

## EDINBURGH AIRPORT NOISE ADVISORY BOARD

### Minutes of Thirty Fourth Meeting held on Wednesday 3<sup>rd</sup> June 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; Bruce Finlayson (BF), North Queensferry CC; Ray Flint (RF), Kinghorn 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; Neil Lovett (NL), East Calder CC, Helena Paul (HP), Blackness Area CC/EAW; 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 (TW) Cramond and Barnton CC.

**In attendance:** Gordon Robertson (GR) EAL  
Mairi Finlayson, North Queensferry CC

**Apologies:** Vic Garrard (VG) Kirknewton CC

The Chair welcomed everyone to the meeting.

ITEM		ACTION
1	<b>Approval of Previous Minutes</b>  Draft minutes of the previous “virtual” meeting held on 6 <sup>th</sup> May had been circulated to all members for comment leading to a final draft circulated on 28 <sup>th</sup> May 2020. Since no further comment had been tabled it was proposed (MA) and seconded (TL) that the final draft be approved as a true record of the previous meeting.	
2	<b>Matters Arising from previous meetings</b>	
2.1	<b>21.4.4</b> 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.	<b>Ongoing</b>

<p>2.2</p> <p>2.3</p> <p>2.4</p>	<p>To be covered under Noise Map Updates.</p> <p>Maps received. Ongoing action for all to look at maps</p> <p><b>Updates from Sub-Groups:</b></p> <p><b>30.2.5.2</b> 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 9<sup>th</sup> 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.</p> <p>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.</p> <p>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> <p>After further contact it was determined that attendance by ICCAN would be better delayed until the next “virtual” meeting planned for 6<sup>th</sup> May subject to ICCAN agreement and confirmation of arrangements. Arrangements in hand</p> <p>ICCAN Attended meeting on 3<sup>rd</sup> May</p> <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>ICCAN Group formed</p> <p><b>28.3.3</b></p> <p>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</p> <p>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.”</p> <p>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</p>	<p>All</p> <p>Ongoing Chair/PP CLOSED</p> <p>HP CLOSED</p>
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2.5	<p>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. <i>It was determined that EANAB should consider a direct approach to NATS in attempt to obtain data relating to the runway 06 trial</i></p>	Ongoing AW/RF
2.6	<p><b>Health</b> <b>29.4.4.1</b> 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. <i>Report has been circulated. NHS have offered to provide some data, not yet received. Options being considered.</i></p>	Ongoing AC
2.7	<p><b>29.4.5.1</b> <b>Review of Issues Log</b> 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. <i>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.</i> <i>Awaiting responses from Issue Champions</i></p>	RG Ongoing Ongoing AW
2.8	<p><b>30.3.1</b> AW agreed to forward report sent by EANAB to the CAA to RC/EACC. <i>AW had not been aware that this was an action, but will send.</i> There was no separate EACC submission. <i>Email received from RC</i></p>	
2.9	<p><b>30.6.3</b> 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. <i>Contact with Janice Howgarth of EACC will continue via email</i></p>	Ongoing LC
2.9	<p><b>31.7.1</b> <b>Review of Issues Log</b> 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</p>	

2.10	<p>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>Dealt with under Item 6 below See item 2.17 below</p>	<p><b>RG</b> <b>CLOSED</b></p>
2.11	<p><b>31.8</b> <b>AOB</b> <b>31.8.2</b> A question was raised as to whether Glasgow have a Noise Board. It was planned for end of 2019. LC to liaise with JH.</p> <p>LC to determine status of a Glasgow Noise Board under present Coronavirus issues.</p>	<p><b>Ongoing</b> <b>LC</b></p>
2.12	<p><b>31.8.6</b> <b>ACP update.</b></p> <p>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. <b>ACP suspended until further notice</b></p>	<p><b>CHAIR</b> <b>In abeyance</b></p>
2.13	<p><b>The New Situation/The Way Forward</b> <b>32.3.1</b>The EANAB – MA offered to collate Member’s comments for uploading to the website to inform Communities of continuing EANAB effort in relation to aviation noise.</p>	<p><b>ALL/MA</b> <b>Ongoing</b></p>
2.14	<p><b>32.3.2</b> 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. <b>ACP suspended until further notice</b></p>	<p><b>CHAIR</b> <b>In abeyance</b></p>
2.15	<p><b>32.3.3</b> Noted that whilst EAL are impacted by the immediate downturn in demand a window of opportunity exists for EANAB to continue activities and to promote its concerns and ideas to both the CAA and ICCAN</p>	<p><b>Ongoing</b> <b>ALL</b></p>
2.16	<p><b>32.3.4</b> In this respect the planned attendance of ICCAN representatives at the next meeting on 6<sup>th</sup> 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 intended the meeting will include a presentation to ICCAN, potentially based on the pending EANAB annual report. ICCAN presence confirmed</p>	<p><b>CHAIR</b> <b>CLOSED</b></p>
2.17	<p><b>32.3.5</b> The new ICCAN Group to gather information together and formulate an agenda for the meeting with ICCAN <b>Agenda prepared</b></p>	<p><b>HP CLOSED</b></p>

	<b>Review of Issues Log</b>	
2.18	<p><b>32.6</b> Whilst “New issues” are invited from Members at any time, in the first instance, all members listed against each and every Issue are asked to feedback current update information so that the Log may be completed to reflect the current status quo. <b>Awaiting responses from Issue Champions</b></p>	<p><b>ALL/RG</b> <b>Ongoing</b></p>
2.19	<p><b>Annual Report</b></p> <p><b>32.7.1</b> 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. <b>Draft issued</b></p>	<p><b>Chair</b> <b>Ongoing</b></p>
2.20	<p><b>32.7.2</b> 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.</p> <p><b>The Governance Group is in the process of refining draft changes to the ToR and CoC for subsequent issue to the Board for approval</b></p>	<p><b>RG</b> <b>Ongoing</b></p>
2.21	<p><b>32.7.3</b> 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</p> <p>Members were asked to draw attention of the Chair to similar issues so that the CAA might be informed by letter.</p>	<p><b>Ongoing</b> <b>ALL/CHAIR</b></p>
2.22	<p><b>32.7.4</b> 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<sup>th</sup> April 2020. See item 3.2 above. <b>ACP Suspended until further notice – See item 2.11 above</b></p>	<p><b>CHAIR</b> <b>CLOSED</b></p> <p><b>Ongoing</b> <b>LG</b></p>
2.23	<p><b>32.7.5</b> 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.</p>	<p><b>HP/ALL</b> <b>CLOSED</b></p>
2.24	<p><b>32.7.6</b> It was noted that the consultation deadline relating to FASI North and FASI South had been extended to 27<sup>th</sup> May 2020 and reminder to members to consider this is required. Deadline passed</p>	<p><b>Ongoing</b> <b>BF/ALL</b> <b>CHAIR</b></p>
2.25	<p><b>32.7.7</b> 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.</p>	
	<p><b>33.5</b> <b>Updates from EANAB</b></p> <p>Noting that Christophe Miremont had resigned as a member of EANAB question arose as to how his profiling analysis may be continued. This will need addressing by the full EANAB board.</p>	<p><b>ALL/MA</b></p>

<p>2.26</p> <p>2.27</p>	<p><b>Any Other Business</b></p> <p><b>33.6.1 Complaint Procedure</b> It was noted that a complaint had been received from a Board Member and this needed to be addressed through action ongoing from item 2.19 above. <b>Draft procedures prepared for dealing with Complaints and put to both parties of the Complaint as a mechanism for resolution.</b></p> <p><b>33.6.2 Health</b> It was noted that a further potential contact had been made and was to be followed up</p>	<p><b>RG/BF</b> <b>ONGOING</b></p> <p><b>AC</b></p>
<p>3</p>	<p><b>The Impact of Covid-19 on Edinburgh Airport Presentation by Gordon Robertson of EAL</b> A presentation of slides as noted below was given by Gordon Robertson of EAL</p> <p>In so doing, additional comment and information was made as indicated in red text below</p> <p>The aviation industry was one of the first sectors to see the impact of Covid-19 and will be the last to come out of it. EAL agreed with the Scottish Government that as the capital of Scotland, EDI should stay open for connectivity, mail and military. Large parts of the terminal are closed and only up to four aircraft movements are seen per day and up to 300 passengers.</p> <p>Although 80% staff are furloughed EAL are incurring costs running at £3.5 million per month in making up salaries and other essential facilities/systems that must be run.</p> <p>It is anticipated some regular flights may start again mid to late June.</p> <p><b>Airport pre-Covid – the numbers</b></p> <ul style="list-style-type: none"> <li>● 750 directly employed staff</li> <li>● 14.7 million passengers in 2019 – the busiest ever year for Edinburgh Airport and any other Scottish airport.</li> <li>● Busiest day: 54,341 passengers on 19th July 2019</li> <li>● Average day: more than 40,000 passengers.</li> <li>● Budgeted 15.1 million passengers in 2020.</li> <li>● More than 130,000 aircraft movements in 2019, more than 350 per day.</li> <li>● Planned capital spend of ~£60m</li> <li>● Multiple complex infrastructure projects planned - asset replacement, growth and compliance needs.</li> </ul> <p><b>The Airport at present</b></p>	

- 750 directly employed staff – approx. 80% furloughed
- We remain open for the following types of flights:
- Vital domestic/international hub repatriation connectivity
- Cargo/mail flights (this includes packages, supplies, medical supplies)
- Air ambulance and medical flights
- Military flights
- Average day: 200-300 passengers, we had days with 0 commercial passengers.
- No more than a maximum of 3 or 4 aircraft movements, sometimes none.
- Remaining flights in May:
  - BA– London Heathrow (once daily),
  - Ryanair – Dublin (4 per week),
  - Air France – Paris CDG (2 per week),
  - KLM – Amsterdam (once daily),
  - Wizz Air – Warsaw (2 per week from 25 May),
  - Eurowings – Cologne (3 per week from 25 May).

**Traffic by week, is now beyond 99% down on pre-Covid figures**

The Proposed Fourteen day quarantine will drastically reduce travel demand and visitors to Scotland and UK, and as the policy at present is yet to be clearly defined and explained it is difficult to plan ahead. Anticipated unintended consequences of the measure will be a longer recovery, job losses in aviation, impact on industries and businesses that rely on the airport.

**Planning**

EAL is currently working on several aspects in relation to systems and operational risk assessments (using supermarkets as a model for one way systems/social distancing).

- New systems put in place will reduce the capacity to circa 20% which may suffice but is not sustainable in the longer term unless rules can be relaxed.
- Temperature checks will be used in departures and by airlines however arrivals come under the government jurisdiction.
- Baggage reclaim will all be socially distanced and sanitising methods used wherever possible.
- Public Health Scotland and Border Inspection are all involved in planning.

EDI are to launch a “**Let’s All Fly Safe**” campaign with colour coded communication, signs and zones (similar to hospital corridors).

Passenger confidence is known to be an issue and EAL are looking at other countries experiences and speaking to travel agent bodies.

Air travel will involve masks for all.

**Questions (Q) Answers (A) and Comments (C)**

**Q:** How Quickly will Passenger numbers increase and will there be a change in passenger activity?

**A:** There is likely to be a change in the passenger dynamic as only the younger generation are likely to risk flying initially and there may be a shift in business travel as we are all now used to virtual meetings.

Although EDI was shown to be more resilient than other airports after the 2008 financial crash but presently forecasts less than 5 million passengers this year (equivalent to business in 1995, with a possible increase to 8 million or more next year (equivalent to 2008).

There is no realistic idea when figures will return to 2019 figures, possibly in 2022/23 or later and assuming no further 2<sup>nd</sup> wave of virus or further lockdowns are necessary

There is a focus on Passenger confidence and it is possible passenger numbers will peak at Christmas although any rise is dependent on introduction of a vaccine.

**Q:** Is it intended to take passenger temperatures?

**A:** Any check on arrivals is the responsibility of UK Government and Border Control. Temperature checks are carried out along with security checks, and Airlines may check passengers at departure gates.

**Q:** Is travel insurance likely to impact passenger numbers?

**A:** Premiums increases are likely to be substantially increase greatly increased on the elderly

**Q:** With the ACP paused will EAL be reviewing the Statement of Need?

**A:** There are 2 drivers for this, modernisation required by NATs and capacity which will be looked at again though it will be difficult to see what forecasts will be valid as a "bounce back" could be years away. CAP 1616 needs EAL to explain why they have paused the process which the CAA obviously understand given current circumstances.

**Q:** Would this be an opportunity to look at more responsible scheduling to avoid demand at peak times?



<p>3.1</p>	<p><b>A:</b> Peak travel is not a worry at the moment and won't be for a while, and the situation provides an opportunity to review more efficient scheduling.</p> <p><b>Q:</b> Given the indication from Rob Light of ICCAN last month of a trend away from the large towards smaller aircraft can night flights be reviewed during this period, in particular mid night flights northwards over Blackness as sleep disturbance from such a noisy flight is an ongoing consternation for communities.</p> <p><b>A:</b> EAL will check to see if there are any plans to change plans and/or flight paths.</p> <p><b>Q:</b> The Board is experiencing difficulty in contact NATS – is this the result of staff being on furlough?</p> <p><b>A:</b> EAL will pass on any queries of provided by EANAB</p> <p><b>Q:</b> What safe processes for collecting baggage are proposed as these were not covered in the presentation?</p> <p><b>A:</b> The baggage reclaim all will be marked for 2m social distancing as will passport control. All passengers and staff will be required to wear face masks within the airport. As noted in the presentation, it is a Government intention to carry out temperature checks and impose 14 day quarantine periods on arrivals. EAL will deal with measures for departures.</p> <p><b>Q:</b> How will EAL handle differences between UK and Scottish procedures?</p> <p><b>A:</b> Passengers will be required to abide by the Scottish Government requirements.</p> <p><b>Q:</b> What may be the impact on noise with the loss of the Fly Bee fleet of “quieter” turbo prop aircraft and the potential replacement with larger aircraft?</p> <p><b>A:</b> Fly Bee represented about 12% of EDI traffic. There is no information of how this loss may be replaced at present.</p> <p><b>Q:</b> Referring the proposed Recovery Programme what thoughts on mitigating noise factors may be introduced into the recovery programme?</p> <p><b>A:</b> EAL Very much understands the need to engage with communities that will be enjoying the peace and are aware that they will need to carefully manage the reopening of air travel. This will involve an increase in communications with EANAB and other groups - both EAL and EANAB agree that it is still early stages but that these discussions should be had and both are open to future dialogue on this valid point.</p> <p><b>C:</b> EANAB's “Aviation Sub-group” has several thoughts and ideas that to wishes to discuss with EAL.</p> <p><b>A:</b> EAL understand the need to discuss and liaise with Community groups.</p>	<p>AW/EAL</p>
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	<p><b>Q:</b> When re-opening flight schedules how will social distancing be managed on airport bus transfers to remote stands?  <b>A:</b> With such reduced traffic remote stands are unlikely to be in use for some time as aircraft will be able to use fixed link stands.</p> <p><b>Q:</b> With so few staff at present how are complaints being dealt with?  <b>A:</b> Although fewer staff are at work all functions, including complaints are being dealt with.</p> <p>The Chair thanked GR for his presentation and went on to explain that there has been a recent discussion with Robert Carr of EACC, Rob Light of ICCAN, EAL and the Chair of EANAB with a view to considering the new impending ICCAN and DFT guidelines whilst stressing that it is imperative EANAB are prepared.</p>	
3.2	<p>In conjunction with Robert Carr of EACC and the EANAB Chair a review is proposed that will be carried out to ensure that EANAB continues to provide best practice communications with EAL and surrounding communities and that the value of EANAB is not diluted moving forward into 2021.</p> <p>EAL have instigated this review and see it as a positive step and as a way of building a relationship with ICCAN, whilst advancing the work of the Board through evolution. The Chair sees it as a way of finding bespoke ways of making things better. It is possible that there may be no change to EANAB and the way it is run (EAL agree that it's unlikely that ICCAN would suggest the noise board is scrapped) but all view it as an opportunity to examine the process while things are quiet. To this end, a small task force is being set up, co-convened by the EACC and EANAB Chairs. EANAB will be represented on the Task Force but all Members will have their opinions heard.</p> <p>It is anticipated that the Task Force report will be compiled internally possibly by the autumn. It was acknowledged that it is probably an advantage that Scotland does have non-political CC members on the noise board though also noted that not all relevant CCs are represented on the board, however all CCs are welcome and should be asked to nominate a representative.</p>	CHAIR
3.3	<p>It was queried where such a remit for a "review" originated to which it was confirmed it was proposed in the previous few days by EAL who are in regular contact with ICCAN as key stakeholders.</p> <p>ICCAN Guidelines will seek to find the best way for communities to engage with airports and EAL consider it a good opportunity to look at all the present benefits and consider how structures may change. EAL Consider engagement with Community Councils to be the best way to manage this.</p> <p>It was note that in conjunction with EACC, EANAB should not be looking for off the shelf solutions to re-vamp the Noise Board but need</p>	LC

<p><b>3.4</b></p>	<p>to look globally at how other airports review and approach noise issues and how their noise boards have evolved to best manage this.</p> <p>Concern was noted in relation to EAL potentially using external agencies with little knowledge of aviation to manage consultations as had been noted during the recent ACP process, however it was confirmed by EAL that the review would be managed by EACC and EANAB without involving external parties with a view to producing a report this coming autumn.</p> <p>In the continuing absence of a Minutes Secretary EAL were asked to reconsider the provision of funding, however EAL confirmed that whilst it is pleased EANAB is able to continue to meet, reinstatement of funding for EANAB was unlikely in the foreseeable future whilst present circumstances and pressure on finance continue.</p> <p>It was noted that in the absence of minutes secretary meetings might be captured with brief notes and listings of actions arising from discussion as a Material Record rather than more formal Minutes, and further ideas would be welcome.</p>	<p><b>ALL/RG</b></p>
<p><b>4</b></p>	<p><b>Up Dates from Sub Groups</b></p> <p><b>4.1 Aviation Sub Group</b></p> <p>It was reported that the Sub Group had taken the opportunity to meet and review its present position. A note of this meeting covering 11 Headings had been circulated to all EANAB Members.</p> <ol style="list-style-type: none"> <li>1. Noise modelling;</li> <li>2. Climb Profiles and Noise.;</li> <li>3. Current deviation from SIDS, and noise enhancement from turns</li> <li>4. Arrival related noise</li> <li>5. Night time noise</li> <li>6. Potential Operational changes in advance of ACP</li> <li>7. Military Airspace</li> <li>8. Improved links and working with EACC and ICCAN</li> <li>9. CAA Consultation Response - The CAA survey which has been circulated recently to Board members was summarised, which also included the response to the survey (most responders were glider enthusiasts)</li> <li>10. EANAB's External Interactions</li> <li>11. AOCB – including quarantine requirement effects; possible further losses to the Board, acquiring data* and analysing effectively, clarification on why TO70 work was commissioned and the need to better understand that the noise experience.</li> </ol> <p>EAL confirmed that it does not think EANAB should have raw data but rather EAL will pay for a consultant to analyse any requested Data. In</p>	

4.1.1	this instance EANAB should to liaise with Simon Rhodes once he is back at EDI.	MA
4.1.2	The note of the Aviation Group Meeting is to be copied to all EANAB Members	AW
4.1.3	A query was raised to EAL as to whether Sandy Legget remained on furlough to which EANAB were asked to forward a request for contact details.	AW
4.1.3	<p><b>4.2 Outer Airways Sub Group</b> It was confirmed that the group is to respond to the CAA Consultation as noted in item 4.1.9 above</p> <p><b>4.3 Governance</b> In the light of recent awareness that they do not accommodate measures for settling complaints EANAB procedures are being reviewed and first drafts have been discussed during a virtual meeting. A further sub group meeting is to be arranged.</p>	RG
4.1.4	<p><b>4.4 Other Groups</b> Nothing to report</p> <p><b>4.5 review of Issues Log</b> Issues champions to continue with monthly up-dates as requested.</p>	RG Issue Champions
5	<p><b>Any Other Business</b></p> <p><b>5.1</b> It was noted that ICCAN have written to UK Government “<i>Aviation slowdown presents opportunity to rethink how noise is managed</i>” to ask that this opportunity to “build back better” is used while the aviation industry restores activity hoping that any opportunities to reduce and mitigate for noise are taken.</p> <p><b>5.2</b> Noted that the residential development at Newbridge, first granted permission in principle on 2007 has received approval from the Edinburgh Planning Committee despite opposition by Environmental Health. Whilst the health impact is important, local residents already living under the flight paths also see the development as an advantage for the community as local amenities will improve.</p>	
6	<p><b>DATE OF NEXT MEETINGS:</b></p> <p><b>Virtual Meeting</b> <b>Wednesday 1 July 2020 at 6.30pm</b></p>	
	There being no further business LC thanked everyone for their time and closed the meeting	.

