

Stakeholder Reference Group

27 November 2017

Minutes

Present

Chair Steve Wilkinson

Members

Peter Burns – Chair TAG

George Walton – Cheshire East TAG

Jan Nicholson – Knutsford Resident

Sally Kendall – Mobberley Resident

Gary Ellis - SAS

John Mayhew – NATS

Manchester Airport

Wendy Sinfield (WS)

David Foote

Apologies

Linton Foat – Thomas Cook airlines

Nick Kelly – Cheshire East Environmental Health

1. Minutes from the previous meeting were agreed. Actions completed:

- Additional meetings were arranged for Chelford and Snellson and Ollerton with Marthall were invited to attend other local council meetings.
- Now minutes have been agreed they are published on the manchesterairport/dualrunwayuse web page.
- the presentation used in Council meetings is now the web page
- detail about the commercial and community benefits are now placed within correspondence and included within the presentation.

2. Wendy reported that there had been **9 presentations to local councils and 7 Outreach events**. In most cases there was interest however in two councils; Knutsford and Over Peover there was greater interest.

Subsequent information about the numbers and types of aircraft had been sent to Over Peover and a group of councillors in Knutsford would be talking to the Airport in more detail. In some cases people were confusing the Dual Runway Operations project with Airspace Change which has not yet started at Manchester

Outreach events have been popular with a variety of questions about the Dual Runway Operation and other operation matters.

There have been very few complaints to the dedicated complaints email address, however a councillor for Snelson had provided information about a series of emails among individuals in his area that suggested a series of inaccurate information. The councillor did not want to provide his contact information hence a response had been provided that he would distribute among his contacts.

There has been a wide variety of **press information** in particular among local parish newsletters. Clerks have been particularly helpful in this matter and it was generally agreed that this is a good way to disseminate information to local communities.

John Mayhew advised that the Dual Runway Operations would start in July 2018

3. David explained that the CAA guidance traditionally uses the 57 contour as the onset of noise based on guidance from the Department for Transport. However in 2014 there had been some research that showed that today it is more likely that this would be associated with the 54 contour.

In 1982 9% of people were significantly annoyed at 57 whereas

In 2014 9% of people were significantly annoyed at 54

David provided contour information that shows the contours for the 2016 arrivals and departures. He also showed the same data re-modelled to show what contours in that year would have looked like had the Dual Runway operations been operating. There was comment however that in 2016 there was an unusually high proportion of easterly operations (25%) which would have changed the contour shape.

Generally it was agreed that contour data combining several years could be more useful because of this annual variability.

The data showed that there were 66200 people affected without the change and 66150 after the change and that the contour also reduced by 0.4 Klm.

There was a detailed examination of the data and it was agreed that there are small subtle changes to the outer edge of the contour and that could affect people in parts of Mobberley but they were slight. Also this could be seen around Mere. **ACTION WS** to go and visit Mere parish Council

4. Members reviewed the correspondence sent to those who had raised matters of concern.
5. Members suggested looking in more detail at the next meeting at the BV report to be sent to TAG on 1 December and that the group would be best to meet again after the dual runway operations had started unless there was a pressing need before then.

Given the time before the next meeting it was agreed that members would review the minutes by email to approve and when all agreed they would be placed on the Dual Runway Change web page.

Next meeting 17 September 2018 3pm Olympic House