

## ANNEXE A

### NOTTINGHAM EAST MIDLANDS AIRPORT DRAFT MASTER PLAN –SUMMARY AND CONCLUSIONS

1. The Draft Master Plan addresses the following main areas:

- Demand Forecasts;
- Facility requirements;
- Development Strategy;
- Environmental Management; and
- Surface Access.

2. These are dealt with in turn below.

#### Demand Forecasts

##### To 2016

3. The Plan presents forecasts for the numbers of passengers, weight of cargo and numbers of Air Traffic Movements (ATMs) handled by the Airport per year. These are as follows:

Table 1: Passenger and Cargo Demand Forecasts

	2004 (actual)	2010	2016
Passengers (mppa)	4.38	6.93	9.22
Cargo (tonnes)	279	723	1207

Table 2: Air Transport Movements (000's)

	2004 (actual)	2010	2016
Passenger Aircraft	38.7	57.0	72.8
Cargo Aircraft	18.7	35.2	38.1
<b>Total</b>	<b>57.4</b>	<b>92.2</b>	<b>110.9</b>
Other Aircraft Movements	26.3	26.5	26.5
<b>Total</b>	<b>83.7</b>	<b>118.7</b>	<b>137.4</b>

4. The Draft Master Plan's passenger forecast for 2016 is similar to that of the Air Transport White Paper (EMA: 9.2m passengers pa/White Paper: 8.6-9.0m passengers p.a.). The Draft Master Plan forecast has been based on the assumptions made in the White Paper, including proposals for other airports.

5. Low-cost air travel has led to significant growth in passenger throughput, but this has now levelled off. The growth rate is now returning to the longer-term trajectory put forward in the White Paper.
6. The Draft Master Plan 2016 forecast anticipates significant growth in long-haul passenger traffic. Long haul scheduled traffic has yet to become established at the Airport, but long haul charter has shown some growth.
7. To date cargo growth has been well below that given in the White Paper, but the Draft Master Plan predicts that growth will now accelerate to match that forecast by the White Paper by 2016. This prediction is based on national forecasts and a projected increase in the market share of express operators.
8. The Plan also identifies as a potential source of growth the need for freight operations currently using airports in the South East to move to less congested airports such as NEMA.
9. In the period 2010-2016 the Airport Company anticipates that growth will concentrate on high density routes and the introduction of more long haul routes to connect with the short haul European network at NEMA. This will involve the use of larger aircraft such as the MD11 and B747.
10. ATMs are predicted to grow at a slower rate reflecting anticipated growth in the number of passengers and volume of cargo carried per flight.

#### **To 2030**

11. The White Paper anticipated a passenger throughput of 12-14m passengers pa by 2030. The Draft Master Plan assumes some 14m passengers pa by that date.
12. The Draft Master Plan's cargo forecast for 2030 of around 2.5 million tonnes matches that of the White Paper.
13. In terms of ATMs the Draft Master Plan expects that a 2030 throughput of 14m passengers pa will generate 110,000 ATMs pa. This is lower than that forecast by the White Paper. However, cargo ATMs in 2030 are expected to be similar those forecast by the White Paper.

#### **Conclusions**

14. The passenger forecasts set out in the document are noted. With regard to cargo it is a matter of concern that although growth in throughput has not to date matched previously anticipated levels NEMA has not revised downwards its growth projection to 2030. Cargo traffic would now have to grow at a far

more rapid rate than expected in the White Paper if it were to reach the level forecast for 2016 in that document.

15. The development of more long haul cargo services to connect to short haul routes to other European destinations would appear to offer less potential benefit to the East Midlands economy than would freight routes beginning or ending at NEMA. The loss of amenity to local residents may therefore be less justifiable particularly since the aircraft referred to generate far more noise than most other types (see Annexes B and C).
16. The transfer of freight operations from the South East would involve the movement of freight over greater distances by land-based transport to reach the Airport. Furthermore the White Paper proposed additional airport capacity for the South East to assist in accommodating the requirements of that region. Relocation of freight operators is therefore considered both unsustainable and unnecessary.

## **Facility Requirements**

### **Aircraft Facilities**

17. A planning application to extend the runway by 190 metres from 2893 metres is currently awaiting determination by North West Leicestershire District Council. The Draft Master Plan indicates that the extension is needed to increase the payload for a limited number of cargo aircraft. Rapid access/exit facilities to and from main runway are also proposed to facilitate more efficient aircraft turnaround.
18. The Draft Master Plan states that a second runway is not likely to be required *'until towards the end of the period ending in 2030'*, and that this issue is to be considered as part of 5-yearly reviews of the Master Plan.

## **Conclusions**

19. Members may recall that a second runway option to the south of the existing Airport was suggested as part of the "Future of Air Transport" consultation in 2002. The White Paper stated that there was no case for approval of or safeguarding for a second runway to 2030 and added that this decision should be reviewed only *'if growth at the Airport in future years proves to be more rapid than we currently expect...'* In contrast the wording used in the Draft Master Plan would allow for the development of the runway in the absence of more rapid growth than that forecast. This position does not accord with that set out in the White Paper and it is considered that any re-evaluation of the case for a second runway should be a matter for a future White Paper.

## **Passenger and Cargo Facilities**

20. The Draft Master Plan puts forward three development options, one confining development to the existing site and the others involving development beyond the site. The Airport Company favours the former option. To achieve this the Plan proposes the replacement of the existing passenger terminal with a higher capacity facility, the expansion of cargo facilities (partially through the reallocation of land currently earmarked for business development) and the relocation of aircraft maintenance facilities to undeveloped land to the west of the existing operational area. Provision is made for possible expansion beyond the existing boundary of the Airport over land to the south of the A453 beyond 2016.

## **Conclusions**

21. The Draft Master Plan provides no indication as to the proportion of cargo passing through the existing on-site freight facilities that is not transported by aircraft operating from NEMA. Rather than expand the warehouse and distribution facilities at the Airport site to accommodate growth in air freight requirements it may be appropriate to reallocate whatever part of the existing capacity is not used for that purpose and to develop additional facilities for non-air freight in more sustainable locations better related to urban centres and served by rail freight facilities.

## **Air Quality**

22. The Draft Master Plan goes into some detail in regard to the monitoring and control of air quality in the vicinity of the Airport, considering the combined impact of emissions from NEMA and from surrounding land uses, including roads and in particular the M1.
23. With regard to climate change the document lists the Airport's principal sources of carbon dioxide. These include aircraft taxiing, manoeuvring and parking, and the use of power on the site for lighting and heating.

## **Conclusions**

24. According to Government Guidance on air quality (Local Air Quality Management: Technical Guidance LAQM. TG03), oxides of nitrogen (NO<sub>x</sub>) are a good indicator of pollution levels from airports. The guidance advises that the impact of aircraft pollution on ground level air quality is negligible once aircraft are above 200m. Monitoring by the Environmental Protection Unit of the Council would seem to concur with this, as level of NO<sub>x</sub> directly beneath the flight path at Packhorse Road, Melbourne are generally comparable with levels at Smisby, which is not near to the airport. Benzene monitoring around the Airport by the unit in recent years has also shown no cause for concern,

the majority of results being too low to obtain a reading. Further monitoring of the Melbourne and Kings Newton areas can be undertaken but the opinion of the Environmental Protection Manager is that this is unnecessary.

25. In regard to carbon dioxide emissions landing and take off can be a significant source of carbon dioxide but is not mentioned. These sources are also omitted from the "Managing the Impact" section of the document.

### **Noise**

26. The Draft Master Plan focuses on the period 2004 to 2016. Beyond 2016 it considers that changes in aircraft types and operations and the possibility of a second runway associated with the government's projected growth in activity introduces a degree of uncertainty best dealt with by five-year reviews.
27. The number of flights anticipated by the Paper to take place during the day and night is set out below:

#### **Passenger Air Transport Movements (000's)**

ATMs	2004 (Actual)	2016	% increase
Day	35.2	65.3	86%
Night	3.5	7.5	114%
Total	38.7	72.8	88%

#### **Cargo Air Transport Movements (000's)**

ATMs	2004 (Actual)	2016	% increase
Day	5.4	10.4	93%
Night	13.3	27.8	109%
Total	18.7	38.1	104%

#### **Day Time Noise (07:00 – 23:00 hrs)**

28. The extent of the 57 dBLAeq, 16 hr noise contour around the Airport in 1996 was assessed to be 7.5 sq. km. This contour is frequently quoted as representing the onset level of annoyance to local residents although a proportion of people are annoyed at a lower level.
29. A recent independent assessment undertaken by the Airport Company however has shown that by 2004 the contour area had increased to just 9.5 sq km. This recent work further concludes however that based on projected growth the contour area will expand by 2016 to 16.2 sq km. The Draft Master Plan reveals that in 2004 there were 601 dwellings falling within the 57

dBLAeq, daytime noise contour and that by 2016 this will rise to 1,395 dwellings, the vast majority being within North West Leicestershire.

30. The Plan also refers to the nuisance caused by noise from aircraft over-flying Calke Abbey, but indicates that this is necessary in order to avoid built up areas and that the aircraft types in operation will become progressively quieter in coming years.
31. The Plans reproduced at Annexes E and F show the increase in the day-time noise impact of Airport related activity between 2004 and 2016.

### **Night Time Noise (23:00 – 07:00)**

32. The extent of the 57 dBLAeq, 8 hr noise contour around the Airport in 1996 was assessed to be 14.6 sq km. The assessment of noise data for 2004 revealed a reduction in the contour area to just 7.4 sq km, resulting from noise amelioration measures, particularly the use of quieter aircraft. However, recent independent assessment work concludes that based on projected growth the contour area will expand by 2016 to 14.4 sq km. The Plan reveals that in 2004 there were 800 dwellings falling within the 57 dBLAeq, 8 hour noise contour and that by 2016 this will rise to 1,809 dwellings. As with the daytime contour, the vast majority of affected properties lie within North West Leicestershire.
33. The Plans reproduced at Annexes G and H clearly show the increase in the night-time noise impact of Airport related activity between 2004 and 2016.
34. Research also demonstrates that single noise events above 90dB(A)SEL may cause a discernible increase in sleep disturbance. Plans showing the 90dB(A)SEL footprints of the noisier aircraft using NEMA are set out in Annexes B, C and D.

### **Noise Mitigation**

35. In 2002 NEMA published its policy on noise, known as the "Ten Point Plan", which is reproduced at Annexe I. Since then the regulatory and policy framework has changed with the introduction by the International Civil Aviation Organisation (ICAO) of the "balanced approach" to aircraft noise. This identifies a hierarchy of measures to control, mitigate and compensate for aircraft noise.
  - Minimise the noise at source;
  - Make use of land-use planning;
  - Adopt operational measures; and
  - Restrict the movement of noisier aircraft types (when all other measures have been exploited).

36. With the introduction of the Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003, all airports are obliged to adopt the ICAO approach when seeking to mitigate the effects of aircraft noise. NEMA has undertaken a review of its noise amelioration policies to take account of this framework. In parallel with the publication of the measures set out in the Draft Master Plan a review of the "Ten Point Plan" is being undertaken in consultation with the Airport Independent Consultative Committee (ICC) and the outcome of this exercise will feed into the final version of the Master Plan. It should be noted that the Ten Point Plan has never been accepted in its present form by the ICC, which considers it to represent an inadequate basis for the control of night-time noise at the Airport.
37. Measures proposed in the Draft Master Plan under each of the ICAO headings are considered below.

### **Minimise Noise at Source**

38. The improvement in the noise climate around the Airport in recent years has largely been a result of the national cessation of the use of noisier aircraft certified under Chapter 2 of the International Convention on Civil Aviation (ICCA). Other measures intended to address noise include:
- Setting a target that by 2012 all scheduled night flights will be ICCA Chapter 4 compliant;
  - Extending the current night noise 57 dBLAeq,8 hour contour target (not to exceed 16 sq km by 2011) to 2016;
  - Increasing by a factor of five the surcharge for any scheduled or ad hoc operations by QC8 or QC16 aircraft (the noisiest models) that slip into the night period for technical or other reasons;
  - Introducing a Night Environmental Surcharge which will be used to benefit those communities directly exposed to night disturbance from NEMA operations; and
  - Using navigation technology to concentrate flights over fewer dwellings.

### **Conclusions**

39. The current ICCA standard is Chapter 3. Following the withdrawal of older, noisier, Chapter 2 aircraft advances in aircraft engine design caused many new aircraft to be much better than Chapter 3 requirements and Chapter 4 was introduced to capture this benefit.
40. The Draft Master Plan includes no proposals to limit ATMs and instead seeks to accommodate growth in demand on a "predict and provide" basis. The identification of the 1996 contour as a benchmark for the future appears to be arbitrary and would allow the area encompassed by the 57 dBLAeq,8 hour contour to double in size over the period from 2004 to 2016. This would

appear to contradict the White Paper's aim for the Airport to "bear down on noise".

41. Financial incentives and encouragement of airlines by the Airport Company may have had an effect in causing a greater improvement in aircraft noise levels than would otherwise have occurred. However the Draft Master Plan provides no indication of the scale of surcharges currently in operation making it difficult to assess the significance of the proposed increase. Similarly no indication is given of the likely scale of the Night Environmental Surcharge.
42. It is noted that the 90 dB SEL footprints for the B747, B767 and MD11 included as annexes to the Draft Master Plan only refer to westerly departures and it is considered that the equivalent footprints for easterly arrivals and departures, which account for 30% of Airport operations, should also be included to provide a more complete picture of the noise impact on Melbourne and Kings Newton.
43. The Draft Master Plan indicates that the proposed runway extension will provide noise benefits but provides no details. The Air Transport White Paper guidance indicates that detailed development proposals should be provided in a Draft Master Plan and it is therefore considered that the noise benefits of the extended runway should be explicitly quantified in the final version of the document.

#### **Operational Practices**

44. The newly introduced (November 2005) Continuous Descent Approach (CDA) will assist in reducing noise disturbance. Other measures will include:
  - Extending the current night ban on scheduled QC8 and QC16 (the noisiest) aircraft to include ad hoc cargo operations
  - Maintaining noise preferential departure routings with the potential use of Precision Radio Navigation to improve track keeping performance
  - Submitting noise and track keeping data to independent scrutiny and making it available to the public via the NEMA website

#### **Conclusions**

45. These measures offer potential benefits and are to be welcomed.

#### **Mitigation**

46. The Airport currently operates a Sound Insulation Grant Scheme (SIGS) and proposes to extend its scope and raise the level of assistance provided. Proposals include:



- Incorporating houses in the 90 dB(A) SEL contour of the noisiest aircraft into the SIGS.
- Improving the maximum level of grant available for sound insulation through SIGS to £3000 in the 55dB LAEQ, 8hr contour and £5000 in the 60dB LAEQ, 8hr contour.
- Introducing a scheme from which money can be made available for the insulation or appropriate treatment of sensitive buildings such as schools and hospices near to the Airport that would not otherwise qualify.
- Work with the local planning authority to ensure that no further noise sensitive development is allowed in areas that might be affected by aircraft noise in the future.

### **Conclusions**

47. Whether the proposed increase in the levels of grants is adequate will depend on a review of the costs incurred, particularly where it is necessary to include roof insulation as well as secondary glazing and ventilators. Such a review is not reported in the Draft Master Plan. Whilst the increase in assistance is to be welcomed in principle it is considered that the Sound Insulation Grant Scheme should be made available to all dwellings falling within the 54 dBLAeq 8 hour night-time contour, rather than the 57 dBLAeq 8 hour contour as proposed.
48. The Council's planning service will continue to liaise with NEMA in respect of development proposals that may have implications for Airport operations including any new noise sensitive development.

### **Surface Access Strategy**

49. NEMA produced a Surface Access Strategy in 2001 and this is being revised to form part of the emerging Master Plan. The draft Surface Access Strategy has been prepared in the context of the current very low public transport usage by both air passengers and employees at the Airport.
50. It considers that due the location of the Airport, with its relatively poor public transport connections, and the forecast growth in employment and passenger traffic there will continue to be growth in the absolute number of people accessing the Airport by private car. The aim therefore is to reduce the rate of growth in access by car in relation to the overall numbers of people travelling to and from the Airport and to increase the proportion of journeys made by more sustainable means. The Plan therefore sets the following targets to be achieved by 2016:

- Increasing the proportion of passengers accessing the Airport by means other than car from 2% in 2005 to 10% (5% if the Parkway facility is not built); and
  - Increasing the proportion of employees accessing the Airport by means other than single car occupancy from some 26% in 2005 to 30%
51. The Draft Master Plan identifies the proposed East Midlands Parkway Station as a significant opportunity. The proposed station is to be located on the Midland Main Line at Ratcliffe, some 2.5 miles from NEMA, and is expected to be operational by the end of 2007. The Airport Company aims to see 5% of passengers and staff incorporating rail transport as part of their journey to NEMA within five years of the station opening. This is to be achieved through the introduction of a shuttle bus service to the Parkway Station, improvements to bus services to other railway stations and improved through-ticketing.
52. With regard to a rail link to the Airport the strategy considers that it is unlikely that heavy rail would be required or indeed feasible by 2030. Upgrading the proposed Parkway bus link to light rail could be considered if throughput justifies such an investment. The Airport Company supports the investigation of a fixed link from the Airport to the Parkway station with possible extension to Nottingham.
53. The surface access strategy identifies a network of bus services intended to provide for both air passengers and employees at the Airport, some of which receive financial subsidies from the Airport Company. The Draft Plan refers to a study that was jointly funded by the Airport and local authorities to look at how best to provide public transport services within a strategic framework. The results have helped to inform the surface access strategy review. The proposed network includes the recently established Service 69 link to Swadlincote and the link to Derby which in future will benefit from extended operating hours and more frequent services. Other links connect NEMA to Nottingham and Loughborough. Public transport links from Leicester are inadequate and the Draft Plan will seek to address this deficiency. It is intended that NEMA should become an important public transport interchange hub allowing greater access between villages, towns and cities in the East Midlands.
54. Other proposals include the encouragement of car sharing and taxi brokerage. Success in promoting car sharing over the previous few years has been limited, but the Airport Company aims to make it more attractive by negotiating a "guaranteed ride home" system with a local taxi operator if a car share driver should fall ill. The Airport will also seek the development of demand responsive transport schemes. This is defined as an intermediate form of transport, somewhere between a bus and a taxi, to serve areas where there is insufficient demand to support commercial bus services. The Draft Plan also identifies measures to enhance cycle access.

55. The Draft Master Plan states that the demand for parking is the biggest influence on the land required for landside facilities at the Airport and that multi-storey provision may be required. However, the increase in provision is expected to slow as new initiatives to encourage non-car access begin to have their impact.
56. With regard to highway impact the Draft Plan notes that the majority of cargo and passenger related traffic occurs outside peak hours limiting its impact on congestion, although there would inevitably be some peak hour impact. The document states that the Airport is concerned to ensure that surface access needs are met in a way that discourages traffic from using the more sensitive local routes.
57. The Plan refers to the East Midlands Freight Strategy as a basis for consideration of Airport related freight issues and proposes to identify opportunities to transfer surface freight traffic from road to rail.
58. Recruitment of staff is proving difficult for some of the larger employers on site and this is in large part due to the difficulty potential staff may have in travelling to NEMA, providing a further impetus to encourage the provision of non-car access to the site. The Draft Plan says that links have been established with community groups in various locations, including Swadlincote, to look at ways of addressing this issue. A new demand responsive transport pilot scheme, serving the Swadlincote urban area as well as Hartshorne, Ticknall and Melbourne provides transport for night shift workers at the Airport. It is being funded on a three-year basis by the Derby and Derbyshire Economic Partnership with match funding from the Airport and was launched in October 2005 with targeted job fairs at Swadlincote Job Centre Plus. Further job fairs are planned.
59. With reference to the issue of freight the Draft Master Plan says relatively little, referring to the Regional Freight Strategy, which was published in July 2005 and identifying some of the actions identified in the draft version of that document. The full set of actions relating to air freight identified in the adopted version of the Strategy is attached at Annexe J.

## **Conclusions**

60. The acknowledgement of the need to make substantial improvements on the Airport's present very low public transport usage is to be welcomed, although proposals to extend or enhance such access should be subject to consultation and should have regard to the need to protect local amenity in villages such as Melbourne and Kings Newton. It is considered that a substantial proportion of the funding for off-site infrastructure needed to encourage modal shift away from the private car should be secured through Section 106 agreements

associated with significant new developments on the Airport site including the proposed new passenger terminal.

61. The Draft Master Plan's target of 10% of passengers accessing by means other than car would include journeys by taxi. Current national taxi regulations prevent taxis based elsewhere from carrying passengers to NEMA and then soliciting trade at the Airport. As a result such taxis must return empty to their place of origin, making this mode relatively unsustainable.
62. The public transport usage target for air passengers is quite modest, but it is recognised that there are particular difficulties at Nottingham East Midlands Airport, including its geographical location relative to major settlements and lack of direct rail access. It is therefore considered that a target excluding taxi usage should be adopted and that this should be set at a sufficiently challenging level (10 – 15%). Such a target should be regularly monitored.
63. Bus services to the airport could be made significantly more attractive by introducing dedicated bus lanes and other priority measures on all sections of bus route where traffic congestion regularly occurs thereby improving reliability in relation to private car access. The Airport should provide all necessary funding for these measures.
64. The preparation of Green Travel Plans for all Airport-based employers would assist in encouraging modal shift and it is considered that such a goal should be incorporated within the Surface Access Strategy.
65. Although the Draft Plan sees little prospect of a direct heavy rail link to NEMA during the period to 2030, it is supportive of the investigation of the potential for a light rail link to the Parkway facility. Whilst this is to be welcomed Regional Spatial Strategy Policy 55 goes a step further by indicating that land should be identified and safeguarded for this purpose in the long term. It is therefore considered that the Surface Access Strategy should include a firm commitment to meeting this requirement.
66. It is felt that the potential of the Parkway Station to serve Airport passengers would be greatly enhanced through the establishment of a continuous passenger rail loop linking the facility to Leicester, Coalville, Swadlincote, Burton and Derby and incorporating the proposed National Forest Line. The desirability of such provision should be acknowledged in the Draft Master Plan.
67. The establishment of public transport links between NEMA and the Swadlincote Urban Area, including demand responsive services, is to be welcomed both in terms of providing sustainable access to the facility for passengers and staff and opening employment opportunities for local residents who may have no viable alternative means of gaining access to the site. It is nevertheless considered that services to South Derbyshire should be further

developed in terms of routes and frequency of service and that the Airport should make a long term commitment to supporting such services, particularly to meet the needs of employees during less popular travelling times. Any such proposals should be developed in consultation with the public having full regard to the need to protect local amenity in villages such as Melbourne and Kings Newton. It may be appropriate to secure such funding by negotiating contributions through Section 106 agreements in association with new development at the Airport site. Consideration should also be given to extending the Swadlincote service to Burton upon Trent.

68. There is a clear link between the demand for parking and achieving a greater role for public transport at the Airport and the parking plan should therefore be integrated with the development of more sustainable means of accessing the facility with a view to reducing the need for more car parks at the Airport.
69. The impact of vehicles accessing the airport through villages such as Melbourne continues to be a cause for concern in South Derbyshire, particularly during times of congestion on the trunk road network. This further demonstrates the need for challenging modal-shift targets and for trunk road capacity constraints to be addressed at the earliest opportunity. The impact of traffic accessing the Airport on sensitive routes should be among the factors to be taken into account in determining the level of contributions the Airport should make towards trunk road capacity improvements.
70. The attention given to the issue of freight in the Draft Master Plan is considered to be inadequate. The seven action points set out in the East Midlands Regional Freight Strategy at Annexe J are considered in turn below:
  - (6.1) The Draft Master Plan completely fails to identify the surface access implications of the proposed growth in air freight.
  - (6.2) No reference is made to any measures required to satisfactorily resolve the environmental implications of surface access needs
  - (6.3) The Draft Master Plan does not address the issue of the transfer of surface freight from road to rail and pays scant regard to the potential for the establishment of direct rail connection or convenient rail head to serve the airport.
  - (6.4) The Draft Master Plan pays no regard to the pursuit of opportunities for the transfer of freight from road to rail.
  - (6.5) The provision of sites suitable for logistics and other inward investor developments that can benefit from good transport links with NEMA is a matter to be addressed in the emerging Regional Spatial Strategy.

(6.6) Not applicable.

(6.7) The strategy fails to identify opportunities for modal shift from air/road where speed is not a key factor for the customer and where other packages could be both viable and deliver environmental benefits

### **Economic Development**

71. Currently some 6,500 persons are employed in 100 companies at the Airport. *EMDA* has estimated that overall the Airport supports about 9,100 jobs (including direct and induced employment). This is forecast to rise by over 26,000 jobs by 2030. It is expected that the main focus for recruitment will be within the nearby conurbations.
72. NEMA handles nearly a third by weight of the total pure freight of all UK airports (i.e. freight carried by dedicated freight aircraft). The Draft Master Plan claims that of the pure freight that passes through NEMA the vast majority is express freight and it is from this sector that the major part of future growth in air freight at the Airport is expected to come.
73. The document refers to a report commissioned by NEMA and the East Midlands Development Agency, which shows that express freight services are important to the UK economy. The Draft Plan also claims that access to the express hub at NEMA reduces transit times for shipments for most businesses in England thus providing them with a competitive advantage. Key factors in exploiting the potential of NEMA will be the availability of suitable sites and skills and the ability to access the Airport in the late evenings to allow distribution across Europe the next working day.
74. The Airport offers a wide range of job opportunities at various skills levels. Attraction and retention of suitable staff is an issue for the Airport Company. The need for improved training is recognised and the Airport Company is seeking to develop a Training Centre for this purpose.
75. Regional and strategic planning policies limit development at the Airport to that which is needed for operational purposes. At the same time there is a need to locate other Airport-related employment development in the surrounding urban areas rather than at the Airport in order to better reflect sustainability objectives. The Airport Company considers that such development is likely to take place post-2016.

### **Conclusions**

76. The airport is of substantial importance to the East Midlands economy and it will continue to be an important employment generator, both directly and indirectly. Growth of serviced based employment, as is likely to be provided by

the Airport, will be crucial to the future prosperity of the District in light of the continuation of job losses in the traditional manufacturing and agricultural sectors.

77. The intention to locate new Airport related employment in urban centres and to improve public transport access to the Airport site from areas in need of regeneration, such as the Swadlincote urban area, is to be welcomed. New or amended public transport services should not be introduced without prior consultation.
78. The commitment to improved staff training is to be welcomed as is the Airport Company's involvement in local "job fairs". There is scope for further activity of this kind including the development of flexible employment opportunities, working with disadvantaged groups, training in basic skills, addressing employability (e.g. through work experience schemes), and assistance in overcoming other barriers in returning to work. It is considered that the Airport should make a long-term commitment to such activity.
79. Creche facilities should be provided and made available for all Airport staff and all employees of businesses based at the Airport site to enable parents to return to work.

### **Tourism**

80. The growth in low-cost travel has mainly been from Nottingham East Midlands Airport to destinations abroad. The need to encourage inbound traffic is recognised by the Airport Company.

### **Conclusions**

81. Greater emphasis needs to be given to the attraction of tourist traffic, with links to local areas, including the National Forest, supported and promoted. It is considered that the Airport should play a more active role in this regard by contributing funding or expertise toward such initiatives as the National Forest and Beyond Partnership. Overnight visitors are particularly valuable to the local economy. Promoting the area overseas would also produce spin-offs in terms of attracting inward investing businesses to the area.

### **Consultation**

82. The Independent Consultative Committee (ICC) is the formal interface between NEMA and its neighbouring communities. It operates according to Government guidelines with representatives of local authorities, amenity and user groups meeting on a quarterly basis. There is to be a comprehensive review of the function, structure and operation of the ICC in 2006. The activities of the ICC are supplemented by informal meetings with parish

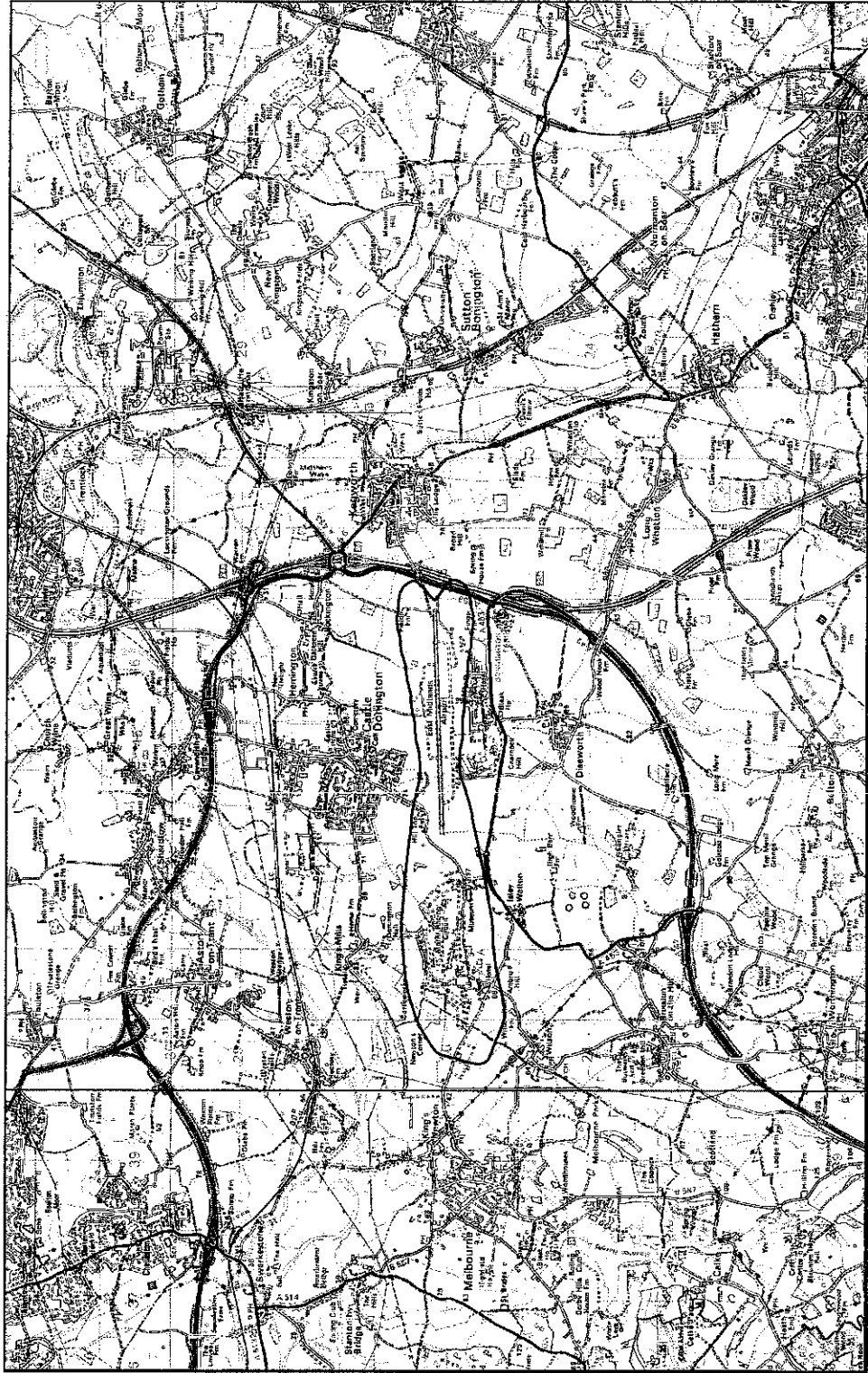
councils within a ten mile radius of NEMA and other public engagement activities including Community Outreach "surgeries". The Airport proposes to extend the scope and range of its consultation activities.

83. The Airport operates a "Community Fund" to provide financial support to local groups and projects within a ten mile radius. The money comes from fines levied on operators of aircraft that exceed noise limits, supplemented by an annual contribution from the Airport of £10,000, which NEMA proposes to raise to £50,000.

### **Conclusions**

84. The commitment to improved consultation and the increased contribution to the Community Fund are to be welcomed. However, it is considered that the Airport from its own funds should provide the proposed sum of £50,000 per year and that the contribution of any fines levied on aircraft operators to the Community Fund should be additional to this sum. It is further considered that the Airport Company should make a commitment in the Master Plan to ensuring that its contributions to the Community Fund will be commensurate with future air traffic growth.



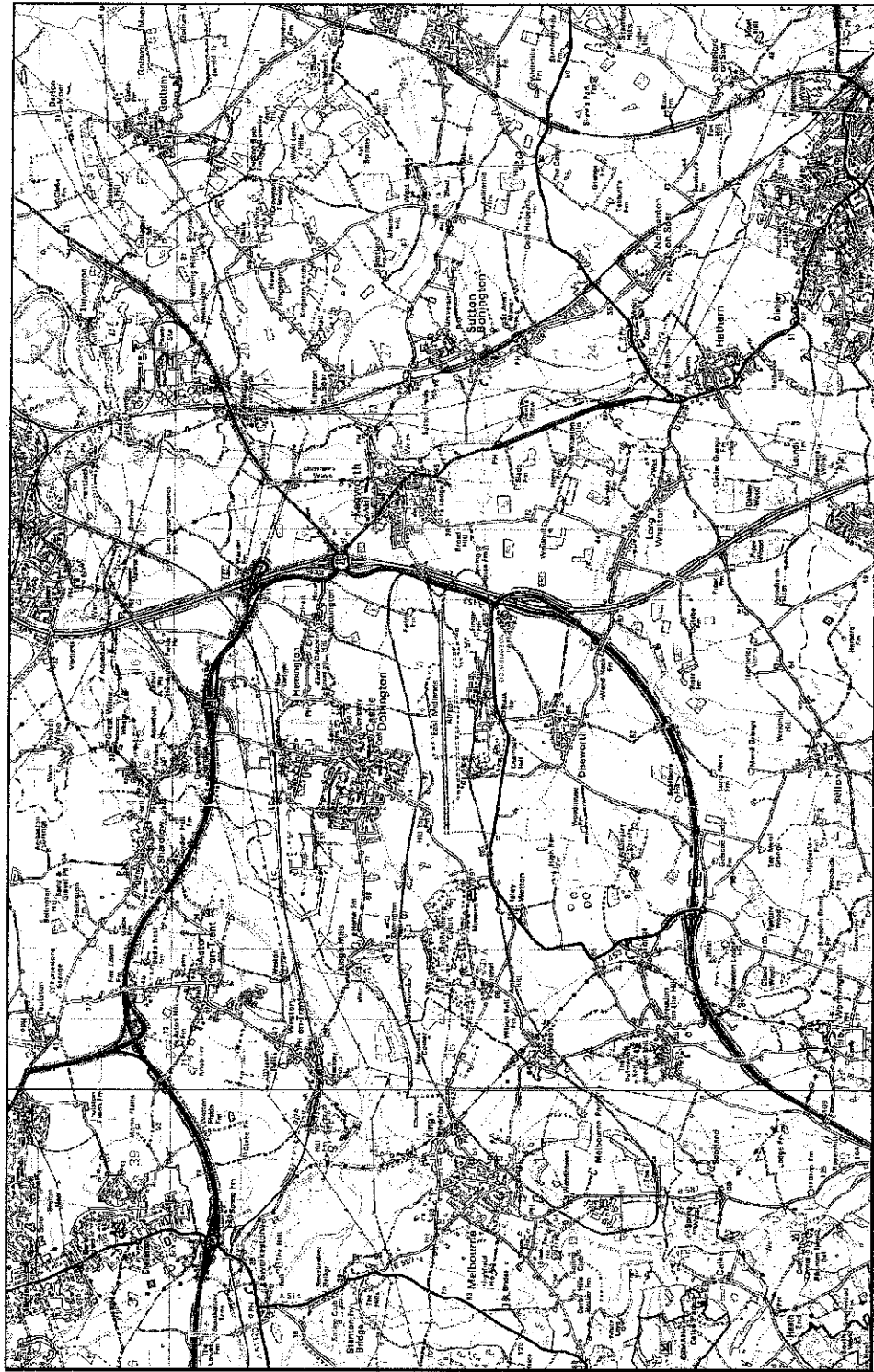


Drawing Title  
**NOTTINGHAM EAST MIDLANDS AIRPORT**  
 NOISE FOOTPRINT OF DEPARTING MD11  
 ON EXTENDED RUNWAY TO SOUTH-WEST  
 (90 dB SEL)

Scale at A3 : 1:50,000  
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ASSUMPTIONS  
 Slope Length 6 (3500 - 4500 mm)  
 Temperature 15 Degrees C  
 Headwind: 5 m/s (9.3 km/h)

Noise Contour Single Operation of Boeing 747



Drawing Title

**NOTTINGHAM EAST MIDLANDS AIRPORT**  
 NOISE FOOTPRINT OF DEPARTING 747/400F  
 ON EXTENDED RUNWAY TO SOUTH WEST  
 (90 dB SEL)

**ASSUMPTIONS**  
 Stage Length 6 (3500 - 4500 nm)  
 Temperature: 15 Degrees C  
 Headwind: 5 knots (9.3 km/h)

Scale at A3 : 1:50,000  
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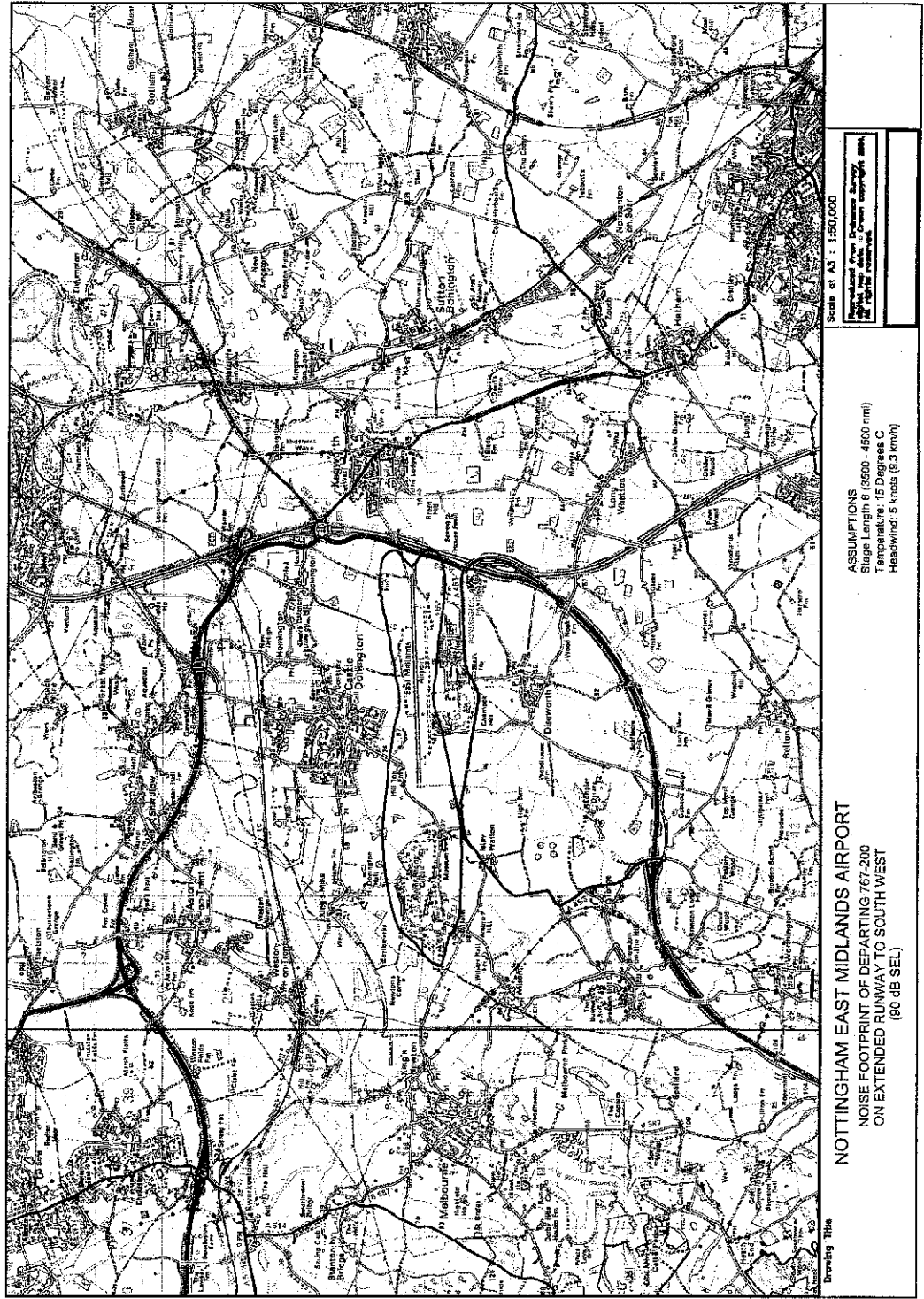
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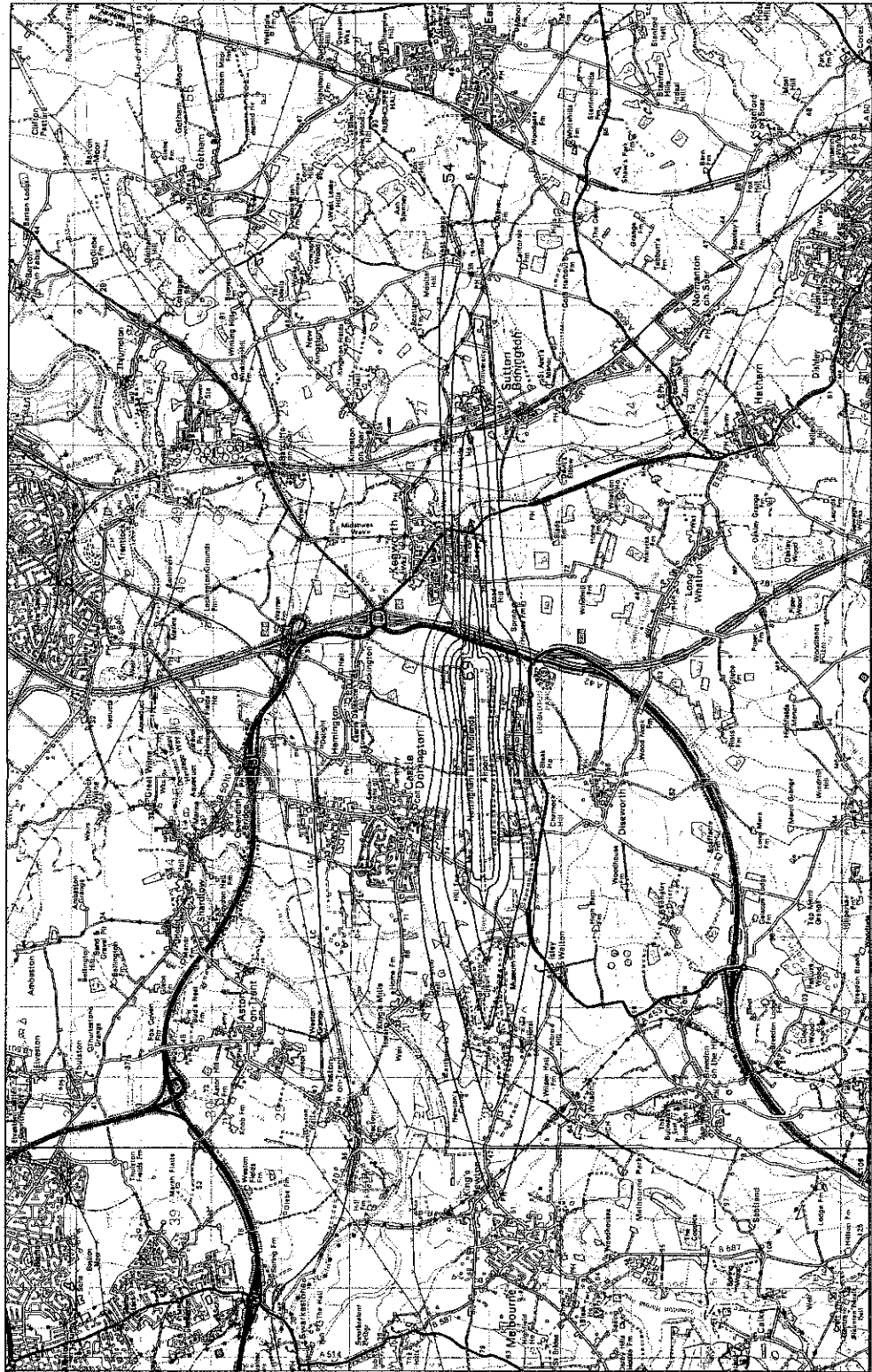
# ANNEXE D

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ANNEXE 15

## Noise Contour Single Operation of Boeing 767





Scale at A3 : 1:50,000

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Drawing Title  
**NOTTINGHAM EAST MIDLANDS AIRPORT**  
**DAYTIME AIRBORNE AIRCRAFT NOISE CONTOURS 2004**  
dB LAeq,16h contours: 54, 57, 60, 63, 66, 69  
(Based on Actual Summer Period Movements)

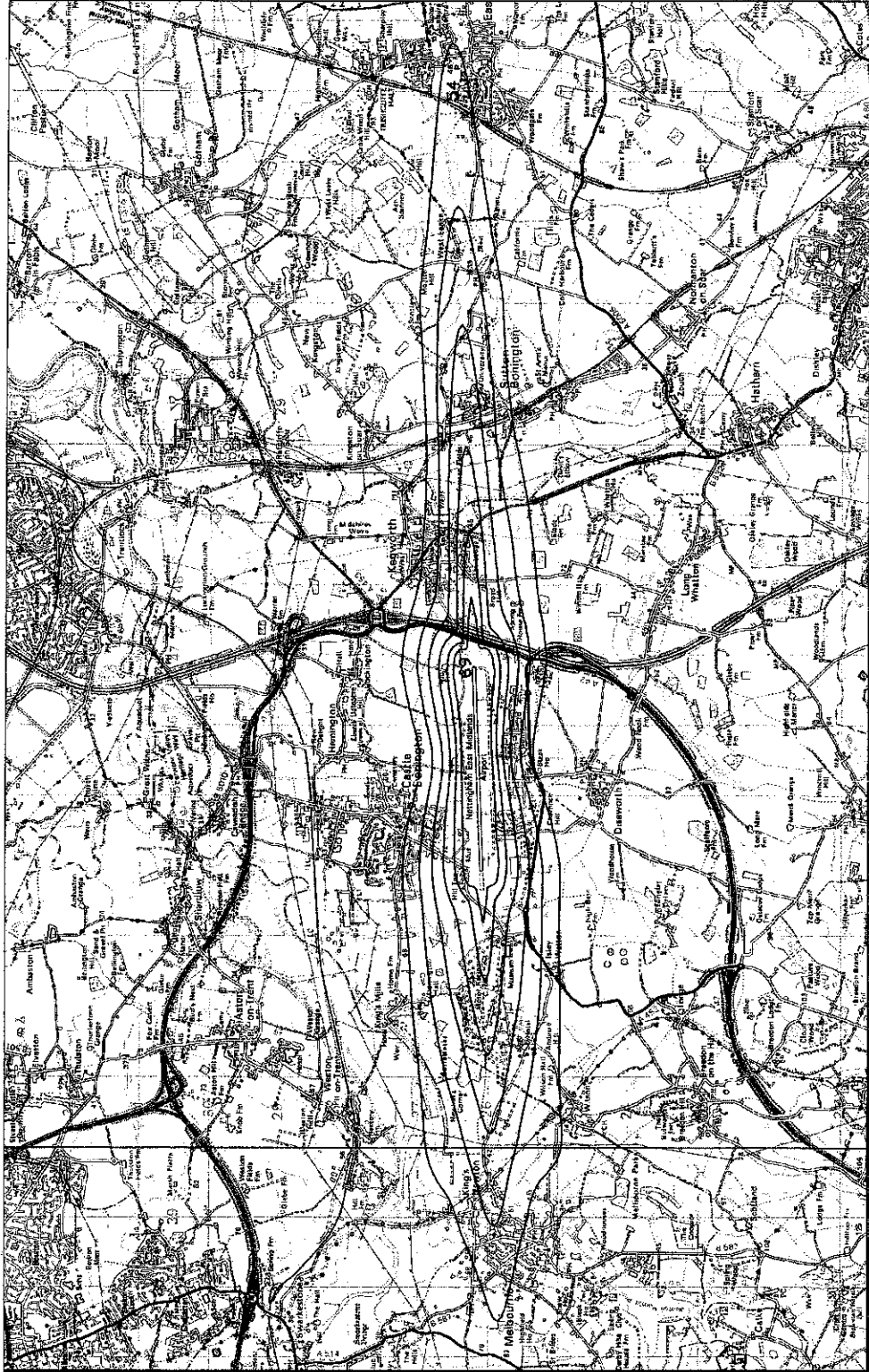
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# ANNEXE F

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ANNEXE 11

## Daytime Noise Contours 2016



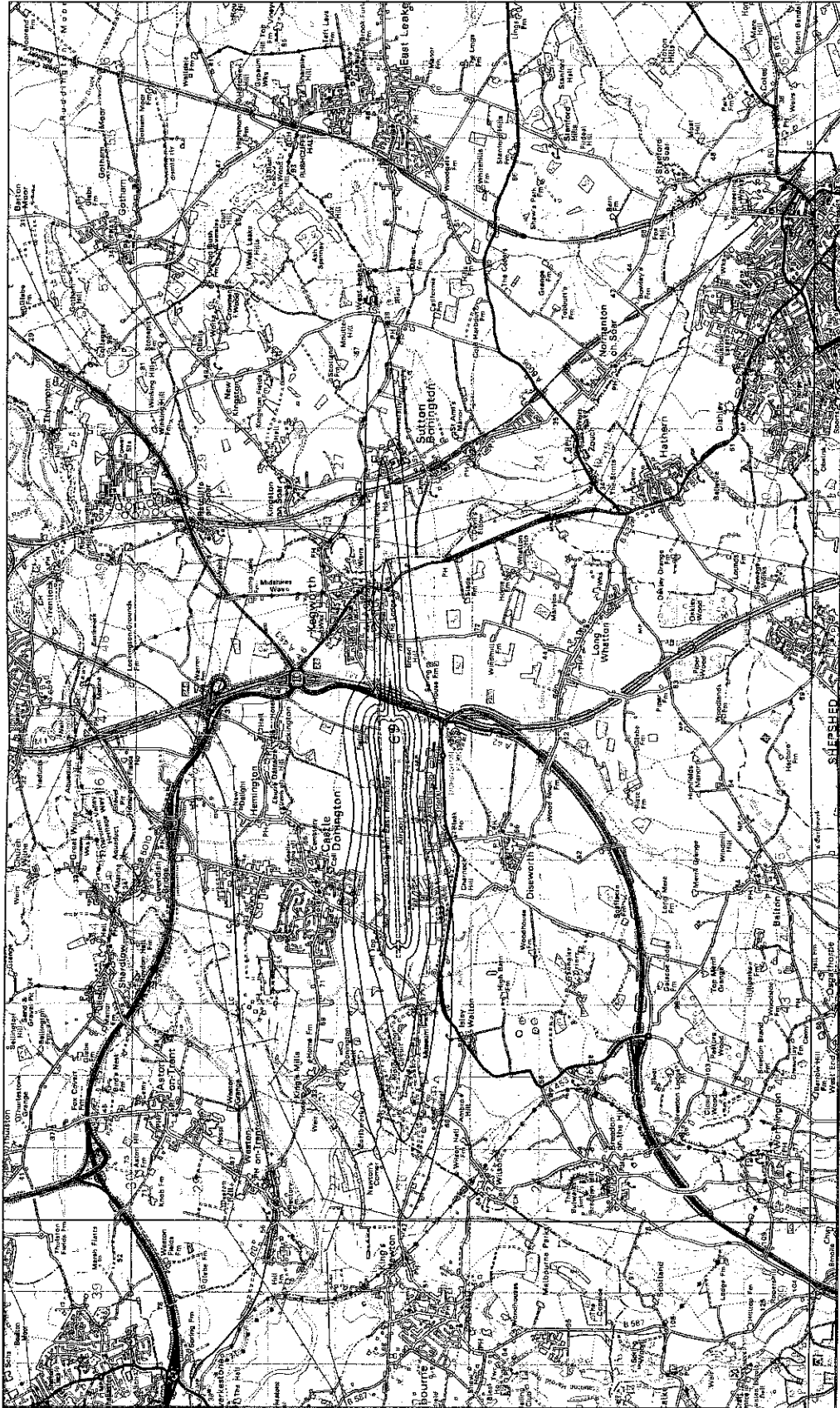
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**FORECAST DAYTIME AIRBORNE AIRCRAFT NOISE CONTOURS 2016**  
dB LAeq,16h contours: 54, 57, 60, 63, 66, 69  
(Based on Summer Period Movements)

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ANNEXE 10  
Night Noise Contours 2004



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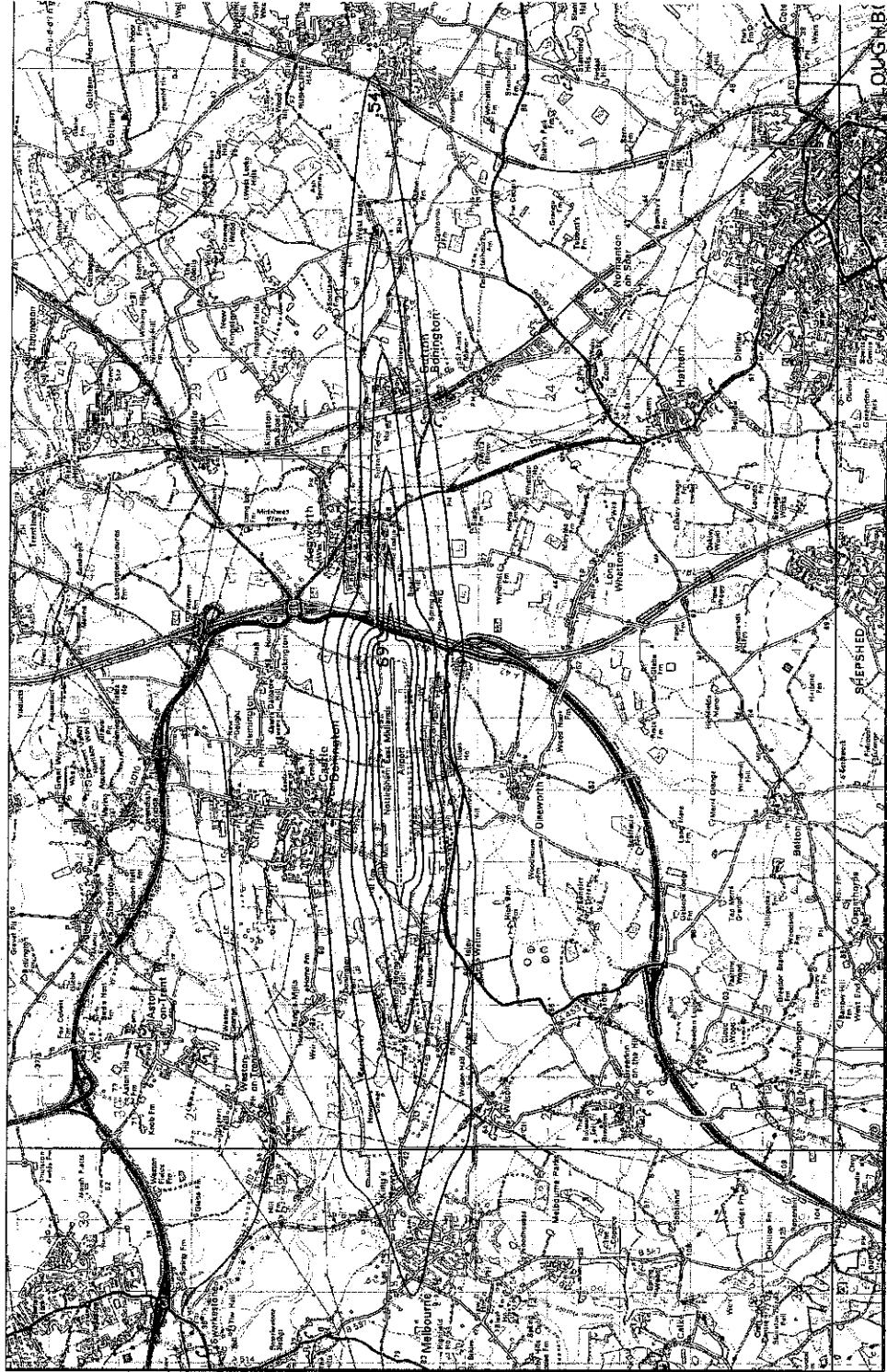
Drawing title  
**NOTTINGHAM EAST MIDLANDS AIRPORT**  
**NIGHT-TIME AIRBORNE AIRCRAFT NOISE CONTOURS 2004**  
 dB LAeq,8h contours: 54, 57, 60, 63, 66, 69  
 (Based on Actual Summer Period Movements)

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# ANNEXE H

Draft Master Plan 2006-2030  
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## ANNEXE 12 Night Noise Contours 2016



Drawing Title  
**NOTTINGHAM EAST MIDLANDS AIRPORT**  
**FORECAST NIGHT-TIME AIRBORNE AIRCRAFT NOISE CONTOURS 2016**  
dB LAeq,8h contours: 54, 57, 60, 63, 66, 69  
(Based on Summer Period Movements)

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## ANNEXE 1

**'TEN POINT PLAN' NIGHT NOISE POLICY COMMITMENTS (2002)****1 To encourage the operation of aircraft during the day in preference to the night**

- 1.1 Apply a discount of 50% for large aircraft (defined as MTOW > 140 tonnes) that operate during the day.
- 1.2 Investigate the potential for adopting a system of differential charging for daytime and night time operations.

**2 To ensure that only the quietest aircraft types operate during the night time period**

- 2.1 Introduce levy on operations during the night time period that attract a quota count of 8 or 16. A 100% levy for QC8 operations and a 200% levy on QC16 operations.
- 2.2 Prohibit the scheduling of QC8 and QC16 operations by 2003.
- 2.3 Work with the operators to maximise the proportion of quieter aircraft within the fleets operating to or from EMA seeking to establish quantified targets for the progressive phase in of Chapter 4 aircraft (for the night time period; the split between aircraft that comply with the Chapter 4 limits rather than Chapter 3 is currently approximately 30:70, i.e. a 'Chapter 4 compliance level' of 30%. The agreed target is that, by 2006, this figure will increase to 60% and that by 2011 this figure will increase to 90%).

**3 To ensure that aircraft operations are undertaken as quietly as is possible**

- 3.1 Introduce noise penalty scheme establishing maximum noise levels for departing aircraft.
- 3.2 Review with operators the effectiveness of current noise abatement procedures for departures (V2 + 10 knots).
- 3.3 Maintain minimum altitude of 2,000 feet for ILS approaches.
- 3.4 Seek to increase area of controlled airspace to facilitate improvement in the proportion of aircraft adopting continuous descent approach (CDA), review proportion of aircraft adopting CDA and establish quantified target.
- 3.5 Instruct operators to adopt low power / low drag approaches.
- 3.6 Minimise use of reverse thrust.
- 3.7 Investigate, with operators, the relative noise impact of visual approaches and instrument approaches.
- 3.8 Use Pilots' Liaison Group to generate and share best practice and to increase compliance with noise amelioration measures.
- 3.9 Liaise with NWLDC to seek early approval of planning application to extend the runway to 3080m.



**4 To divert aircraft operations away from built up areas wherever possible**

- 4.1 Achieve 90% track compliance by the end of 2001 and 95% track compliance by the end of 2002.
- 4.2 Investigate potential for increasing the altitude at which aircraft are allowed to leave the NPR.
- 4.3 Investigate the potential for decreasing corridor tolerance on Daventry SIDS.
- 4.4 Investigate potential for reducing noise impact by amending tailwind component of the preferential runway policy.

**5 To introduce operational controls that seek to minimise the impact of aircraft related activities in accordance with local circumstances**

- 5.1 Maintain instructions to avoid flying over local villages.
- 5.2 Maximise intersection take-offs on runway 27, i.e. the proportion of runway 27 operations that depart from Whiskey 1 rather than Alpha 1 (could be improved with runway extension to 3080m).
- 5.3 Investigate the feasibility of installing an acoustic barrier (jet blast deflector) to reduce noise impact from runway 27 departures at 'start of roll'.
- 5.4 Maintain prohibition of training flights at night.
- 5.5 Maintain minimum visual circuit height of 2,000 feet.
- 5.6 Minimise use of APUs in accordance with published instructions.
- 5.7 No engine testing for planned maintenance purposes to be undertaken at night. The proportion of engine tests occurring during the night period to be minimised.

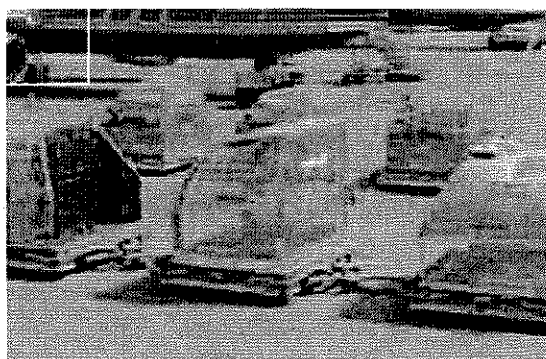
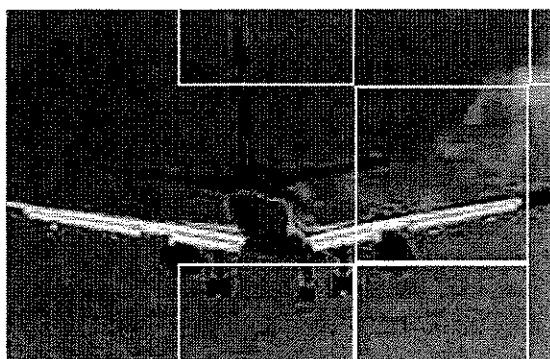
**6 To provide mitigation when, despite the impact of noise amelioration, the likelihood of disturbance remains**

- 6.1 Implement sound insulation grant scheme attending to all dwellings within the 55 night time contour in a prioritised manner.
- 6.2 Undertake review and assessment of effectiveness of sound insulation grant scheme in 2006.

- 7 To work with the Local Authority to develop a land use planning policy that discourages noise sensitive development in areas impacted by aircraft noise**
- 7.1 Investigate current planning policies and initiate dialogue with NWLDC.
- 8 To ensure that development is undertaken in a managed and sustainable way, providing an assurance to the local community regarding future environmental impact**
- 8.1 Seek to achieve certification to ISO 14001 specification for an environmental management system by 2003.
- 8.2 Establish a target to ensure that by 2011 the area of the 57dB night contour is no larger than 16 km<sup>2</sup>.
- 8.3 Introduce community noise monitoring within local villages with a target of ensuring no significant change in the recorded 8 hour Leq up to 2006.
- 9 To encourage an open and constructive dialogue with those impacted by aircraft noise and to, where possible, respond to community feedback**
- 9.1 Establish community fund to receive proceeds from penalty scheme and night levy.
- 9.2 Produce community and environmental information including measured noise from community monitors.
- 9.3 Provide regular environmental report to ICF.
- 9.4 Validate information from noise and track monitoring system.
- 10 To contribute to the understanding of the impact of aircraft noise and particularly its effect upon sleep disturbance by proactively contributing to research**
- 10.1 Contribute fully to planned DTLR study into aircraft noise and sleep disturbance.

# ANNEXE J

	Action Plan	Lead Partner	Supporting Partner	Timescale
6.1	Identify the surface access implications of the freight scenario within the Airport's Economic Development Strategy through engagement with the East Midlands Logistics Forum, NEMA's Master Plan activities, the revision of the airport's Surface Access Strategy and work on the Three Cities Land Use Transportation Model. The Regional Spatial Strategy and Local Transport Plans need to take account of the Master Plan and vice-versa.	EMRA EMRFG <i>emda</i>	NEMA SSP's HA Local Transport Authorities	Q2 2005/6 and ongoing
6.2	Address agreed surface access needs through liaison with delivery agencies, and subject to satisfactory resolution of environmental implications, accord them appropriate priority within the RTS.	EMRA <i>emda</i>	Local Transport Authorities HA, DfT Rail, NR NEMA	ongoing
6.3	Identify opportunities to transfer surface freight traffic generated by NEMA from road to rail, and pursue any opportunities to support proposals for direct rail access to NEMA and/or development of a convenient railhead, where this could both be viable and deliver environmental benefits.	EMRFG EMRA	DfT Rail, NR NEMA	ongoing
6.4	Identify and pursue opportunities for modal shift from air freight to rail where this could be both viable and deliver environmental benefits. Also assess and introduce measures which will achieve a sustainable approach to existing and future airport operations by implementing agreed actions that will reduce the environmental impact of air pollutants from all flights and noise from night time flights.	EMRFG EMRA	NEMA DfT Rail, NR Leicestershire County Council	ongoing
6.5	Promote provision, through the Regional Spatial Strategy, for the use of sites suitable for logistics and other inward investor developments that can benefit from good transport links with the airfreight opportunities at NEMA, where such provision offers an acceptable balance between economic benefits and environmental impacts.	EMRA	NEMA, <i>emda</i> Three Cities Working Group Relevant Local Planning Authorities EMRFG	Q4 2005/6 and 2006/7
6.6	Address airfreight requirements and opportunities at other airports serving (or, in the case of new facilities, potentially serving) the Region, and any proposed development thereat, in the context of the "Future of Air Transport" White Paper, and initially by involvement in their Master Plan consultation.	EMRA EMRFG	Airport operators	As required
6.7	Identify and pursue opportunities for modal shift from the air/road package where speed is not a key factor for the customer, and other packages could be both viable and deliver environmental benefits.	EMRFG	NEMA <i>emda</i>	2006/7



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