

EDINBURGH AIRPORT NOISE ADVISORY BOARD

Minutes of Twenty Ninth Meeting held on Wednesday 8th January 2020

At the Marriott Hotel, 111 Glasgow Road, Edinburgh

Commencing at 6.30pm

Lindsay Cole, (LC); Merv Archibald (MA), Blackness Area CC; John Duffy (JD) Broxburn CC; Sharon Gibson (SG), Pumpherston CC; Ray Godfree (RG), Ratho & District CC; Louise Gunstensen (LG), Dalgety Bay & Hillend CC; Tom Leatherland (TL), Limekilns and Charleston CC; Christophe Miremont (CM), Ecclesmachan resident; Pippa Plevin (PP), Uphall CC; Liz Scobie (LS), Uphall CC; Karen Walker (KW), Blackness Area CC; Andrew Watt (AW), Dalkeith & District CC & Midlothian Federation CC; Tom Wylie (TM) Cramond and Barnton CC.

In Attendance: Elaine Hill (Minutes)

Apologies: Adam Cumming (AC), Cramond Association, Bruce Finlayson (BF), North Queensferry CC; Ray Flint (RF), Kinghorn CC; Neil Lovett (NL), East Calder CC; Helena Paul (HP), Blackness Area CC / Edinburgh Airport Watch;

The Chair welcomed everyone to the first meeting of 2020 and introduced Karen Walker from Blackness Area CC who was attending her first meeting. It was confirmed there would be no representation from EAL as this would be a “housekeeping” meeting.

ITEM		ACTION
1.	Approval of previous minutes Approval of the minutes of the meeting held on 3 December 2019 was proposed by TL and seconded by JD.	
2	Matters Arising from previous meetings	
2.1	It was reported that EAL had requested that any actions attributed to the airport be allocated to members of the Board to follow up with the airport rather than be recorded against EAL in the minutes. It was noted that previously EAL had requested that communication between the Board and EAL be routed through particular individuals (MA and LMCl), therefore this request would require clarification. As there were currently significant outstanding actions against EAL, CM agreed to pull these together on this occasion and contact EAL to resolve as many as possible. Noise & Proposed Residential Developments <i>21.3.16 It was agreed that to draw up a list of bullet points on the different routes the Board could take to become a consultee on planning applications where residential developments could be affected by aircraft noise. It was proposed that educational, residential and leisure groups within a defined radius of the 51Leq noise contour</i>	CM

<p>2.2</p> <p>2.3</p> <p>2.4</p>	<p>map be contacted with a view to canvassing opinion as to how the Board might collate comments on proposed planning applications</p> <p>21.4.2 Notes of the Noise Monitoring meeting on 16 April had been circulated to the Board. It was noted that the Board had concerns about how the meeting went. The Chair stressed that a further meeting should be arranged as soon as possible and a list of issues to be discussed would be issued to EAL. It was noted that the informal notes taken by the sub-group would also be circulated to EAL. A report from the further meeting held on 6th August to be circulated in due course. Awaiting final comments for the report. It was confirmed the report is being prepared</p> <p>21.4.4 EAL agreed to involve the Aviation Consultancy Sub-Group in discussions with ERDC relating to noise modelling. It was noted that no further progress had been made and that any response received from ERDC would be shared with the sub-group. EAL confirmed that they had escalated this matter as still no progress had been made due to absence of Darren Rhodes. Another prompt will be made next week EANAB will continue to invite dialogue with the groups. This crucial piece of work has been commissioned by EAL but no progress has been made. EAL worked with the sub-group to agree the criteria for the noise modelling, which EAL then commissioned ERCD to carry out; that work is currently ongoing. EANAB are also seeking to speak directly with ERCD but as yet have had no response.</p> <p>22.6.1 EACC CEO report <i>EAL agreed to check if the EACC CEO report could be made available to EANAB and/or if it was available on the EAL website. It was noted that the EACC CEO report is issued in confidence to the Chair of EANAB who sits on the EACC. It was agreed that the Chair and AC would speak to Robert Carr to discuss the possibility of circulating the report to EANAB members. It was further noted that the report does not appear on the EACC website. The Report is to include an agreed EANAB position, with a brief before and after the meeting as EANAB are represented. LC to make the strategy and the CEO Report available. PP to place it on Google Drive. Next meeting is 11/11/19 at 10 am.</i> All reports are available on publication but a copy will be sent to LC in time for review before the November meeting. The full report is requested and responses. The Chair confirmed that this report would be available in confidence to EANAB members prior to EACC meetings to allow any comments to be forwarded. It was noted that the next EACC meeting would be 10 February which would be open to the public as observers. Chair to contact EACC Secretary to ask that the report be available for circulation in confidence to EANAB members in advance of the EANAB February meeting.</p>	<p>CLOSED</p> <p>Ongoing EAL</p> <p>Ongoing EAL</p> <p>LC Ongoing</p>
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<p>2.5</p>	<p>Updates from Sub-Groups:</p> <p>25.4.2 Aviation Sub sub Group Report <i>A presentation was made by AW and RF demonstrating current flight paths and feasible alterations that could be made to avoid densely populated areas. This presentation is still a work in progress but will be circulated upon completion.</i> <i>Can EANAB take these suggestions to ANS?</i> <i>A set of principles are to be drawn up within the next month as most flights could be cut by fifteen minutes saving fuel and disruption.</i> <i>There is a gap between the MoD restricted areas which is not published. They are to be approached regarding this.</i> <i>RF tabled his key design principles for discussion at the October meeting. Meeting to be set up with ANS regarding flight paths over Midlothian and Fife.</i></p> <p>It was noted that ICCAN had published a survey to attitudes to noise at all airports in December 2019 and would be publishing best practice guidance in 2020 as well as a report on noise matrix in April 2020</p> <p>The Chair confirmed he has a telephone call arranged next week with Rupert Basham of ICCAN. <i>Chair to invite ICCAN to February meeting or arrange telephone call between ICCAN and some member of the Board if appropriate.</i></p>	<p>Ongoing AW/RF</p> <p>LC</p>
<p>2.6</p>	<p>25.4.5 Health <i>As soon as an appointment has been confirmed it will be announced.</i> <i>LG to draft a letter to MSPs. Pending meeting arranged for 3rd October.</i></p>	<p>CLOSED</p>
<p>2.7</p>	<p>ACP Up-date</p> <p>25.5.1 MA's Questions: <i>Q3: No, There is no raw data in case of misinterpretation but not in this instance. The data is in the public domain and is specific and factual.</i> <i>JMcC to email AL as this information request was agreed in the Statement of Need.</i> <i>JMcC advised that emailing AL and GR would be the most effective way to progress this.</i> <i>Q5.: Email AL/GR</i> <i>The Questions and Answers can be shared via the website.</i> <i>EAL analysts are compiling the data. A firm date for the answers was requested as it is crucial information and essential to EANAB. This item to be discussed under Item 3 below</i></p>	<p>JMcC/RG Ongoing</p> <p>CLOSED</p>
<p>2.8</p>	<p>LMcI requested that Minutes be issued to EAL sooner to allow time for response. Minutes are issued as soon as available</p>	
<p>2.9</p>	<p>Up Dates from Sub Groups</p> <p>Statement of Need</p>	

2.11	<p>26.4.1 These queries, particularly the 7,000ft limit on altitude, need addressing to progress the process. LC to include these concerns in his letter to GR. Parallel timelines are necessary.</p>	CLOSED
2.12	<p>ACP - Consultation Method 26.5 Concerns were expressed on the method of consultation and the width of its sphere. It is not a true consultation in terms of CAP 1616. The lack of discussion in the workshops was highlighted and queries raised about the re-invitation selection process as weaknesses will be created if they are cherry picked. LC asked to attend another workshop but LMcl was unsure if this was possible. Concerns over delays in information sharing were stated.</p>	CLOSED
2.13	<p>A list of people invited was requested.</p> <p>26.6.2 Flight Radar 24: A member of EANAB was unsure of some freight carrier names. To save them time finding out the information, LMcl offered to do this and send a list of names and their codes to the members.</p>	Ongoing EAL
2.14	<p>26.6.3 A list of the needs of the Communities should be compiled in good time for the November meeting. Noted that members who had responded should do so as soon as possible. EAL email to be circulated to members again who should acknowledge receipt and confirm if any comments.</p>	ONGOING MA/ALL
2.15	<p>26.6.4 Rob Light of ICCAN will be invited to a meeting or skyped in. See 2.5 above.</p>	LC
2.16	<p>Aviation 27.3.1.1 The design principle stage is underway. Board members are circulating their design principles which need to be concluded. Members' comments to be sent to BF. Assistance is required to help compile the final report.</p>	CLOSED
2.17	<p>An implementation letter has been drafted and is to be concluded.</p> <p>Presentation on Aircraft Movements 27.3.2.1 A presentation was provided by an EANAB member on the case for expansion at Edinburgh Airport. The Chair asked that the presentation be circulated.</p>	CLOSED
2.18	<p>OUTER AIRWAYS REPORT (formerly Aviation (Sub-Sub) Group Report) 27.3.3.1 Members of EANAB are attempting to contact AMS</p>	CLOSED
2.19	<p>MOU It was confirmed that a signed copy of the MOU has been received and is to be uploaded to the EANAB website</p>	CLOSED

	REVIEW OF ISSUES LOG	CLOSED
2.20	<p>27.3.6.1 It was noted that the OUTER AIRWAYS GROUP should be added to the Log</p> <p>Statement of Need</p>	CLOSED
2.21	<p>27.4.1 It was questioned whether the SoN was passed (by CAA) as Anna had corrected Sarah in a meeting stating that it had not.</p> <p>Governance of EANAB</p>	CLOSED
2.22	<p>27.6 A discussion will take place on how to report and lead discussion. The Governance Sub Group will then be brought in. See item 5 below</p> <p>AOB</p> <p>A standing invitation has been extended to AL and GR. It was noted that GR had texted during the meeting to advise that a separate ACP update meeting would be arranged before the scheduled December meeting. It was suggested that a core ACP group be formed if necessary and it was agreed that an ad hoc meeting be called with GD in late November or early December to discuss ACP.</p>	CLOSED
2.23		EAL
2.24	<p>28.3.1 Should APD be reduced/removed, the forecast would be much greater - possibly 1m passengers per year (EAL agreed to check this figure).</p>	EAL
2.25	<p>28.3.2 With regard to arrivals, EAL agreed to confirm the maximum number that could be handled.</p>	EAL
2.26	<p>28.3.3 It was reported that the EACC minutes dated 16 August stated that the Runway 6 trail had been successful and allowed 1 minute separation without additional flight path. EAL agreed to look into this and report back to the Board with details of the trail and its outcomes</p> <p>28.3.4 Early morning flights are mainly departures rather than arrivals. EAL agreed to look into why arrivals were being shown as 1 minute apart on the EAL live departures.</p>	EAL
2.27	<p>28.3.5 A request was made for the split of aircraft and the times they use the airport, i.e. freight, passenger, empty passenger repositioning, private, etc. EAL agreed to provide this.</p> <p>EAL offered to facilitate a workshop between the Board and the airport's Capacity Manager and the team to go through the presentation in more detail. The Board thanked EAL for this offer and agreed to discuss and get back to EAL.</p>	CLOSED

<p>2.28</p> <p>2.29</p> <p>2.30</p> <p>2.31</p>	<p>28.3.7 EAL agreed to let the Board know when they could submit comments to the CAA on the submission. It was thought there might be a 2 week consultation period prior to 31 January but EAL would seek clarification on this and inform the Board.</p> <p>28.4.1 It was agreed that EAL would respond by email to the list of submitted questions.</p> <p>28.4.2 The question of noise monitoring reports was raised and EAL agreed to respond separately to this.</p> <p>28.5.1 The Board strongly believed that it needed to work closely with EAL but that any requests for information, e.g. capacity, noise, health issues, were not acted upon quickly enough to allow the Board to fully review and respond</p> <p>28.5.2 It was agreed that EAL would urgently be contacted to arrange a workshop. A sub-group comprising 4 Board members could attend on the evenings of 5, 6 or 11 December asking EAL to explain in detail why the EANAB data is wrong. Meeting held on 19 December.</p>	<p>EAL</p> <p>EAL</p> <p>EAL</p> <p>CLOSED</p> <p>CLOSED</p>
<p>3</p> <p>3.1</p>	<p>Debrief on Airport – EANAB Meeting in December</p> <p>The Board agreed that MA and BF should join the Data Analysis Group.</p> <p>It was noted that a workshop had been held with EAL on 19 December 2019. This had been attended by AW, CM, MA, BF & AC and EAL airside data analyst and airside operations manager to discuss the data used by EAL to support the runway capacity levels (75% and above). It was felt that the meeting was useful but the Data Analysis Group felt that no new data had been presented to support EAL's claim that capacity had to be increased.</p> <p>The Group produced a draft report on 30 December based on the information provided at the meeting.</p> <p>It was noted that if aircraft leave within 15 minutes of their scheduled time then this is classified as "on time". 7 aircraft are scheduled to leave at 7.00am therefore no capacity for all to leave at the same time. If departure times are spread out then the level of capacity would not increase above 75%, i.e. demands of scheduling over capacity rather than capacity levels determining scheduling</p>	<p>EAL</p>

<p>3.2</p> <p>3.3</p>	<p>A note of the meeting was passed to EAL for comments on 3 January. Additional data/information was also requested, e.g. bar charts re-issued with data annotated.</p> <p>The Board has previously sent information to EAL, CAA and ICCAN regarding its concerns about how the data used to support capacity claims had been interpreted by EAL. The CAA have acknowledged receipt but stated they are unable to consider the contents due to CAP1616.</p> <p>It was noted that under CAP1616 process, the CAA could not consider any information from the community until Stage 3 and therefore the system does not allow a review of the claims on which the Statement of Need is based.</p> <p>The Board feels that the ACP is being based on the issue of insufficient runway capacity but the data does not support this claim.</p> <p>It was noted that the final version of Climate 50 had not yet been issued. The Board felt that EAL has not taken into account the predicted effects of climate change on passenger numbers. Current CAA figures show reducing ATMs.</p> <p>It was agreed that a letter would be sent to EAL requesting the outstanding information by 15 January. The data would then be reviewed and the Board would get back to EAL by 18 January with their final position. The final report would then be issued and uploaded to the website on 20 January. It was agreed that a draft letter outlining the above would be circulated for comment before issue</p> <p>It was also agreed that, until EAL had been given the opportunity to provide the outstanding information as noted above, the draft report would remain confidential and could not be shared outwith the meeting. However, in the event of the above timescales not being met, the final report would then be issued and uploaded to the website on 20 January.”</p>	<p>MA</p> <p>ALL</p>
<p>4</p> <p>4.1</p> <p>4.2</p> <p>4.3</p> <p>4.4</p> <p>4.4.1</p> <p>4.4.2</p>	<p>Up Dates from Sub Groups</p> <p>Aviation - Deferred to next meeting</p> <p>Departures Group – Deferred to next meeting</p> <p>MOU – Deferred to next meeting</p> <p>Health</p> <p>Meeting arranged with NHS for Thursday 23 January 2020. CAA published in October 2019 a 6 month update on CAP1841 aircraft noise and health effects.</p>	<p>Chair</p> <p>Ongoing</p>

	<p>Latest noise report was received mid-December 2019. It was noted that noise levels for arrivals and “go arounds” were very high. It was intended to build a picture of noise levels as more quarterly information becomes available.</p> <p>Ratho Station Planning Application: It was noted that additional information/drawings including a noise assessment report (circulated to the Board by RG) had been submitted by the developers in relation to this application. It appeared that substantial changes had been made to the layout and road access including a second exit to Ratho Station but the houses had not been moved away from the A8/runway.</p>	TL
4.5	Review of Issues Log	
4.5.1	Issues Champions are asked to update the history column to make it more relevant and up to date.	ALL
4.5.2	Sub-Groups to check they are captured on the Issues Log.	ALL
5	Governance of EANAB – Deferred to next meeting	
6	AOB	
6.1	Chair to re-issue invitation to Robert Carr of EACC to attend future EANAB meeting.	LC
7.	DATE OF NEXT MEETINGS:	
	Wednesday 5 February 2020 at 6.30pm in the Marriott Hotel	
	There being no further business LC thanked everyone for their time and closed the meeting.	