

REPORT TO:	Environmental and Development Services Committee	AGENDA ITEM: 9
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REPORT FROM:	Director of Community and Planning Services	OPEN
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SUBJECT:	East Midlands Airport Sustainable Development Plan Consultation	REF:
WARD(S) AFFECTED:	All Wards	TERMS OF REFERENCE: EDS

1.0 Recommendations

1.1 It is recommended that the comments made under the Section 8 of the report "Conclusions", be forwarded to East Midlands Airport as the Council's response to the Sustainable Development Plan consultation exercise.

2.0 Purpose of Report

2.1 The purpose of the report is to obtain a Council response to the East Midlands Airport Sustainable Development Plan.

3.0 Executive Summary

3.1 This report explains the purpose of the East Midlands Airport (EMA) Sustainable Development Plan. It reviews changes to passenger and cargo throughput since the publication, in 2006, of the EMA Master Plan and sets out future capacity forecasts. Proposals for those aspects of future activity that are of particular interest to South Derbyshire are summarised. These comprise physical development on the airport site; employment growth, including training and recruitment; sustainable surface access to the airport site; limits to future noise levels and measures to be used to minimise noise generation, particularly at night; the means by which aircraft movement and noise will be communicated to the public; community consultation arrangements and support for community projects. The report then draws a series of conclusions which are proposed to form the Council response to the consultation exercise.

4.0 Detail

4.1 The EMA Master Plan, published in 2006, showed how the airport intended to deliver the objectives of the 2003 Air Transport White Paper at the local level and how the adverse impacts of airport activity could be mitigated and managed. The Air Transport White Paper has been superseded by the National Aviation Policy Framework, published in March 2013, which, like its predecessor, encourages airports to prepare Master Plans and surface access documents.

4.2 Since the time of publication, the context within which the airport operates has changed significantly, as a consequence of the global economic downturn and changes to the aviation industry. Growth in both passenger and cargo throughput has fallen far short of levels anticipated in the forecasts upon which much of the Master Plan was founded.

4.3 The Sustainable Development Plan (SDP) updates the Master Plan. The Vision for EMA is to “develop the airport as a business that contributes to the competitiveness of the region, promotes inward investment, provides high quality jobs and meets the travel needs of local people”. The SDP seeks to achieve the following objectives:

- Set out the long term opportunities for the growth and development of EMA.
- Inform the plans and strategies of others across Derbyshire, Leicestershire and Nottinghamshire.
- Set out a vision for the development of the EMA site.
- Set out plans to enable a constructive dialogue between EMA and its customers, neighbours and business partners
- Provide the framework for capitalising on the benefits of EMAs development and for managing and minimising local disturbance and environmental impact.

4.4 The 2006 Master Plan included forecasts that passenger throughput would grow to 9.22 million per year by 2016. Passenger traffic reached 5.6 million in 2008, but the economic recession resulted in passenger traffic falling. The total number of passengers in 2013 was 4.3 million, but is expected to grow in coming years. Cargo growth has also been substantially lower than anticipated with a forecast that throughput would be some 723,000 tonnes by 2010. It reached 313,000 tonnes in 2011, but is currently some 300,000 tonnes. The integrated cargo carriers, which dominate the cargo market at EMA, have proven more resilient than the general air freight market. The Department for Transport forecasts are for EMA to achieve a passenger throughput of 6.7 million passengers a year by 2030, rising to 8.2 million by 2040. However, EMA considers these forecasts to be conservative, believing that the airport is capable of achieving a throughput of 10 million passengers a year during the period 2030-2040. EMA also forecasts cargo throughput of 618,000 tonnes by 2035, rising to 700,000 tonnes by 2040. EMA believes it can achieve its own passenger and cargo forecasts through increased penetration of its own and adjacent catchment areas and by making full and effective use of its existing runway and infrastructure.

4.5 EMA handled 59,744 Air Transport Movements in 2013. This was made up of 35,939 passenger movements and 23,805 cargo movements. There were also 17,495 other aircraft movements including business and general aviation, training flights and the flying school. Passenger air transport movements are expected to grow in line with passenger throughput as the future average aircraft size is likely to remain similar to the present. An airport of 10 million passengers is forecast to generate 70,000 annual passenger air transport movements. Air cargo movements are expected to grow. In 2013 the airport handled 23,805 cargo movements (freight and mail), and by 2040 the number of movements could grow to around 42,600. This reflects the growth of the integrated carriers and the expectation that the average freight load per cargo aircraft movement will increase from 14.4 tonnes in 2012 to 17.9 tonnes by 2040.

4.6 The Sustainable Development Plan is supported by four detailed documents covering “Land Use”, “Community”, “Economy and Surface Access” and “Environment”. These are described in turn below.

Land Use

4.7 The Land Use Plan identifies the land, the uses and the facilities required to support the operation of an airport capable of handling 10 million passengers annually and 1.2 million tonnes of cargo. North West Leicestershire District Council’s Local Plan sets out EMA’s development requirements within the existing Operational Area. To

accommodate future growth additional passenger handling capacity will be required. There is sufficient runway capacity, however additional aircraft parking will be needed in the long-term. The vast majority of EMA's car parking will continue to be on-site, as this will generate fewer road journeys than would facilities where passengers are picked-up and dropped-off.

- 4.8 Major works are underway to provide a new security search area and other facilities in the passenger terminal and further development will be needed in the future to handle increased passenger numbers. This will include looking for opportunities to spread passenger flows, which currently peak between 7.00am and 8.00am, more evenly across the day. This will enable greater and more efficient use of existing facilities, helping to minimise some of the environmental effects of growth.
- 4.9 Land has been reserved for the further development of the DHL hub and land is also safeguarded for a second major integrator hub in Cargo East. Commercial development proposals, focussed towards developments that require a location at EMA, will be brought forward for land within the Pegasus Business Park.

Economy and Surface Access

- 4.10 The economic benefits of EMA to the region are in the form of passenger and cargo connectivity, economic activity (Gross Value Added (GVA) – the value of goods and services produced in an economy) and in direct and indirect employment. EMA is estimated to generate £239 million of GVA each year. The most recent employment survey (2013) showed 6,730 people are employed on the site in 90 companies. Of EMA employees 42% live in Derbyshire, 23% in Leicestershire and 23% in Nottinghamshire. An education and employment programme, currently in place, will be developed to target local employment and to support EMA's future workforce. The Airport Academy opened in June 2013 to provide pre-employment training and a bespoke recruitment service for on-site employers and will continue to be developed. At present it accommodates job seekers aged 19 and over who are currently unemployed. In future EMA hopes to extend the project to encompass 16 to 18 year olds to bridge the gap between education and employment.
- 4.11 High quality surface access is vital to future passenger and cargo growth at EMA and is particularly important for staff travelling to work. The Surface Access Plan seeks to manage the growth in airport-related road traffic. EMA's Surface Access Strategy, which formed part of the 2006 Master Plan, included two primary targets:
- Achieve 10% of the Airport's passengers using public transport.
 - Increase to 30% the proportion of employee journeys that are made by means other than by single-car-occupancy.
- 4.12 Passenger public transport use reached 9% in 2012 and 29% of staff journeys in that year were made other than by single-car-occupancy. New long term targets are for 15% of passengers using public transport and 65% single occupancy car use. EMA will seek to increase frequencies on the Skylink network to Derby, Nottingham, Leicester, Loughborough and Long Eaton; to develop new services to Ilkeston, Coalville and Ashby and to work with the train operators and Network Rail to encourage the better use of East Midlands Parkway Station.

Environment

- 4.13 EMA will seek to reduce energy demand by 10% over the next 5 years. It will also establish a reduced maximum night noise envelope: for the period between 11.00pm and 7.00am the area contained within the 55 LAeq noise contour will not be permitted

to exceed 16 sq. km. In relation to the limit set in the current Master Plan, this represents a 27% improvement. EMA will also continue to undertake on-site air quality monitoring and ensure that the airport remains within local air quality limits.

- 4.14 The Airport's Noise Action Plan is being reviewed in parallel with the consultation on the Sustainable Development Plan and must be produced to accord with the Environmental Noise (England) Regulations 2006.
- 4.15 The 2006 Master Plan set a target that by 2012 all flights would be by quieter aircraft types, achieving at least International Civil Aviation Organisation (ICAO) "Chapter 4" compliance. By 2012 only 83% of flights were "Chapter 4" compliant, but EMA indicates that it will consider means by which to incentivise operators to help achieve 100% compliance.
- 4.16 Noise disturbance from departing aircraft is controlled by the use of Noise Preferential Routes (NPRs), which limit the number of people the aircraft fly over on take-off. The current Master Plan target is to limit non-compliance with NPRs to 10% of all departures. Aircraft navigation systems have improved and EMA will therefore review the widths of the NPRs and investigate the use of new operational procedures and technologies to achieve further noise benefits.
- 4.17 In regard to training flights, permission for these is only granted between 8am and 9pm in the winter and 7am and 8pm in the summer. Training flights will only be permitted by based operators, regular users of the airport or small propeller aircraft. Training is not permitted at weekends or on UK Public Holidays, except by small propeller aircraft. However, operators have indicated that, due to the stringent nature of EMA's controls, they have been compelled to fly to other UK airports to undertake training. As a result, mindful of the Government policy to make the most efficient use of available airport capacity in the UK, EMA wishes to consider whether there is a case to allow greater flexibility to airlines in some circumstances. Therefore, beginning in 2014, EMA is to review the definition and controls that are applied to training aircraft to better understand how the development of a pre-defined training circuit might potentially further reduce the number of people affected by training activity.
- 4.18 All aircraft landing at EMA are expected to use low power / low drag and continuous descent approach (CDA) procedures, both of which minimise noise levels. The current EMA target is for 80% of inward flights to be compliant with CDA, whilst compliance was 93% in 2012. In keeping with industry commitments, from 2014 the target will rise to 95%.
- 4.19 EMA operates a system of night-time runway charges that incentivise airlines to use the quietest types of aircraft. The 'shoulder' and 'night' noise supplements are based upon the noise classification "Quota Count" (QC) of an aircraft and are applied to both arriving and departing flights. The noisiest aircraft, with a QC of 8 or 16, cannot be scheduled to operate between 11.00pm and 7.00am and will only be allowed to take-off during this period in exceptional circumstances. These flights are charged at the highest night supplement rate and are also subject to an additional noise surcharge of £5,000 or £10,000 for QC 8 or QC 16 aircraft respectively. To support and reinforce the target of 100% Chapter 4 operations, EMA intends to review its noise related charging mechanisms by 2015/16. All of the money from these surcharges is donated to the East Midlands Airport Community Fund.
- 4.20 To encourage departing aircraft to be flown in the quietest possible way, for flights that generate noise levels above published limits, EMA issues the airline with a financial

penalty. The level of the penalty is related to the noise level and the maximum level of noise a departing aircraft is allowed to make is dependent upon its size. The penalty for going over the maximum noise level is currently £750, plus £150 for each decibel above the limit. The noise penalty scheme will be reviewed on an annual basis from 2015 onwards to ensure that it remains relevant and appropriate. All of the money from these penalties is donated to the East Midlands Airport Community Fund.

- 4.21 EMA monitors its noise performance using its “noise and track” system. This will be upgraded in 2015 and the noise monitoring points will be reviewed at the same time, as will the ways in which the information obtained is shared. This will include an upgrade of the “Webtrack” facility, which allows the public to observe the track-keeping performance of arriving and departing aircraft online.
- 4.22 To help people understand the noise climate around the airport, from 2014 EMA will start to publish ‘Number Above’ contour maps showing the number of times aircraft noise was louder than a given level. EMA will also publish the first flight-path maps, showing the number of flights into and out of the Airport and where they flew. Following the improvements to the noise and track monitoring systems, the ability to record aircraft noise complaints through the EMA website will be introduced by 2015.
- 4.23 EMA will continue to run a Sound Insulation Grant Scheme to assist in mitigating aircraft noise for the most affected properties.

Community

- 4.24 The priority areas for EMA’s Community Plan are:
- Community engagement
 - Managing local impacts
 - Investing in the local community
 - Education and employment
 - Employee engagement
- 4.25 EMA will continue to host quarterly meetings of the Independent Consultative Committee, the formal interface between the airport and its neighbouring communities. It operates according to Government guidelines with representatives of local authorities, amenity and user groups.
- 4.26 Outreach Events will continue and there will be regular communications such as the “Community Flyer” publication. EMA representatives will continue to attend local community meetings and forums to discuss airport operations.
- 4.27 Every other year EMA distributes a community survey to key stakeholders to improve understanding of local concerns and assist in the identification of issues to be addressed.
- 4.28 EMA will continue to make a minimum contribution to the Community Fund, toward which it will continue to contribute £50,000 annually. This sum is supplemented by the financial penalties charged to excessively noisy aircraft. Eligible community groups can apply for funding up to a maximum of £2,000 and their request is put forward to an independent committee that includes a representative from each of the three surrounding counties and an on-site business. EMA will continue to provide visits to Aerozone, an on-site education facility for students from Foundation to University stage.

5.0 Financial Implications

5.1 There are no financial implications for the Council.

6.0 Corporate Implications

6.1 EMA's activities have implications for the following themes of the Corporate Strategy:

"Sustainable growth and opportunity" in that EMA is important to the local economy as an employer in its own right, as an attraction to business investment and as a tourism asset.

7.0 Community Implications

7.1 EMA's activities have implications for the following themes of the Sustainable Community Strategy:

- "Vibrant communities" in that air transport is a significant generator of carbon emissions and noise generated by aircraft can impact on local amenity.
- "Sustainable development" in that EMA is important to the local economy as an employer in its own right, as an attraction to business investment in the region and as a tourism asset.

8.0 Conclusions

8.1 EMA has made good progress in working towards the environmental targets identified in the 2006 Master Plan. The noise mitigation measures pursued since the Plan was published, including the use of CDA and NPRs; the phasing out of noisier aircraft; the use of night-time runway supplementary charges; the use of financial penalties to discourage excess noise and the Sound Insulation Grant Scheme are all welcomed. EMA has also been very helpful and effective in communicating with, and listening to the concerns of, the Council and the public at large. Community Fund contributions toward local projects are also very much appreciated.

8.2 The economic significance of EMA, both in terms of the direct employment of local residents and the generation of wider benefits to the region, is fully recognised. The Airport Academy is a valuable means of securing employment for younger job seekers and the Council would welcome the expansion of the initiative to include 16-18 year olds.

8.3 EMAs success in working towards sustainable surface access goals is welcomed and the identification of new, more challenging targets, as identified in para. 4.12 of this report, is supported. The lack of a public transport connectivity between EMA and Swadlincote is a matter of on-going concern and it is requested that consideration be given to the following potential solution: a circular express bus route, with limited stops, connecting EMA, Ashby-de-la-Zouch, Swadlincote, Burton-on-Trent, the Southern fringes of Derby and the East Midlands Distribution Park, using the A42, A511, A38 and A50. It is considered that this may have potential to attract sufficient patronage, both from EMA and EMDC workers and EMA passengers, to be economically viable.

8.4 Anticipated growth in passenger and cargo flights must be inextricably linked to the curtailment of associated noise for local residents. The reduction in the size of the noise envelope, as described in para. 4.13 of this report, will reduce the potential future noise impact on South Derbyshire residents of flights to and from EMA and is welcomed. EMA is urged to continue to seek to phase out the use of all aircraft failing to meet the IACO "Chapter 4" standard and the proposed review of the "night time" and

“shoulder time” charging regime, as described in para. 4.19 of this report, to assist in achieving this objective is supported.

- 8.5 The achievement of high levels of compliance with NPRs and CDA procedures, as described in para.s 4.16 and 4.18 of this report respectively, is welcomed. However, it is considered that all flights should be expected to meet these requirements and that the targets for each should be raised to 100%, whilst recognising that there may be exceptional circumstances that would justify non-compliance, for example emergencies where safety would otherwise be compromised.
- 8.6 The proposal to review the definition and controls applied to training aircraft is a matter of significant concern. It is understood that there is a need for pilot training, but it is considered that arrangements for accommodating this should be reasonable and proportionate, taking full account of the need to protect the amenity of local residents. Therefore, any extension of training flights at night beyond existing parameters could not be supported and it is requested that the Council be kept fully informed of any proposals to change current arrangements.
- 8.7 The proposal to review the noise penalty scheme on an annual basis from 2015 onwards to ensure that it remains relevant and proportionate is supported.
- 8.8 The proposed upgrading of the “noise and track” system and the ways in which the information is shared, as described in para.s 4.21 and 4.22 of this report, is supported.
- 8.9 The continuation of community initiatives, as described in para.s 4.23 to 4.28 of this report, is supported.

9.0 Background Papers

East Midlands Airport Sustainable Development Plan	East Midlands Airport, 2014
National Aviation Policy Framework	Department for Transport, 2013
East Midlands Airport Master Plan	East Midlands Airport, 2006
Air Transport White Paper	Department for Transport, 2003