



DEMAND newsletter

February 2007

DEMAND that EAST MIDLANDS AIRPORT is NOW DESIGNATED

DID THEY LISTEN ? NO, THEY DID NOT !

Publication of the East Midlands Airport Master Plan for the period up to 2030 reveals the airport management's intention – in spite of an extensive consultation exercise – to stick to its original proposals to increase the number of cargo and passenger flights per year to almost 120,000 by 2010 and to over 200,000 by 2030. If they get their way, in less than three years time we can expect over 400 take-offs and landings every day and through the night!

What was the purpose of the airport's consultation exercise? Certainly not, it would seem, to listen to the community's views and act on them. If the management had listened, one might have expected a retraction of the expansion plans, in recognition of the noise endured by residents under the flight paths, of the dangers to health caused by noxious gases, and of the worldwide concerns on the contributions of carbon dioxide emissions to global warming and climate change.

The lack of government restriction on the noisy, mainly cargo-laden, flights distinguishes EMA from other UK major airports, such as Heathrow, Gatwick and Stansted, all of which are 'designated'. This means that their operations are controlled by central government, with strict limits being set on the number of night flights permitted. Why should EMA escape such controls?

The freight industry tends to use retired and time-served passenger planes that have been converted for cargo handling and are therefore some of the noisiest and polluting of all aircraft. Penny Coates, MD of EMA, defends ancient aircraft activity at the airport, but it is the communities under the flight paths that have to bear the burden of the higher levels of noise and pollution.

Pilots can help to reduce noise levels by using 'continuous descent approaches' to the airport. However, the benefits of such practices are not at present being maximized owing to pilots commencing them at too low an altitude. Furthermore, thousands of aircraft per year are not complying at all with this noise-abatement procedure. Many are racing in and out of the airport at high speeds, simply to obtain a quick turnaround but creating excessive noise in the process.

Greenhouse-gas emissions from aviation are the fastest-growing contributor to global warming but will not be brought into the European Union's carbon trading scheme until 2011. In the meantime airlines pay no taxes on fuel, even though aircraft emissions are several times more harmful than those from other sources because they are released high in the atmosphere.

Aircraft using EMA consume hundreds of thousands of tonnes of jet fuel per annum and each tonne of fuel produces over three tonnes of carbon dioxide. These emissions completely overwhelm those of the airport premises themselves, making the management's target to have their buildings carbon neutral by 2012 a cynical gesture. We put it to the management to reveal the annual fuel consumption of aircraft using its runways as a key indicator of its environmental policies.

WHAT CAN YOU DO IF YOU OBJECT TO THE EXPANSION PLANS AND WOULD LIKE TO SEE THE AIRPORT DESIGNATED?

1. Make a donation to the DEMAND Campaign. DEMAND HQ, Dovecote House, Kings Norton, Leicestershire LE7 9BA. 0116 2599929 (answerphone)
2. Email: environment@eastmidlandsairport.com or telephone 0845 1088540
3. Sign the petition on the DEMAND web site www.demand.uk.net

Say 'no' to noisy night freight over the East Midlands.



DEMAND HQ, Dovecote House, Kings Norton, Leicestershire LE7 9BA

The DEMAND Campaign Group started life as ELVAA - East Leicestershire Villages Against Airspace - but has broadened its activities to include the concerns of all residents affected by EMA's operations.

DEMAND is a properly constituted organization, supported by local MPs from all political parties. It also has the support of Leicestershire CC as well as district and parish councils.

DEMAND was instrumental in persuading LCC to create the Airport Joint Working Group and is represented on that committee.

The working group monitors the activities of the airport and acts as a conduit for complaints relating to excessive noise, low-flying aircraft and similar disturbances.

DEMAND is represented on the EMA Independent Consultative Main Committee and the Noise Track Keeping committee.

Letters of complaint should be sent to:

*The Minister for Aviation
House of Commons
Westminster
London SW1 0AA*

*Mrs Penny Coates
Managing Director
East Midlands Airport
Castle Donington
Derby DE74 2SA*

*Your local MP
c/o House of Commons
(address above)*