be circulated to the Board due to its commercially sensitive nature.</p> <p><i>The Board requested a presentation from EAL on the potential impact of noise charging and why the current system was chosen. EAL suggested doing this in 6 months/1 year to show what effect this had had since implementation but agreed to look into whether a presentation on the rationale for implementing the chosen system could be provided at the next meeting.</i></p>
4.	<p>Updates from Subgroups</p> <p>Aviation Consultancy Sub-Group</p> <p>It was noted that since May last year To70 had been working with this sub-group on 3 packages of work. A draft report had been circulated to the Board prior to the meeting. This report had still to be discussed with To70 and EAL.</p> <p>The Sub-Group gave a presentation to the Board which showed significant deviations in departure tracks of aircraft from what is actually happening and what is assumed to be happening at Edinburgh Airport - the assumed departure tracks being the ones used by ERDC and based on Gatwick data for noise monitoring purposes. It was noted there were deviations on both Talla 6C Runway 24 and GOSAM Runway 06.</p> <p>This raised serious concerns regarding the noise maps. Potentially there could be a reduction of noise under the track but an increase to the sides of the track. For example, there could be less noise than anticipated over the M8 due to the lateral spread.</p>

	<p>It was agreed it would be helpful to know the exact reasons why it appeared that noise increased when aircraft banked – was it due to engine direction, weather, etc.</p> <p>The information provided by To70 would be discussed with ERDC at the meeting on 26 March.</p> <p>It was noted that Edinburgh, Glasgow and Southampton modelling is based on Gatwick data. It was stressed that the ACP should use local data.</p> <p>MOU The latest draft of the document had been circulated to the Board for comment. It was agreed that RG would circulate his comments to the Board for consideration.</p> <p>Health The Chair informed the Board that Stefan Slater had resigned from the Board. The Board expressed their appreciation of his significant contribution to the work of the Board and wished him and his wife all the very best for the future.</p> <p>It was noted that the Chair would be talking about noise implications at the May EACC meeting. It was suggested that the Chair of EACC be invited to attend a future EANAB meeting.</p> <p>University of Edinburgh Involvement - Discussed under Item 3</p>
<p>5.</p> <p>5.1</p>	<p>CAA Meeting 26 March 2019</p> <p>It was noted that the CAA had suggested holding the seminar and a separate meeting with ERDC to cover the technical issues. The importance of having key technical people from CAA/ERDC present at the “technical” meeting was stressed.</p> <p>It was agreed to circulate the proposed agenda to the Board for comment by Friday 8 March.</p>
<p>6</p>	<p>AEF Conference Issues</p> <p>The Chair reported that EAL had stated they would not cover any costs incurred in attending the above. It was stressed that AEF were not a fringe or pressure group and were concerned with limiting aviation noise not growth. Concern was raised on how it would look to local communities not to attend such conferences.</p> <p>It had been suggested to EAL that the Board be given a small amount of money each year for expenses/conferences/training/etc so that the Board could decide what would or wouldn't be worthwhile attending.</p>

<p>6.1</p> <p>7.</p> <p>8.</p> <p>8.1</p>	<p>However, EAL has requested that valid business cases be put forward for each proposed expenditure.</p> <p>The Board expressed their concern re this and felt that they should be able to decide who goes to what and that an amount of say £2000 should be available for such matters. They felt that this was essential to maintain their independence from EAL.</p> <p>The Chair agreed to discuss this further with EAL</p> <p>EANAB Annual Report This was discussed under Item 3 above.</p> <p>AOB</p> <p>Aviation 2050 Consultation It was noted that the closing date for the consultation had been extended to 20 June 2019. However the closing date for responses to the airspace change legislation questions (Appendix A) remains unchanged at 11 April 2019.</p> <p>It was noted that it was proposed to allow the SoS for Transport to direct airports to come forward with an ACP and for a masterplan to be completed by NATS working with key stakeholders.</p> <p>The Board agreed to support this in principle. However, it was hoped that this would be discussed at the seminar with the CAA later in March which would allow a draft response to be circulated for comment prior to the next Board meeting.</p> <p>Broxburn CC Representation It was noted that Broxburn CC were currently in the process of reorganising in order to become quorate and would like to be represented on the Board when appropriate.</p>
<p>9</p>	<p>Date of Next Meeting: Wednesday 3 April 2019 at 6.30pm in the Marriott Hotel</p>

There being no further business, the meeting closed.