

APPENDIX 1

PROPOSED EAST MIDLANDS AIRPORT NOISE CONTROLS FOR THE 2019-2023 PLAN

ACTION STATUS	CONTROL	ACTION
NO CHANGE	NAP 1: Noise envelope	Annually report on the area of the airport's 55dB LAeq (8 hour) summer night-time noise contour. From 2014 this noise envelope will not exceed 16km ² .
NO CHANGE	NAP 2: Chapter 4 operations	Continue to work towards our target of 100% of night flights to be by aircraft meeting the requirements of Chapter 4. We will publicly report the progress we have made.
MODIFIED	NAP 3: Noisy aircraft penalty	Apply correction factors to the monitored noise results to take account of the fixed noise monitors not being at the ideal position of 6.5km from the start of the aircraft take off run. This is to enable the most accurate recording and the implementation of noise penalties. Reduce the maximum noise limit for departing aircraft less than 100 tonnes from 83dB to 81dB. Aircraft exceeding this maximum limit will pay £750 for the first dB over the limit and a further £150 for each additional dB over the limit. The noise limits for other aircraft will remain the same.
MODIFIED	NAP 4: QC4, QC8 and QC16 surcharges	Introduce an additional noise surcharge of £2,500 per QC4 aircraft movement to the existing noise surcharges for QC8 and QC 16 aircraft departures between 23:00-07:00. Recognising the practical challenges faced by airlines which may need to upgrade their fleets, for scheduled services this charge will be phased in over the course of the Noise Action Plan. All proceeds from the charge are to be donated to the Airport Community Fund.
MODIFIED	NAP 5: Review effectiveness of	Review our existing noise charges and change them where required to

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	noise related charges	<p>incentivise the operation of aircraft in the daytime wherever possible and to ensure that, where night time operations are necessary, they are undertaken by quieter aircraft types. The principles we propose to inform the review are:</p> <ol style="list-style-type: none"> 1. Night-time operations should incur a premium, 2. Chapter 3 aircraft that continue to operate at night should incur a premium, 3. Chapter 14 aircraft that operate at night should receive an incentive. <p>It is proposed that the review is completed within 12 months and the effectiveness of the revised arrangements is reviewed at the end of the Plan (i.e. 2023). During the review we will continue to apply noise-related supplements to flights that operate during the night, detailed in the Airport Schedule of Charges.</p>
MODIFIED	NAP 6: continuous descent approach	<p>Focus on CDA performance improvement to regain and maintain our 95% target for arrivals. This will include a review of the continuous descent approach criteria once the Sustainable Aviation 'low noise arrival' study is complete.</p>
NEW	NAP 7: Steeper approaches	<p>Work with airlines, air traffic control and regulators to evaluate the feasibility and noise benefits of steeper approaches. Then, if proven, take forward an airspace change proposal with the operators and communities' support.</p>
NEW	NAP 8: Specified arrival routes	<p>Explore with the communities the options for specified arrival routes to the airport using new satellite based navigation technology, seeking to reduce noise impacts. Then, if proven, take forward an airspace change proposal with the operators and communities'</p>

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		support.
MODIFIED	NAP 9: Low power, low drag approaches	Work with operators to improve compliance with the published low power, low drag procedure. This includes reviewing operating instructions following the outcome of the Sustainable Aviation 'Low Noise Arrival' work.
NO CHANGE	NAP 10: reduced engine taxi	Continue to promote the use of reduced engine taxi at the airport where it is practical and beneficial to do so.
MODIFIED	NAP 11: Use of Aircraft Ground Power	Work with our industry partners to identify and encourage quieter ways to service aircraft, for example through the use of alternatively fuelled vehicles and equipment.
NO CHANGE	NAP 12: Use of intersection departures	We will continue to promote and encourage the increased use of intersection departures, especially from Runway 27 at night to reduce ground noise for local communities
MODIFIED	NAP 13: Departure track keeping	Increase our departure 'on-track' keeping performance target from 90% to 98%. Continue to monitor and report performance.
NEW	NAP 14: Explore options to improve the effectiveness of NPR's	Work with stakeholders, local authorities and the ICC to identify priorities for changing the route or reducing the width of the airport NPR's to minimise people overflow. This is to create a priority list of noise reduction options based on the community view of the most noise sensitive areas first. This will form the basis of an airspace change options analysis proposal.
MODIFIED	NAP 15: Continuous Climb Departures (CCD)	Explore with airlines and air traffic control, the opportunities to increase use of continuous climb departures through airspace change. Prioritise with communities and seek to implement airspace changes as required. Continue to monitor and report

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		CCD performance
NO CHANGE	NAP 16: Sound Insulation Grant Scheme	Continue to operate a Sound Insulation Grant Scheme to provide support to those people that are most exposed to aircraft noise at night.
MODIFIED	NAP 17: Community Fund	Continue to donate all the money raised as a result of our environmental penalties to the East Midlands Airport Community Fund. The airport will continue to carry out regular reviews of the Community Fund to ensure it remains effective.
NEW	NAP 18: Peak noise events report	Establish and share a new report that identifies the noisiest 10% of aircraft night operations. This report will be used to challenge performance with operators and explore options to reduce noise.
NO CHANGE	NAP 19: Preferred runway direction	Where conditions allow we prefer aircraft to operate in a westerly direction (NAP 3:). Regular reports on runway usage will continue to be produced
MODIFIED	NAP 20: Training Flights Report	Monitor and report performance to identify trends and any compliance issues. Address issues as necessary.
NEW	NAP 21: Low noise arrivals report	We will review the current continuous descent approach (CDA) reporting procedures in light of a Sustainable Aviation 2018 'Low Noise Arrivals' study. Implement changes where agreed and report progress.
NEW	NAP 22: Initiate a 'Quiet flight performance' reporting system	Establish a new airline noise performance report, based on a range of key noise criteria, including continuous descent arrivals, continuous climb departures, adherence to noise limits, departure track keeping and percentage of Chapter 4 and 14 aircraft in the operator's fleet. An annual award for the highest performing airline is also proposed. This effectiveness of this report will

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		be reviewed prior to producing the next Noise Action Plan.
NEW	NAP 23: Establish a Collaborative Environmental Management Group	We will establish an industry Collaborative Environmental Management Working Group at East Midlands Airport. The group will bring together airline, airport and air traffic control representatives with the specific remit to focus on identifying the root causes of common environmental impacts and to evaluate and manage potential solutions.
NEW	NAP 24: Stakeholder reference groups	Establish new stakeholder reference groups as and when necessary to inform any airspace change proposals, as we seek to modernise airspace arrangements. These will include the airport, operators, air traffic and community representatives to develop options and, where relevant, take forward airspace change proposals to reduce noise.
NEW	NAP 25: Review complaints and enquiries process	Review the current airport procedure for handling complaints and enquiries to improve the transparency and effectiveness of the system. This will include developing and agreeing a formal procedure with the involvement of community groups.
NO CHANGE	NAP 26: Provide an effective noise complaint and enquiries process	Continue to offer a range of ways for people to make enquiries or complaints about aircraft noise. Ensuring all complaints are responded to within 10 working days.
NO CHANGE	NAP 27: Provide effective engagement with communities	Continue to provide regular opportunities to meet with local people to understand their concerns and respond effectively to them. This will be led by the Community Relations Team and includes at least six outreach sessions a year and delivery of a Community Flyer

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		newsletter to homes in the local area at least three times a year.
NO CHANGE	NAP 28: Carry out regular Community Survey	Carry out an annual community survey to collect views on how effectively the airport is managing aircraft noise issues as well as other issues. Results from the survey will be shared with the ICC, operators, air traffic control and community groups and used to inform any future noise actions.
NEW	NAP 29: Noise related community investment	Provide specific information on aircraft noise related community investment as an appendix to the annual airport Community Investment Report. This will aim to clearly show how noise fines are used to support the communities affected.
NEW	NAP 30: Review effectiveness of the Community Relations Programme	We will ensure that our community relations programme continues to develop and reflect best practice, and we will continue to work in partnership with BITC and other leading organisations in the East Midlands. We will continue to hold the BITC Community Mark. Our review will incorporate feedback on the effectiveness of our noise complaint and engagement programmes.
NEW	NAP 31: Provide educational and skill development material on aircraft noise	Develop educational material on aircraft noise management. This will include facilitating visits to the airport and information materials and is proposed to support our 'Inspiring Young People' programme.