

From: EMA Community <Community@eastmidlandsairport.com>
Sent: 31 July 2023 16:00
To: Caroline McCaffrey <CMcCaffrey@rushcliffe.gov.uk>
Subject: RE: East Midlands Noise Action Plan 2024 - 2028 Consultation (Our Ref: 23/02206/PLANAP)

Thank you for your response to our Noise Action Plan public consultation. The public consultation ends on 31st July and we will review all feedback to shape the final draft NAP which will be submitted to Defra in September 2023.

This will be followed by a period of review by Defra, where the airport will work with Defra to clarify any points raised and agree a final NAP. The approved NAP will be formally adopted by Defra in February 2024 and published on our website.

Kind regards
Community Engagement Team
East Midlands Airport

From: Caroline McCaffrey <CMcCaffrey@rushcliffe.gov.uk>
Sent: Monday, July 31, 2023 1:28 PM
To: EMA Community <community@eastmidlandsairport.com>
Subject: East Midlands Noise Action Plan 2024 - 2028 Consultation (Our Ref: 23/02206/PLANAP)

OFFICIAL

Good afternoon,

Thank you for giving us the opportunity to provide comments on the Draft Noise Action Plan 2024 – 2028 for East Midlands Airport.

We welcome the introduction, development and implementation of measures to reduce the noise impact on people who live and work in the areas surrounding the airport. We note the draft NAP makes several references to the likely increase in capacity and aircraft movements as the airport continues to grow which is encouraging in terms of socio-economic benefits for the wider area. However, this increased activity is likely to be a concern for people impacted by airport related noise e.g. although the noise impact from an aircraft arriving to the airport may be reduced the increased frequency, particularly at night may render people more sensitive to the noise. We assume the proposed noise action plan measures and particularly those which refer to review of existing measures will be undertaken in the context of this increased capacity and activity.

We have provided some comments on a chapter basis below:

Chapter 8: Noise Controls

We welcome the continued commitment to work with airlines to increase the proportion of night flights operated by aircraft that meet the requirements of Chapter 14 and the ambition that this will be achieved by 2040. Also, the commitment to ensure the 'night noise envelope' (based on the 55dB L_{Aeq} 8-hour) will not exceed an area of 16km². We note the future growth of aircraft activity will remain within the agreed noise envelope in the long term and any short term exceedances will be kept to a minimum. Noise Action Plan 1: We would query if the increased airport capacity will impact on the ability of the airport to maintain the preferential runway policy. We recognise there is a long term environmental objective to encourage and incentivise the use of quieter aircraft with existing measures in place including the introduction of a detailed noise certification database. We would

like to see more clarity around the timescales for aircraft that do not meet the quieter aircraft criteria.

Chapter 9: Arriving Aircraft

Whilst we recognise the reasons why it is disappointing to note the target that 98% of arriving aircraft achieve a CDA (set in the existing NAP) has been revised downwards to 95% although the commitment to increase the target to 98% CDA following implementation of modernised airspace through our Future Airspace Programme.

A number of the measures proposed in the draft NAP relate to the Future Airspace Programme and we would query whether there is a similar action plan for implementation of measures through the Future Airspace Programme so as to ensure reasonable timescales can be achieved.

Chapter 10: On the Ground

As the airport capacity increases there will be a requirement to ensure emerging opportunities to reduce noise from aircraft ground operations are explored to avoid overall 'creep' from operations that themselves may not be particularly noisy. Noise Action Plan 5 – 10 are encouraging but there are no timescales attached. It would be helpful to publish the outcomes of the proposed reviews and clarify timescales for any specific measures that may have been identified through the review process. Robust procedures should be in place to ensure partners at the airport are aware of their responsibilities to reduce noise levels e.g. use of lower noise vehicles, low/no noise (audible) alarms, minimising vehicle movements, driver training, staff behaviour, ancillary activities e.g. opening/closing roller shutter doors etc.

Chapter 11: Departing Aircraft

Noise Action Plan 11 -15: We welcome the notable improvement in departure track-keeping and continuous climb performance and the potential for use of increasingly sophisticated aircraft flight and navigation systems to continue to improve CCD.

We would like to see timescales for some of the proposed measures e.g. Noise Action Plan 15 Noisy Aircraft Penalty Scheme review and the introduction of a penalty scheme for daytime.

Chapter 12: Night Noise

We would anticipate an increase in night-time activity will be a cause of concern and the source of complaint as the airport capacity increases therefore robust measures are required to protect the neighbouring population. Although the proposed measures will help ensure only 'quieter' aircraft fly at night the increased frequency of flights may be an issue. We note the number of people within the L_{night} and L_{den} noise contours, which include night-time activity, increased between 2016 and 2021.

Noise Action Plan 16 – 20: Any penalty and incentivisation scheme need to be kept under constant review to ensure effectiveness and the penalties/incentives need to reflect the potential impact on the operator. If a penalty is not sufficiently high it will not act as a deterrent. The findings of the review should be made available to the public. We would suggest the locations of any fixed noise monitors are also periodically reviewed to ensure changes in local topography/layout/background noise etc are adequately reflected in the monitoring data.

We welcome the time limited measure including Noise Action Plan 18 – the operational ban from 1 January 2024 on aircraft with a QC4, QC8 or QC16 noise rating operating at night.

Chapter 13: Training Flights

Noise Action Plan 21-23 it is evident from Chapter 16 that training flights are a cause of complaint. We note a review of training flight procedures, identifying and where possible implementing opportunities to minimise the impact on local communities will be undertaken. We would suggest the outcome of this review is available to the public.

We welcome the time limited measure included in Noise Action Plan 22 to reduce the number of hours available for training activities by commercial jet aircraft from 1 January 2022. Training activity will only be permitted from 08:00 to 12:00 and from 14:00 to 16:00 daily, excluding weekends and bank holidays.

Chapter 14: Mitigation Schemes

Noise Action Plan 24 – Noise Action Plan 28: we welcome the continued operation of the grant scheme and the increased contribution to the Community Fund. We would suggest a focussed communication strategy is developed to ensure people eligible for the grant scheme are made aware of its existence and the changes around the updating of the scheme rules to reset the value of grant funding offered to properties 20 years after any previous grant was awarded.

Chapter 15: Monitoring and Reporting

We note community noise monitoring has been reintroduced following the COVID 19 pandemic and you welcome requests from Parish Councils for mobile noise monitoring in their area. We would ask if there a mechanism in place to georeference noise complaints from members of the public to observe any patterns/trends in the complaints so that mobile noise monitoring can then be undertaken in these areas as not all members of the public engage with their Parish Councils.

Chapter 16: Effective Communication

Noise Action Plan 32 social media channels can be an effective way of engaging with the local community.

Noise Action Plan 36 we would query if the annual report on progress made by the airport against this Noise Action Plan will be publicly available.

Noise Action Plan 38 The regular review of the process for handling noise complaints and enquiries is welcomed. We would recommend the review considers not only the airport activities but also the receptor lifestyle and changes that may have occurred in recent years following the COVID-19 pandemic. We note the first review will be complete by mid-2024 with agreed actions implemented by the end of 2025.

Noise Action Plan 39 The development and publication of a noise complaints policy is a positive step.

Once again, thank you for the opportunity to comment on the draft NAP. Should you have any queries on the above please do not hesitate to contact me.

Regards

Caroline

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