



Edinburgh Airport Noise Advisory Board

**Note of Record – Forty Ninth Meeting held on
Wednesday 1st September 2021 by Webex**

Commencing at 6.30pm

Present: Lindsay Cole (Chair)

Merv Archibald (MA), Blackness Area CC; Bruce Finlayson (BF), North Queensferry CC; Tom Leatherland (TL), Limekilns and Charleston CC; Pippa Plevin (PP), JFCCWL; Karen Walker (KW) Blackness Area CC; Andrew Watt (AW), Dalkeith & District CC & Midlothian Federation CC; Ray Godfree (RG), Ratho & District CC; Louise Gunstensen (LG), Dalgety Bay & Hillend CC (part); Vic Garrad (VG), Kirknewton CC; Sharon Gibson (SG), Pumpherston CC; Tom Wylie (TW), Cramond and Barnton CC

In attendance: Gordon Robertson (GR), EAL (joined at 7pm)

Apologies: Simon Rhodes (SR), EAL ; Adam Cumming (AC), Cramond Association; Neil Lovett (NL), East Calder CC; Helena Paul (HP), Blackness Area CC/EAW

ITEM		ACTION
1.1	Approval of Previous Minutes and Public Domain Reminder The August 2021 minutes were accepted by MA and seconded by TL.	
2	EANRP up-date The RP have just finished discussion of 4 topics. There has been significant discussion on recommendations and changes the panel would like to see but unfortunately, due to holidays, the next meeting will be in 1 month (though the delay is frustrating, it does allow a chance to revisit all documents). The panel will provide written feedback and a consensus reached coalescing around a number of points and good ideas. It is hoped that the report should come out after the end of September/possibly October. Uncertainty on how long it will take to finalize the report but there should be a better update to the board at the October meeting. The RP is	

	<p>still to decide on how to implement the suggested changes and may need some details to be framed and negotiated with the board.</p> <p>It was noted that EAL have been critical of communications from EANAB per Community Councils to the community at large with however, recognition of the lack of resources available to CCs.</p> <p>There has been better consideration of resourcing by EAL and felt by some on the panel that there is some progress with regard to the CC communication aspect.</p>	
3	<p>Night Flights Update</p> <p>The DfT response has been updated with input from several board members and with some minor changes to the version saved in Google docs, will be ready for the Chair to sign and submit by Friday.</p> <p><i>Post meeting update 05.09.21: response sent to the DfT and receipt received</i></p>	<p>Chair to send</p> <p>Closed</p>
4	<p>Complaints Procedure Update</p> <p>The first complaint has been completed.</p> <p>The other 2 complaints are under consideration during which, any ongoing experience will be incorporated in the procedure.</p>	
5	<p>EAL Sustainability Strategy and Arriving Back Better</p> <p>Presentation made by GR which will go to the Chair for distribution to the board.</p> <p>On talking to communities, EAL know that there is a need for “Build Back Better” conversations.</p> <p><u>Passenger Traffic Trend/Recovery</u></p> <p>Passenger (PAX) variance is around minus 70% compared to 2019 so numbers are rising. There is a steady shallow curve going up. Capacity recovery is very difficult to predict.</p> <p><u>ACP</u></p> <p>The DfT have provided funding to continue the ACP to progress decarbonization and airspace modernisation policy. 16 Design Principles are now approved by the CAA. Per CAP1616, stage 2 Develop and Assess, is now underway in collaboration with various bodies including Glasgow, Prestwick, NATS and ACOG which is a helpful organisation that seems to be coordinating the master plans across the UK with various airports – pertinent with EAL using the Forth. EAL to come back to EANAB to advise how best EANAB, a stakeholder, can be involved to ensure the draft flight paths work with the 16 Design Principles approved in Stage 1. It is clarified that EANAB will be involved through 2021/22 before the next consultation once a realistic plan has been worked out by EAL to begin preliminary discussions with the board and other stakeholders. Carbon is recognized as far bigger than before as well as other factors and EAL will have to look at the plan and liaise with EANAB on how to engage with us as</p>	<p>Chair</p> <p>EAL (see items 2 & 14)</p>

a stakeholder. One Design Principle in particular was raised: noise sensitive locations such as hospitals, schools and churches which clearly should be avoided however EAL have listed the zoo (possibly the Five Sisters zoo in West Lothian as Edinburgh Zoo is not overflowed?), green spaces and historic heritage sites without justification or evidence as to why these should be restricted zones. A board member recalls that EAL have previously indicated some work might happen to not have all flights needing to get to the same start point for NATS which may mean not all planes have to go the same way. EAL assure the board that CAP1616 captures the need to map schools etc. and some preliminary work was done in early 2020 which included schools and hospitals. It was noted that some schools were missed in the last EAL ACP and that there is a need to have a sense check and evidence for these "extra" restricted areas. The concern is that by having too many will be too restrictive.

EAL will clarify the specific schools and noise restricted areas.

It was asked as track miles is becoming more important (for carbon), could EAL look at going straight south rather than north and turning over Fife before going south? EAL confirm all options are still open and acknowledge that the Forth option would help. The CAA is not clear on weighting of noise vs carbon (beautifully subjective in the guidance) and EAL will talk to the CAA to find clarity on this and hope there might be a "sweet spot" where noise and environmental issues can be balanced. This process means that all stakeholders will see the genesis of options and for EANAB to be involved. Query regarding the "6k" flight height/noise impact: Dalgety Bay is regularly flown over at 4k, 5k and 6k feet and although EAL accept that there is noise impact at 4-6k feet, this is not acknowledged in the ACP. EAL assure the board that EANAB will be able to engage in all the discussions and consultants being brought in with tools to help with this liaison/engagement and that there should be no surprises before EAL move to consultation. It was commented by a board member that the irony is that carbon would be reduced if we have fewer flights. It was queried whether the potential to expand the holding area for arrivals is still part of the ACP or master plan (including use of the Forth)? EAL responded that there are a number of other thoughts from NERL.

Noise at Edinburgh Airport - Working with communities during the recovery EAL is still not generating cash and still losing money. Scotland is behind the curve due to government policies. Some carriers are coming back but not for some time. Scotland is the most expensive country for testing. The Green/Amber/Red fluctuations are also an issue. Recovery is unknown but likely to be years rather than months.

Query: might business pattern changes reduce the need for the "red eye" flights anymore?

Complaints have dropped during Covid. EAL would like to "arrive back better" however it is hard to be prescriptive and EAL are looking at 6

EAL

principles to guide their approach (like a compass). From EAL's presentation, these principles are:

1. The recovery will happen and will be difficult to predict
2. We must work collaboratively with airlines, communities and other partners
3. Communities will have a voice in the recovery – we will listen to each other
4. Sustainability is more important than ever and will shape our approach
5. We will invest as and when we can and when recovery allows
6. We will always aim to adopt best practice and be industry leading

For EAL to deliver on these principles (more details on slides):

Information: e.g. the Noise Lab could be more jargon free;

Policies: e.g. noise payments made more clear and recognize that Noise Action Plans aren't great and that a defined community endorsed NAP is needed.

Dialogue: e.g. through EANAB in which EAL will invest and support;

End of presentation – Questions:

A board member points out that now in the 4th year of EANAB, communities are still putting up with noise and **there has been no visible action to reduce or mitigate for noise by EAL**. Pandemic aside, there has been no benefit to any of the local communities with late night flights still evident. EAL point to their policies and responded that a policy on night noise (behavioral based) was introduced just prior to the pandemic which means there has not been enough time to tell if it has worked or not. Airspace change will be part of that and other things can be done - EAL need an action plan to deliver and hope that the RP may help with that.

Members are frustrated that late night flights and very early morning flights (some over 70dB and before 6am) are still flying overhead and see no day to day improvement for residents after 4 years.

From EAL's Greater Good policy, the sustainability statement says that there will be a 70% reduction in scope 3 emissions – where from? EAL responded that they will look at aviation fuel (scope 3 takes in landing, taxi and take off), a solar farm to support electric cars and also looking at ways of improving public transport links. A member acknowledged the solar farm as a good development and queried if all vehicles will move to electric (e.g. luggage vehicles) however while EAL have moved all vehicles (except fire engines) to electric, other partners at the airport have not but EAL are looking at that as well as other projects e.g. Biomass plant.

A question regarding changes in business patterns and the potential impact was raised however how this could affect EAL is not yet known. Working from home may well continue for some time. Will the Mon-Fri pattern/week come back, or will travelers only go for 4 days/month? Some companies have a train before plane policy.

**Item 1
ID 44.4
Ongoing**

(Item 8
ID 47.2
Item 10
ID 47.2)

	<p>A board member asked what can be done right now?</p> <ol style="list-style-type: none"> 1. Arrivals coming from Peebles overflies the most populated area and could easily fly further east as is done sometimes already once the aircraft is in the vectoring area (the tower has control to move flights over) however EAL disagree as to move east would involve an ACP – to be checked. 2. The “Good neighbour” community liaison is difficult when the “community” section is really hard to find on the EAL web site. EAL to chase the web/IT people as this has been raised before <p>Night flight charges are yet to be clarified as raised previously</p> <p>The height of 6k feet is where transfer from the tower to NATS takes place so it was asked if communities should complain to NATS instead of EAL? However air navigation guidelines say 7k feet which is the level used in the ACP. The Chair confirmed that SIDS end at 6k feet. Dalgety Bay have flights passing overhead at 3.5-7.5k feet. EAL agree to organize a month’s worth of CASPER height reports to get an accurate picture over Dalgety Bay.</p>	<p>GR</p> <p>Item 11 ID 47.5.6 GR</p> <p>47.5.6 48.2.1 SR</p> <p>GR</p>
6 Up-Dates from Subgroups		
6.1	<p>Governance (<i>discussed prior to item 5 as 6.1 reached before 7pm</i>)</p> <p>Mediation has resulted in the 1st complaint being concluded. The mediator is prepared to attend the extraordinary meeting and the option of the mediator chairing a day of discussions of the RP recommendations and ideas is still being discussed. The purpose of this day was queried. The aim is to bring the board together in the form of a board meeting in which the independent RP could input and proposals be discussed. Any ideas from others are to be forwarded to the GSG co-convenors.</p> <p>The RP recommend the board look at the following 4 topics:</p> <ul style="list-style-type: none"> • Purpose • Structure • Process • Culture 	<p>ALL (see item 21)</p>
6.2	<p>Aviation</p> <p>The SG met with an EAL member of staff on 12 August which discussed most of what was presented at this meeting and will meet with them again on 7 September. The ASG are very keen to get involved with EAL as well as other SGs particularly regarding the ACP which will all have input in the Strategy plan and will need an ACP sub-group meeting to be arranged.</p>	<p>MA</p>
6.3	<p>Strategy</p> <p>Some SG leaders have fed back their goals but it is hoped to have the document finalised by the October meeting.</p> <p>Can people please feed back to the email regarding members per sub-group.</p>	<p>Items 15 & 16 ALL to TW</p>
6.4	<p>Engaging with other bodies: EACC & ICCAN</p>	

	<p>ICCAN: EAL has been involved with the DfT review of ICCAN which is pitching to be a statutory body. EAL do think ICCAN is a good thing but might be a bit of a scope reach. ICCAN is broadly useful and produces helpful reports, particularly regarding health.</p> <p>A board member flagged that the Noise Project was run through at the ICCAN meeting which EANAB attended and though ICCAN cannot get involved with the funding, they are interested.</p> <p>Confirmation of which Scottish Government department EAL are speaking to in September on NAPs (mentioned at the last meeting) to be provided. <i>Post meeting email 030921 confirmed Directorate for Environment & Forestry.</i></p> <p>EACC: Two board members attended as members of the public (see summary email circulated to members on 16 August). The meeting content was similar to this evening's EAL presentation. The EACC discussion included the difficulty EAL has trying to get information from the Scottish Government which reminded some board members of EANAB's relationship with EAL – this has made EAL reflect on our relationship.</p> <p>A Zoom meeting is to be held on Tuesday 7th September on Sustainability, to be chaired by a BBC correspondent, it is also open to EANAB members. EAL mentioned a Customer Support Centre at the EACC meeting for which “Kickstarter” is being used to bring in young people to run a new customer service and is primarily to help passengers in the airport but EAL may look at putting noise complaints through this new group rather than the current very small group of staff.</p>	<p>GR</p> <p>Closed</p>
6.5	<p>Health – <i>post meeting updates provided in action table below</i></p>	
6.6	<p>Other – no update</p>	
7	<p>Matters Arising/Actions (not covered above)</p> <p>Minutes secretary: As EAL are not making any money and there are no community funds available, a professional minutes secretary is not currently possible. It was understood by the board that Night Flight penalty money was ring fenced for community funds however EAL are using any money to prevent any further redundancies as EAL is in survival mode.</p> <p>Hybrid meetings: remote meetings will have to continue for another 4-5 months at least for financial and Covid reasons. Closed.</p> <p>Public Meetings could still be considered once we are meeting in person again, but it was proposed that it might actually be easier to do online? EAL agree it would be worth looking at broadening this meeting out to the public. Members to put forward pros and cons to the Chair before the</p>	<p>Item 24 Ongoing</p> <p>Item 30 ID 48.7</p> <p>Item 29 ID 48.7</p>

	<p>next meeting so that this can be discussed as an agenda item in October.</p> <p>Action Table: a board member asked if action items could be grouped per person and try to close more items. The table has been rearranged per sub-group to help members identify their actions as easily as possible and it was agreed that the method of addressing outstanding actions later in the meeting works well. The Chair urged everyone to feed back to the minute secretary to try to conclude and close items out where possible.</p> <p>See the updated action list tabulated below – new information provided in blue.</p>	<p>ALL Chair</p> <p>ALL</p>
8	<p>AOB</p> <p>A board member noted that two freight planes have just gone over Dalgety Bay at 7k feet and under.</p> <p>With regard to the earlier Night Flight discussions, a board member (with some technical difficulty therefore by follow up email) expressed the hope that in due course, when we get back to some sort of normality and financial wellbeing, that late evening, overnight and early morning aviation noise can be reduced by upgrading building insulation i.e. loft, walls, windows and doors. Further, all new buildings in and around airports and flight paths should have enhanced insulation to reduce aviation noise.</p>	
	<p>Thanks to GR for attending today's meeting.</p> <p>Date of Next Meeting</p> <p>Subject to confirmation, the next meeting of the Board will be held on Wednesday 6th October 2021</p> <p>Meeting closed at 9.00 pm</p>	

Actions and Matter Arising – updated per meeting held 1st September 2021 with additional post meeting updates in green

Item	ID	Matter arising/action description	Responsible	Date raised	Date closed
EAL					

1	35.7.3	Letter regarding opportunities to reduce and mitigate noise while the aviation industry is reopening was sent by Chair mid-July 2020 to EAL, CAA & Hannah Bardell. No responses yet received.	CHAIR	July 2020	
	44.4	EAL to come back to EANAB when they can to discuss their plans for noise mitigation as the airport opens up. Issue raised again Sep 2021	EAL	April 2021 Sep 2021	Ongoing
	47.2	EAL to advise when they might engage with EANAB in order for the board to have some input before the “arrive back better” strategy is finalised.	EAL/SR	7 July 2021	Ongoing
2		<i>ACP reactivated May 2021</i> therefore interaction with EAL now required.			
	32.7.3	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.	ALL/CHAIR ONGOING	Apr 2020	
	40.5.1	Dates were awaited from EAL to meet to develop EAL/EANAB co-operation on the ACP and the benefits of flight profiling. EAL is in contact with ACOG [and has funding from the DfT.]	EAL(SR) ONGOING	Dec 2020	
	49.5	EAL to come back to EANAB to advise how best EANAB, a stakeholder, can be involved to ensure the draft flight paths work with the 16 Design Principles approved in Stage 1 (expect to hear later in September).	GR/EAL	1 Sep 2021	
44.4, 44.7.2 & 47.5.1	EANAB’s ASG to be kept up to date and involved with the Forth issues/NATS discussions. CAP1616 (Part 3) is dedicated to transparency and engagement and EAL agreed to provide monthly ACP updates via email to the ASG.	SR	April & July 2021	Ongoing	

	47.5.1	A project timescale for any involvement with the airspace modernization strategy will be provided to the ASG.	SR	7 July 2021	
	49.5	EAL will clarify the specific schools and noise restricted areas.	GR	1 Sep 2021	
3		Night-time flights			
	43.4.3	EAL wants to be clear and have a discussion on night-time hours. It could be part of the ACP.NAP or do they change to WHO definitions? No national guidance. Commercial operation against the needs of communities. Suggestion to look at the environmental nuisance noise regulations and other industry constraints. ICCAN are looking at night flying and EANAB should be feeding into this discussion as legislation will come.	EAL	7 April 2021	
	45.6	Can EANAB and EAL achieve something together regarding night flying hours that affect our communities – to be discussed with GR.	SR & Chair to take forward to EAL	5 May 2021	
	47.5.6	EAL to get back to EANAB with clarification on night flight penalty payments.	SR/EAL	7 July 2021	
	48.2.1	EAL to confirm distribution of night noise information from previous presentation	SR	4 Aug 2021	
	48.2.1	Clarification of night charges was requested in writing.	SR	4 Aug 2021	
4	44.4	EAL to present to EANAB on how ICCAN's published corporate strategy on the future of aviation noise will affect EAL in the next month or two.	EAL	7 April 2021	EAL to confirm when this issue will be addressed rather than ongoing
5	44.7.1	EAL to liaise/report back to EANAB with reference to EALs land use planning and strategy	EAL	7 April 2021	
6	45.5.6	EAL to provide: <ul style="list-style-type: none"> • an update on NAP implementation; • look at noise modelling and the way aircraft are flying SIDs and 	EAL	5 May 2021	

	47.2	<ul style="list-style-type: none"> further information/real data on aircraft noise to the ASG that can be passed on to communities. 			
	48.7	An update on the current NAP and any government requirements will be provided at the August 2021 meeting	EAL	7 July 2021	
		EAL have their initial meeting with SENG in September (to ascertain Government requirements for the next NAP) – feedback to follow	EAL	4 Aug 2021	
7	46.5.6	The last 3 quarterly noise reports to be provided by EAL. <i>Some information provided to the ASG</i>	EAL	2 June 2021	
8	47.2	EAL have developed a sustainability strategy and GR is to attend August's meeting and present – GR to present at the September meeting Some sustainability aspects mentioned but not presented in full.	GR GR	7 July 2021 1 Sep 2021	
9	47.2	Clarification of the green tick for transparency from the CAA without consultation with EANAB to be provided (perhaps accessibility of the noise monitor online or the ACP?). Email provided to the chair by EAL- to be disseminated to board members Chair to check and circulate	SR/EAL Chair	7 July 2021 Aug 2021 Sep 2021	
10	47.2	EAL is doing pieces of work (e.g. sustainability strategy) and EANAB have been asking to be consulted - this point is to be taken away by EAL for discussion and referred back. Some sustainability questions answered - more information to come on sustainability strategy.	SR/EAL	7 July 2021 1 Sep 2021	
11	47.5.6	Request for EAL to make the communities section more visible on the EAL website SR has forwarded this request internally at EAL. EAL web/IT staff to be chased.	SR/EAL SR GR	7 July 2021 4 Aug 2021 1 Sep 21	
	48.2.1	EAL indicated they would look at broadening the online search scope for the noise complaints link/number. Suggested that the noise lab link is included at the bottom of every EAL web page.	EAL	4 Aug 2021	

12	48.2.1	A request was made for any results for noise monitoring over Dalgety Bay which has been in place since 2018	SR	4 Aug 2021	
	49.5	EAL agree to organize a month's worth of CASPER height reports to get an accurate picture over Dalgety Bay.	GR	1 Sep 2021	
Aviation					
13	45.5.3	The board's response to the CAA consultation on night flying approved for submission at Sept meeting (pending some minor changes). <i>Post meeting update: Response sent to the DfT and receipt received by the Chair. Closed.</i>	TL/MS/HP	5 May 2021	5 Sep 2021
14	48.2.2	EANAB will be able to engage in Stage 2 of the reactivated ACP process and give feedback on how EAL's design principles have been applied to the flight path options.	EANAB	4 Aug 2021	
	49.5	EAL will involve EANAB (see EAL item 2 above)	EAL	1 Sep 2021	
Strategy					
15	47.5.2	SG leaders should discuss the development of each SG strategy with their SG members and feedback using the drafted format	SG leaders	7 July 2021	
	48.5.2	Document to include subgroup members	TW	4 Aug 2021	
16	47.5.2	SG leaders to do a quick overview note to the Strategy SG to confirm active subgroups so that the website can be updated accordingly.	SG leaders/ SSG/PP	7 July 2021	1 Sep 2021
ICCAN					
17	44.6.3	ICCAN report on the future of aviation noise management now available and to be reviewed	ICCAN SG	7 April 2021	
18	45.5.3	All board members to feed requests to ICCAN subgroup for discussions with Charles Lloyd, ANEG and/or ICCAN.	ALL	5 May 2021	
Health					
19	47.5.4	AC to follow up with a health contact at Queen Mary College	AC	7 July 2021	
		<i>Post meeting update: no response yet. Repeat request to be issued.</i>			
20	47.5.4	Two board members to liaise re the private members bill on air quality by Christine Jardine MP - AC is to meet CJ MP mid August	AC/LG	7 July 2021	

		<i>Post meeting update: AC met & discussed issues with CJ. Awaiting progress as none to report – AC will receive more information when available.</i>			
Governance					
21	43.5.1	<p>Arrangements for a separate meeting on governance (from previous items 42.9.1 & 42.9.4)</p> <p>This will be an extraordinary meeting to discuss the broader sense of governance. Previous items to be included: Complaint raised in July 2020 (now concluded through mediation); alleged conspiracy; issues raised within a resignation email (dated 2 Feb 21); division within the board.</p> <p>Agreed by all board members in May 2021 meeting that we must find a way forward and should use the mediation option to resolve the outstanding complaint. The option of the mediator chairing a day of discussions is being discussed. The aim is to bring the board together in the form of a board meeting in which the independent RP could input and proposals be discussed.</p> <p>Any ideas from the board are to be forwarded to the GSG co-convenors.</p> <p>Practical details of this meeting to be arranged and distributed when appropriate</p>	BF ALL	3 Mar 2021 Sept 2021	
22	45.7	Governance group to work with minutes secretary on referencing in the actions list to make it more useful	Gov subgroup/ KW	5 May 2021	
33	48.4	Flow chart annex for the Complaints procedure to be produced by the GSG <i>In progress and to be refined</i>	GSG/AC	4 Aug 2021	
Other					
Administrative					
24	41.2.11 44.1.1	<p>Minutes Secretary</p> <p>No further funds available from CCs. Ongoing Action: volunteers welcome. KW and SR to take over production of minutes until formal minutes secretary funds are reinstated</p>	Ongoing/ALL KW/SR	Nov 2020 7 April 2021	<i>Ongoing</i>

	48.6 49.7	It was requested that a professional minutes secretary be reinstated Not possible at this time.	SR to ask EAL GR	4 Aug 2021 Sep 21	<i>Ongoing</i>
25	45.2	The minutes secretary should liaise with the meeting facilitator for the recordings of meetings and if anyone attending that meeting requires access to recorded information, they should liaise with the minutes secretary.	KW/PP/ALL	5 May 2021	<i>Ongoing</i>
26	43.8.3	Digital Library. Compilation of documents into a digital library has been started. The library will be built up over time and any contributions would be appreciated.	Ongoing/ALL	7 April 2021	<i>Ongoing</i>
27	44.1 46.7 47.1.2	March 2021 minutes to be approved RG circulated last version (Rev B) 17 June 2021. To be addressed at the July meeting and listed as an agenda item. Updated Rev C circulated prior to the July meeting was rejected and Rev D to be drafted for consideration – draft D to be agreed offline prior to final circulation	Chair Chair/ALL KW/RG/BF/MF All	7 April 2021 2 June 2021 7 July 2021	
28	47.1.2	February meeting minute Discussions to be taken offline for agreement. To be followed up	KW/RF/BF	7 July 2021	
29	48.7 49.7	Public meetings to be discussed at September meeting Members to put forward pros and cons to the Chair before the next meeting so that this can be discussed as an agenda item in October.	Chair ALL Chair	4 Aug 2021 Sep 2021	
30	48.7 49.7	Is there a possibility of a hybrid meeting (in person & online) as many would like to meet again in person in October Not for another 4-5 months	Chair	4 Aug 2021	1 Sep 2021
New Action					
31	49.5	Presentation made by GR which will go to the Chair for distribution to the board.	GR/Chair	1 Sep 2021	
32	49.6.2	ACP sub-group meeting to be arranged to review strategy.	MA	1 Sep 2021	