

EDINBURGH AIRPORT NOISE ADVISORY BOARD

Minutes of Thirty Second Meeting held on Wednesday 1st April 2020

By Webex

Commencing at 6.30pm

Present: Lindsay Cole, (LC); (Chair)

Merv Archibald (MA), Blackness Area CC; Adam Cumming (AC), Cramond Association; John Duffy (JD), Broxburn CC; Louise Gunstensen (LG), Dalgety Bay & Hillend CC; Ray Godfree (RG), Ratho & District CC; Tom Leatherland (TL), Limekilns and Charleston CC; Neil Lovett (NL), East Calder CC, Pippa Plevin (PP), Uphall CC; Helena Paul (HP), Blackness Area CC/EAW; Liz Scobie (LS), Uphall CC; Karen Walker (KW), Blackness Area CC; Andrew Watt (AW), Dalkeith & District CC & Midlothian Federation CC; Tom Wylie (TW) Cramond and Barnton CC

Apologies: Christophe Miremont (CM), Ecclesmachan resident

The Chair welcomed everyone to the meeting.

ITEM		ACTION
1.	Approval of previous minutes The minutes of the meeting held on 4 th March 2020 were proposed by MA and seconded by AC.	
2	Matters Arising from previous meetings	
2.1	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. To be covered under Noise Map Updates. Maps received. Ongoing action for all to look at maps	Ongoing All
2.2	Updates from Sub-Groups:	

2.3	<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>30.2.5.1 AW reported no progress has been made, needs to be escalated. Setting up meeting with ANS still proving difficult, AW will email LMcl to assist.</p>	AW/RF In Abeyance
2.4	<p>30.2.5.2 Further to noting that ICCAN had published a survey of 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, the Chair has spoken with Rupert Basham of ICCAN to invite ICCAN to February meeting or arrange telephone call between ICCAN and some member of the Board if appropriate. ICCAN who are looking for input from a professional flying perspective and not noise, although nothing has yet been finalised. The Chair should have more information on 9th February (application deadline). The Chair has discussed with ICCAN a representative coming to a future Board meeting, possibly April 2020, and will follow up on this is upcoming discussions. The Chair has spoken with ICCAN again who confirmed they require Aviation specialists rather than noise specialists. Ongoing, but unlikely that a meeting will happen until May. It was mentioned that ICCAN confirmed keen to attend EANAB board and Sam Hartley had advised that Rob Light (Chief Commissioner) is available to attend April Board.</p>	Ongoing Chair/PP
2.5	<p>After further contact it was determined that attendance by ICCAN would be better delayed until the next “virtual” meeting planned for 6th May subject to ICCAN agreement and confirmation of arrangements.</p>	HP
2.6	<p>After discussion it was further agreed that a new and separate ICCAN group be formed to determine specific issues to be raised with ICCAN.</p> <p>28.3.2 With regard to arrivals, EAL agreed to confirm the maximum number that could be handled. Response received from LMcl – TBC It was confirmed that there is no maximum because maximum capacity will be determined by final designs in the design stage. LMcl will put that in writing.</p>	LMcl In Abeyance
2.6	<p>No response has been received.</p>	

2.7	<p>28.3.3 It was reported that the EACC minutes dated 16 August stated that the Runway 6 trial 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 trial and its outcomes After discussion it was concluded that the minute was not for 16 August, but from the meeting that took place in August 2016. The response from LMcl (EAL) confirms the August 2016 minutes reference Andrew Mather “talking about an increase in 06 departures and the airport advising that no changes had been made to the flight paths, but the frequency of departures had increased. A trial was carried out in early 2016, however, NATS were unable to collect sufficient data and a report with outcomes was not produced.” It was discussed why the trial may not have been repeated and why the trial was reported as successful. It was suggested that perhaps it did not transfer from NATS to ANS. JM to investigate what happened and request it to be repeated. There remains an option to put the question to the EACC via the representatives from EANAB) It was clarified that a trial was carried out in 2016, but that not enough data was collected and no report was produced. The statement relating to a successful trial was in relation to an unrelated trial. There is no intention for a repeat trial. It was determined that EANAB should consider a direct approach to NATS in attempt to obtain data relating to the runway 06 trial</p>	AW/RF
2.7	<p>Health 29.4.4.1 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. The meeting took place as arranged. To be discussed later under issues log. Report has been circulated. NHS have offered to provide some data, not yet received. Options being considered.</p>	Ongoing AC
2.8	<p>29.4.5.1 Review of Issues Log Issues Champions are asked to update the history column to make it more relevant and up to date. Sub groups to check issues are captured. It was noted that some updates had been made and circulated within a new issues of the Log “Working Draft 2020 ISSUES LOG Rev A” to be discussed and noted later at this meeting.</p>	RG Ongoing AW
2.9	<p>30.3.1 AW agreed to forward report sent by EANAB to the CAA to RC/EACC. AW had not been aware that this was an action, but will send.</p>	
2.9	<p>There was no separate EACC submission.</p>	

	<p>Email received from RC</p> <p>2.10 30.6.3 The Chair noted that the Planning and Noise report was received from RC and suggested this is dealt with by email outside of the meeting. Waiting to hear back. Contact with Janice Howgarth of EACC will continue via email</p> <p>2.11 30.6.5 JM (EAL) advised that their website was updated over the festive period and now looks quite different. Members to provide JM with any feedback. AW advised of an issue with historical data. JM offered to organise to meet with AW to understand the problem</p> <p>2.12 31.3 Aviation Sub Group Discussion A summary email has been sent out. The group intend to present to the Board in the April meeting. Further data is required from EAL to enable a comparison between 2018 using old models versus new technique (an example of vertical profile data provided for 2018 contours based on LGW profiles and population tables showing population by contour was circulated). This comparison is intended to aid understanding of the relationship between profiles and footprint and to enable discussions of plane locations in three dimensions. It was explained that an email has been sent to EAL with five specific data requests. EAL suggested that, subject to reviewing the requests, it may be more appropriate to provide the data to a qualified external consultant for analysis. It was clarified that some requests did not in fact need any analysis and that there may have also have been a misunderstanding that raw data is required. However, the requirement was not necessarily for raw data, such as the requested kml files, which are in fact processed data. On this basis, it is hoped that EAL can provide the requested data. It was suggested that it would be useful for EAL to receive background information about the reason for data requests and the objective of the presentations and how this would aid with communicating with communities. It was explained that it would be useful to highlight the benefits of the new modelling methods.</p> <p>It was commented that better use could be made of an external consultant if EANAB had access to the data first to help focus the brief.</p> <p>It was noted that the reason why PDFs were less useful is explained within the email request and it was confirmed that EAL are in possession of the existing PDF footprints in kml format. EAL will read and respond to the email request.</p> <p>31.4.1 EANAB Review</p>	<p>Ongoing LC</p> <p>In Abeyance</p> <p>JM/LMcl In Abeyance</p> <p>ALL</p>
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<p>2.13</p>	<p>LC requested for those who have not provided updates already to please do so in next few days. Members requested to provide an update of the last year and to focus on future plans (5 lines worth of ideas from all members requested). LMcl offered to review draft report.</p> <p>31.6.2 Outer Airways It was clarified that there is an Outer Airways subgroup, but that this is not “Departures”. Waiting for a meeting with Sandy Leggat to put forward suggestions for arrival pathways.</p>	<p>In Abeyance</p>
<p>2.14</p>	<p>A question was raised about the EAL position on the community desire for greater use of the wider part of the Firth of Forth. LMcl to respond (it was requested that updates are provided on a regular basis)</p>	<p>LMcl In Abeyance</p>
<p>2.15</p>	<p>31.7.1 Review of Issues Log</p> <p>The Issues log has not been updated in earnest since the end of 2019. It was suggested that this be rationalised to be more readable and more precise so that all Board Members (not just those in the sub groups) can understand the original issue, the objective and what the plan is to achieve the objective. It was suggested that those named as Champions meet separately to create a new version. This was agreed by the Board and RG offered to arrange the meeting.</p>	<p>RG</p>
<p>2.15</p>	<p>Dealt with under Item 6 below</p>	<p>JM In Abeyance</p>
<p>2.16</p>	<p>31.8 AOB</p> <p>31.8.1 It was requested (earlier in the meeting) that EAL provide a list of proposed locations of temporary noise monitors to allow this information to be shared with members of the public when they ask.</p>	<p>Ongoing LC</p>
<p>2.17</p>	<p>31.8.2 A question was raised as to whether Glasgow have a Noise Board. It was planned for end of 2019. LC to liaise with JH. LC to determine status of a Glasgow Noise Board under present Coronavirus issues.</p>	
<p>2.17</p>	<p>Further discussion was held regarding departures going out over the Forth and it was suggested that without emphasis placed on it (by EANAB) it would be likely that FASI North would stay as it is with FASI South taking preference. Meeting with Sandy Leggat as per 6.2.</p>	
<p>2.18</p>	<p>31.8.3 It was queried whether the conversation should be with ANS or NATS (noted that ANS is the air traffic control company responsible for control of EA airspace and is subcontractor of EAL). It was acknowledged that ideally both should be included in a meeting, but that this was unlikely to happen.</p>	<p>LMcl In Abeyance</p>

<p>2.19</p>	<p>EAL to ask ANS to engage with EANAB.</p> <p>31.8.4 <u>News article in Edinburgh News by Elsa Maishman.</u> EAL confirmed that the noise measurements in the newspaper article, which were inaccurate, were not provided by them. It was agreed that given EANAB were mentioned in the article it would be appropriate for EANAB to submit a correction. LG and HP to draft a response and circulate to the Board. Further progress unlikely in view of present circumstances and considered closed.</p> <p>31.8.6 ACP update. Clarification has been requested, as per email sent out. Meeting due in March. Update from LG's MP advises that Stage 1 and 2 running concurrently, which is being queried. LMcl can seek clarification if required. Further to discussion In view of ongoing uncertainty it was determined that EANAB write formally to the CAA requesting clarity relating to the ACP timetable, and, given the perception that the ACP appears biased towards capacity issues and significant projected growth in air traffic to raise awareness of the potential long term downward impact of the present coronavirus.</p>	<p>CLOSED</p> <p>LMcl In Abeyance</p> <p>CHAIR</p>
<p>3</p> <p>3.1</p> <p>3.2</p> <p>3.3</p>	<p>The New Situation/The Way Forward Arising from general discussion relating to the present and ongoing situation in general and in particular in relation to aviation the following was determined:</p> <ul style="list-style-type: none"> ● The EANAB website – MA offered collate Member's comments for uploading to the website to inform Communities of continuing EANAB effort in relation to aviation noise. ● The impact on the ACP to be clarified by writing formally to the CAA requesting clarity relating to the ACP timetable.(see Item 2.19 above), and, given the perception that the ACP appears biased towards capacity issues and significant projected growth in air traffic to raise awareness of the potential long term downward impact of the present coronavirus. ● Noted that a significant financial impact on airlines is to be expected due to the Coronavirus and that some are unlikely to survive the crisis resulting in a general reduction in aviation capacity. In addition it is probable that reduced incomes for large sections of the general public will result in a fall in demand that will not be reversed for some time to come. ● Noted that whilst EAL are impacted by the immediate downturn in demand a window of opportunity exists for EANAB to continue 	<p>ALL/MA</p> <p>CHAIR</p> <p>ALL</p>

<p>3.4</p> <p>3.5</p>	<p>activities and to promote its concerns and ideas to both the CAA and ICCAN</p> <ul style="list-style-type: none"> • In this respect the planned attendance of ICCAN representatives at the next meeting on 6th May provides a unique opportunity to draw attention to concerns relating to anticipated changes in runway capacity, and projected growth. To this end it is hoped intended the meeting will include a presentation to ICCAN, potentially based on the pending EANAB annual report. • The new ICCAN Group to gather information together and formulate an agenda for the meeting with ICCAN 	<p>CHAIR</p> <p>HP</p>
<p>5</p>	<p>UP-DATES from SUB GROUPS</p> <p>Aviation Nothing further to report</p> <p>Departures Group Noted that this group is named Outer Airways Group. At this time further activity is restricted until clarity is gained on the ACP programme. (See item 3.1 above)</p> <p>Health It was noted that the present significant reduction in aviation noise may be unsettling to some individuals with the potential departure from normal sleep patterns and other aspects of daily life.</p>	
<p>6</p>	<p>Review of Issues Log The Issues Log has been issued on 31st March for general comment and updating in a modified format as “Working Draft 2020 ISSUES LOG Rev A”.</p> <p>It was explained that the philosophy behind the Log is to present information in one place in a format that will assist less expert members to understand the different issues with clarity allowing further questioning or inputs from different points of view.</p> <p>The Log is formatted to include against each issue; the objective; a plan of action, a generally anticipated timetable; and monthly updates of achievement or otherwise.</p> <p>It was noted that it is important that upon conclusion of any action plan the original issue should be addressed accordingly, For example whilst much work has been achieved in completing an examination of perceived and regular events of aircraft flying off route such a matter should be concluded by seeking an explanation and/or correction by parties involved.</p> <p>Whilst “New issues” are invited from Members at any time, in the first instance, all members listed against each and every Issue are asked</p>	

	to feedback current update information so that the Log may be completed to reflect the current status quo.	ALL/RG
7	AOB	
7.1	Annual Report It was noted that whilst any immediate pressure to submit the report to EAL was reduced allowing time to perfect the final issue it would be pertinent to complete the report as soon as possible. A draft copy is to be circulated for discussion/comment.	Chair
7.2	Further to recent events it was agreed that the Governance sub-group review the EANAB Code of Conduct with a view to introducing measures for controlling potential breaches of the Code and a mechanism for addressing complaints. It was noted that a document charting the process of determining design principles for the ACP appeared to conclude principles that in some cases ignored basic principles established in consultations. As an example, an intent of “No Change to Flightpaths” appears to be ignored in final conclusions	RG
7.3	Members were asked to draw attention of the Chair to similar issues so that the CAA might be informed by letter.	ALL/CHAIR
7.4	It was reiterated that EANAB wish to know if the CAA intend abiding by present time scales for the ACP, in particular the next gateway on 24 th April 2020. See item 3.1 above.	CHAIR
7.5	It was noted that feedback/comment is still required relating to an email on Planning Issues circulated previously. The email to be circulated to all members as a reminder.	LG
7.6	It was noted that the consultation deadline relating to FASI North and FASI South had been extended to 27 th May 2020 and reminder to members to consider this is required.	HP/ALL
7.7.	A draft email to EAL, prepared requesting minimal funding to EANAB to cover costs of a minutes secretary is to be circulated for comment and further action.	BF/ALL CHAIR
	DATE OF NEXT MEETINGS: Wednesday 6th May 2020 at 6.30pm By Internet Link	
	There being no further business LC thanked everyone for their time and closed the meeting.	