

EDINBURGH AIRPORT NOISE ADVISORY BOARD

Minutes of Twentieth Meeting held on Wednesday 3 April 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; Tom Leatherland (TL), Limekilns and Charleston CC; Ray Flint (RF) Kinghorn CC; Adam Cumming (AC), Cramond Association; Bruce Finlayson (BF), North Queensferry CC; Tom Wylie, Cramond & Barnton CC.

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

Apologies: Liz Scobie (LS), Uphall CC; Vic Garrard (VG); Kirknewton CC; Neil Lovett (NL), East Calder & District CC; Christophe Miremont (CM), Ecclesmachan resident; Gordon Robertson (GR), EAL.

1.	Introductions: The Chair welcomed everyone to the meeting. The Board welcomed Tom Wylie representing Cramond & Barnton CC to his first meeting.
2.	Approval of Previous Minutes Approval of the minutes of the previous meeting held on 6 March 2019 was proposed by AW and seconded by TL.
3	Matters Arising Consolidated Matters Outstanding from 1st May to 31 December 2018 as at 22-03-19 3.1 It was agreed that this document should be appended to these minutes as a record noting that some items were still ongoing. Matters Arising from Meeting 17 held on 15 January 2019 Aviation Sub-Group 17.3.1 <i>The sub-group will present a summary of the findings to the Board following the meeting with EAL</i>

	<p>Reported that following a January meeting with EAL further analysis from To70 was being pursued to allow completion of the report</p> <p>17.3.3 HP offered to send a copy of the CAA AIP document to AW.</p> <p>Edinburgh University</p> <p>17.4.1 A proposal including costings was awaited from the Engineering & Mathematics Schools which would be circulated to the Board.</p> <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. Noted after discussion that there would be no further action at this time see item 4.8 below</i></p> <p>Aviation 2050 Consultation</p> <p>17.5.2 Ref. It was further agreed that a draft consultation response would be circulated to the Board for discussion at the March meeting. See <i>Item 7 below</i>.</p> <p>Annual Review</p> <p>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 thLGe 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 next meeting. Therefore the Chair would circulate the report prior to submitting it to EAL. Noted that a circulated draft report been commented upon and a final draft is awaited. See item 6 below</i></p>
3.2	<p>Outstanding Items of Action</p> <p>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><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>
3.3	<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><i>As GA had now resigned from the Board, volunteers were requested to form this sub-group fronted by TL. It was noted that EAL had requested all suggested amendments to the reports be submitted together.</i></p> <p>Matters Arising from Meeting 18 held on 6 February 2019</p>

Aviation Sub Group

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.

Agreed that EAL would forward possible dates to the sub-group

Scottish Government Consultation EU Regulation 594

18.6.2 It was noted that LG had prepared some detailed notes on the regulation and agreed to circulate this to those interested.

It was further agreed that LG would circulate the final submission

NAP

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.

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.

Noise Charging

18.8.3 EAL agreed to check whether this document could be circulated to the Board due to its commercially sensitive nature. *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.*

Matters Arising from Meeting No 19 held on 6 March 2019

19.5.1 CAA Meeting 26 March 2019

It was agreed to circulate the proposed agenda to the Board for comment by Friday 8 March.

19.6.1 Ref. Board Expenses - 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. However, EAL has requested that valid business cases be put forward for each proposed expenditure.

	<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>19.8.1 Aviation 2050 Consultation</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>4.</p> <p>4.1</p> <p>4.2</p> <p>4.3</p> <p>4.4</p>	<p>Updates from Subgroups</p> <p>Aviation Consultancy Sub-Group</p> <p>The sub-sub group met with ANS in Edinburgh on 19 March. A note of this meeting has been circulated to the Board. AW thanked MA for his work in collating these notes.</p> <p>Meeting now to be arranged with NATS. It was agreed that the sub-sub group would forward suggested items for discussion together with suggested dates and EAL would then contact NATS to arrange.</p> <p>Arrivals sub-sub group meeting to be held to agree timescales for actions.</p> <p>It was noted that the Aviation Consultancy Sub-Group had held a skype session with To70 and EAL to discuss and agree the draft findings report. There had been one outstanding item regarding noise preferential routes which had been discussed clarified and agreed. It was noted that the sub group had decided not to request additional charts in the report as it was felt this would not add to the report. The sub group were still awaiting the final published report and agreed to contact To70 to chase this up.</p> <p>It was noted there would be a meeting with EAL on 16 April 2019 to discuss noise monitoring following on from the CAA seminar and meeting with ERDC on 26 March. As well as discussing locations it was important to understand the strategy followed by EAL. It was agreed to also review at this meeting the information presented in the monthly noise complaints report. It was suggested that it would be helpful if EAL could suggest other information to be included in the report such as information other airports receive.</p> <p>MOU</p> <p>It was noted that a meeting had been held with the lawyer to incorporate outstanding comments prior to the document going back to the EAL solicitor.</p>

	<p>With regard to funding, it was noted 2 levels had been suggested: Above £5,000 – to involve detailed proposals Below £5000 - less detail required with approval timescale of approximately one week.</p> <p>The matter of a discretionary amount for expenses in relation to conference, etc., to assist the Board in learning more about noise has still to be agreed. It was noted that this has been raised but not discussed. EAL agreed to raise this internally and report back to the MOU Sub-Group.</p> <p>It was suggested EAL would open a separate bank account which would receive a certain amount each year for discretionary items. EANAB signatories would be required and any proposed expenditure would require EANAB Board approval.</p> <p>It was noted that the MOU contained a “in good faith” confidentiality clause regarding the issue of documents from EAL to EANAB. It was stressed that all Board members should be aware that this confidentiality “trumps” any obligations members may feel toward their communities. The Board felt that this trust and confidentiality should also work both ways.</p> <p>In the interest of clarity, it was agreed that any documents from either party to be treated as confidential should contain the word “Confidential” in the title.</p> <p>Health</p> <p>It was agreed to speak to SS to see if he could suggest an individual or organisation that could help move this matter forward. The Board felt that this was an important issue and it was necessary to understand what research was already available and how current it was before deciding whether to commission its own research into the impact of noise on health locally. It was noted that WHO research contained studies only up to 2013.</p> <p>It was noted that this topic had been covered at the AEF conference held last month.</p> <p>University of Edinburgh</p> <p>The proposal from UoE had been discussed with the Aviation Sub-Group. It was decided not to pursue the proposal from UoE as it was felt that it would not add any value to the work undertaken by To70. It was agreed to thank UoE for their proposal and to keep dialogue open.</p> <p>It was noted that sub-groups were still required for noise complaints and noise fines.</p> <p>ACP</p>
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4.10	<p>It was agreed that an ACP Sub-Group including a representative covering the Cramond area would work with EAL on the ACP Statement of Need which had been received.</p> <p>It was agreed that MA would be the dedicated contact on behalf of the Board with all correspondence being copied to the Chair as a back up. LMcl would be the dedicated contact on behalf of EAL with JMcC as back up.</p> <p>With regard to the SRG, EAL agreed to find out whether it would be set up again.</p>
5.	<p>ACP Statement of Need</p> <p>It was noted that once any comments and/or changes had been incorporated into the Statement of Need by EAL the Statement of Need would be passed to the EAL Board for approval before going to full Board for approval within a couple of weeks. If approved it would then go to the CAA for assessment when it would be looked at in detail. Timelines would then follow.</p> <p>5.1 The Board had several queries regarding the document including the use of 0400-0700; air navigation guidance, etc. It was agreed that these comments/queries should be collated into one email and forwarded to EAL as soon as possible and preferably before the end of this week to enable a detailed response.</p> <p>5.2 It was agreed that EAL would present to the Board on the ACP as soon as the timelines were known. The Board stressed that it was important that they were given the opportunity to input to and influence the ACP.</p> <p>5.3 It was agreed that a short list of follow-up questions to the CAA (following the seminar on 26 March) should be drawn up including how the Board can input into the FASI South consultation with regard to the consideration of North/South corridors. It was agreed to also write to CAA re the follow up questions and also the Aviation 2050 consultation before the end of this week. It was further agreed that the Chair would also phone the CAA to follow this up.</p>
6	<p>EANAB Annual Report</p> <p>Progress was being made with this report and a draft had been circulated for comment. EAL had provided additional information on what they were looking for in the report, e.g. background, make-up of Board, KPIs, goals, achievements, etc.</p> <p>The Board felt that the report should be concise to be more impactful and informative. Additional more detailed information, for example the work of the sub-groups, could be contained within appendices.</p>

6.1	Suggestions on points to be included to be emailed to the Chair and AC.
6.2	<p>It was noted that the report should be endorsed by the Board before issue and clearly marked accordingly.</p> <p>EAL explained that they would like to use the report to highlight the work of the Board to communities and to encourage communities to become involved.</p>
6.3	It was agreed that the Board should circulate the final Report to all community councils to highlight the Board's work.
7.	<p>AOB</p> <p>Aviation Strategy Annex A Response A draft response had been circulated to the Board for comment. It was noted that the deadline for responding to the consultation was 11 April 2019.</p> <p>The Board approved the draft response with the following amendments:</p> <p>Q1 – the word “reduction” to be added after “noise” at the end of the first sentence of the response. Q3 – <i>option a) preferable due to potential issues with NERL as discussed in Q2.</i> Q4 – add “either within or outwith defined masterplan”</p>
7.1	<p>Final document to be circulated to the Board and EAL.</p> <p>The Board thanked LG/HP for their work on this item.</p>
7.2	<p>NAP EAL were asked to provide information on noise charging that could be passed on to communities. EAL explained that there was no standard for this across the industry. It is hoped that it will trigger a reduction in night flights and this is a goal of the proposal. However it is impossible to say yet whether it will have any impact but this will be reviewed.</p> <p>A guidance note on the changes between the final and draft documents was requested from EAL.</p>
7.3	<p>Broxburn CC Representation As no response had been received from the Broxburn CC representative regarding her membership of the Board, it was agreed to write to the CC Chair.</p> <p>Noise & Proposed Residential Developments It was noted there were currently 7 proposed residential developments where residents would be impacted by aircraft noise. It was noted that</p>

7.4	<p>there could be a conflict of interest as EAL is the developer on some of these proposals. EAL stressed that it would object to such planning applications if they were to be under the 65dcb contour.</p> <p>It was suggested that the Board could ask to be a consultee on such planning applications</p> <p>A paper prepared by RG regarding this issue is to be circulated to the Board for discussion at the May meeting.</p>
8	Date of Next Meeting: Wednesday 1 May 2019 at 6.30pm in the Marriott Hotel

There being no further business, the meeting closed.