

Edinburgh Airport Noise Advisory Board

Minutes of Tenth Meeting held on Wednesday 6 June 2018
at the Marriott Hotel, 111 Glasgow Road, Edinburgh
Commencing at 6.30pm

Present: Lindsey Cole (LC) (Chair)

Louise Gunstenson, (LG), Dalgety Bay CC; Helena Paul (HP), Blackness Area CC / Edinburgh Airport Watch (Minutes); Ray Godfree (RG), Ratho District CC; Andrew Watt (AW), Dalkeith and District CC and Midlothian Federation CC; Christophe Miremont (CM), Ecclesmachan resident; Pippa Plevin (PP), Uphall CC; Liz Scobie (LS), Uphall CC; Merv Archibald (MA), Blackness Area CC; Tom Leatherland (TL), Limekilns and Charleston CC; Ray Flint (RF), Kinghorn CC; Cramond CC; Vic Garrad (VG), Kirknewton CC; Gary Allanach (GAL), Winchburgh CC; Bob Brough (BB), Cramond CC; Adam Cumming (AC), Cramond Association; Angela Wallace, Broxburn CC; Ronnie McLeod, Bathgate CC; Billy Johnston, Bathgate CC.

In attendance: Gordon Robertson (GR), EAL
Elaine Hill, Minutes

Apologies: Stefan Slater (SS), Cramond & Barnton CC; Bruce Finlayson (BF), North Queensferry

		ACTION:
1.	<p>Introductions:</p> <p>The Chair welcomed everyone to the meeting.</p>	
2.	<p>Approval of previous minutes:</p> <p>SS had requested an amendment recording HP's name against an item in the minutes. However, as meetings are conducted under Chatham House Rules, it was agreed not to accept this amendment.</p> <p>GR stated that he did not appear to have received a copy of the minutes and LG agreed to send these to him.</p> <p>Subject to no further changes from GR on receipt, approval of the minutes of the ninth meeting held on Wednesday 2 May was proposed by MA and seconded by AC.</p>	LG
3.	<p>Matters Arising from the Previous Minutes</p>	
3.1	<p>Action Point 9.2: It was noted that an email regarding the requested changes to the April minutes by GR sent out to members on 16 May. GR stated that he had not seen the minutes that had been revised in light of members' comments but was prepared to accept this version to allow the Board to move on. Minutes from April meeting to be issued as approved.</p>	LG
<p>At this point it was agreed to bring forward the July meeting to Tuesday 19 June (commencing at 6.30pm at the Marriott Hotel) to discuss the outstanding actions as well as the Board's response to the ACP which has a closing date of 28 June 2018.</p>		LG

<p>4.</p>	<p>Consultation and Response</p> <p>While it was acknowledged that dialogue between the Board and EAL had improved and a number of positive things were happening, some members of the Board expressed serious concerns regarding the very short notice given in relation to the latest consultation. They felt this highlighted a fundamental problem regarding EAL's attitude to the EANAB.</p> <p>GR apologised for the short notice and explained this had not been EAL's intention. EAL had been in discussions with the CAA for approximately 2 months without any indication of when they would get a response or what the response would be. EAL had not wanted to say anything to the EANAB which might not actually happen. GR explained that he had been trying to manage expectations and not promise anything that could not be delivered. GR reiterated that in both the April and May EANAB meetings he had reported that EAL were talking to CAA and would report back when they could. The timetable, set by CAA for this supplementary consultation, meant that EAL had to get the consultation out as quickly as possible. GR had spoken to the Chair and Secretary of the Board as soon as he could to let them know what was happening. GR acknowledged that, with hindsight, perhaps EAL had moved too quickly. However, he did not feel that the relationship between EAL and EANAB was yet at such a stage that he could have "tipped the wink" and the discussion would have stayed within the group. In addition, the situation was further compounded by GDPR which meant that some people saw the consultation before the Board had been advised. GR confirmed that he regretted this and it was not EAL's intention for this to happen.</p> <p>In answer to a question on how EANAB had influenced the ACP, GR explained that the distribution of planes had been incorporated together with maps showing vectoring and swathe and flight testing information as well as comparing flight types. In addition EAL had listened to what they had been told over the last 2/3 months by the Board and the various community groups.</p> <p>It was noted that there was a public meeting to discuss the ACP on Friday 8 June at Inverkeithing High School commencing at 6.30pm. LG agreed to send out details to Board members.</p> <p>GR stated CAA had confirmed proposals should be in accordance with CAP 725. However this was queried and it was stated that CAP 1616 was stated on website. GR agreed to clarify this and report back to the Board.</p> <p>Discussion ensued regarding whether GR should be asked to leave the meeting while the Board discussed the ACP and it was agreed to put it to the vote. It was agreed – 11 votes for and 5 against - GR could remain during discussions.</p> <p>GR gave a presentation to the Board on ACP – <i>copy attached</i>.</p> <p>GR explained that this was a supplementary consultation regarding proposed changes to Flight Path E7 which would affect the area from North Queensferry to Dalgety Bay. As the proposed changes only affected this area, only affected communities were being consulted by EAL at this stage. The consultation would run for 4 weeks. GR explained that EAL had</p>	<p>LG</p> <p>GR</p>
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	<p>employed consultation advisers and the CAA had approved the scope of this supplementary consultation.</p> <p>EAL's preferred route had been flight path E6 but this had marginally failed flight testing involving the older and slower models of Boeing and Airbus aircraft.</p> <p>GR confirmed it was the intention for the proposed flight path 7a to be operational from 0600 until 2259. The Board raised serious concerns that 0600 to 0700 was classified as night time but that EAL's proposal stated there would be no night flights on this path.</p> <p>The Board also raised concerns that other communities would be affected as the proposed E7a flight path would have a knock on effect on runway usage. Some members of the Board felt that this consultation should be widened to reflect this. GR stressed that this was a supplementary consultation concentrating on the proposed E7a flight path only. When proposals were finalised all affected communities would be included in the consultation.</p> <p>The Board queried the figures used in Tables 1 and 2 in GR's presentation. The Board believed there were discrepancies in the figures used and that it would be difficult for anyone without a degree of previous knowledge to understand what was being presented.</p> <p>Concerns were raised regarding vectoring. GR stated that EAL were responsible for putting in place flight paths and showing vectoring and swathe. However, EAL does not control decisions regarding vectoring – this is the responsibility of ATC. GR reported that the move to RNAV should minimise vectoring.</p> <p>Members of the Board raised concerns regarding the impact on communities on the proposed changes including increased numbers of flights and the airport being operational from 0600. GR explained that the airport was demand-led, with an increasing population and government pressure to modernise and increase capacity. He also reported that there is currently a massive growth in the demand for aviation and EAL is trying to build sustainable growth. Any proposals for changes or increased capacity will ultimately be decided by the CAA.</p> <p>It was noted that information regarding complaints (where they were from, type of complaint, etc.) had been requested from EAL 2 months ago but to date nothing had been received. GR apologised that the report had taken longer than anticipated to pull together. He confirmed that the report was being finalised and would be provided prior to the next meeting. He also confirmed that it could be updated on an ongoing basis if required.</p> <p>It was noted that the original closing date for the supplementary consultation had been 21 June but this had been extended to 28 June. Communities being consulted (Cramond, Inverkeithing, Dalgety Bay, North Queensferry) had been written to confirming the extension and the EAL website had been updated.</p>	GR
5.	NTK Launch	

	<p>GR thanked the Board for their assistance with this and confirmed that it was now live. It was noted there were problems loading information depending on the browser and version of Windows that was being used. GR confirmed that these should be resolved when the site moves from Flash to HTML.</p> <p>GR agreed to look into concerns raised regarding EAL's customer service response to a request for assistance when trying to use the NTK, eg being referred back to the NTK and not having the specific question answered.</p>	GR
6.	<p>Website Update and Finalisation (+ Gatwick Website)</p> <p>It was reported that the domain name had now been purchased and the structure of the website had been agreed. This would be based on the Gatwick model but although EAL were hosting the EANAB site, it would be standalone. There would be tabs for minutes, reports, noise lab, link to EAL website, etc. Suggestions regarding further content were requested. It was noted that the contact email address would be info@.</p> <p>Now that EAL had a brief to help design the website, GR undertook to have a strawman for the Board to review by the meeting scheduled for 19 June.</p>	ALL GR
7A.	<p>Noise Footprint</p> <p>CM reported that the sub-group had been discussing with EAL obtaining information regarding footprint and noise by aircraft type. A proposal and quote had been received from CAA using 2015 reference profiles as these were the ones used for the 2016 noise map and consultations. This had been discussed with EAL who were happy to pay for this. However, they had requested that the Board be asked to approve the proposal before proceeding. The Board approved the purchase of this information.</p>	CM/GR
7.	<p>Dissemination of Board Information</p> <p>The Board agreed that members' email addresses could be given to GR to allow him to communicate direct with members. However, it was agreed that this direct method of contact should only be used if the matter was important and/or urgent. Otherwise all communication should go through LG for dissemination to members via the Google group. LG agreed to confirm this to GR.</p>	LG
8.	<p>MoU</p> <p>It was noted that the structure, headings and content had been agreed. The marked up draft was now with EAL's legal team and GR hoped to have comments back within the week. If there were any delays to this timescale, GR would let the sub-group know.</p> <p>GR reported that EAL suggested that EANAB engage independent lawyers to review the document on their behalf and confirmed that EAL were prepared to cover any costs incurred in relation to this.</p> <p>GR confirmed that it was still the intention to hold a meeting between EANAB and the EAL Chairman and Chief Executive once the MoU was agreed.</p>	GR
9.	<p>EANAB Work Programme</p>	

	RG had circulated an issues log to members and it was agreed to discuss this at the next meeting. LG to add to agenda.	LG
10.	AOCB	
10.1	Edinburgh University AC confirmed he was still to progress discussions with Edinburgh University.	AC
10.2	NATS/ANS GR agreed to invited ANS to the August meeting to give a presentation on the work of the Edinburgh Tower as well as vectoring and route changes. It was agreed that senior representatives from NATS at Prestwick should be invited to a later meeting.	GR
10.3	New Aviation Strategy HP had circulated information in April 2018 regarding the Department for Transport consultation "Beyond the Horizon – the future of UK aviation". This consultation would result in a Green Paper being issued in the autumn. To date there had been no representation from Scotland and it was agreed that it was important for the EANAB to be involved and engaged in this consultation. AW also raised the Future Airspace strategy which was NATS sponsored and had no community involvement. It was noted that this consultation ended on 26 July 2018. It was agreed that a subgroup led by HP should be set up to look into these items as a matter of urgency. LG agreed to join the subgroup. Any members wishing to join the group should contact HP.	HP ALL
	DATE OF NEXT MEETING: Tuesday 19 June 2018 at 6.30pm in the Marriott Hotel	

There being no further business the meeting closed at 8.50 pm.