

From The Chairman of **PAIN** (People Against Intrusive Noise)

Initial comments on Nottingham East Midlands Airport's (NEMA) consultation on Proposed Changes to Controlled Airspace.

- We maintain that until NEMA is prepared to comply with the conditions set out in the White Paper 'The Future of Air Transport - December 2003', which states that any expansion at NEMA '*would need to be accompanied by stringent controls on night noise in particular*', no expansion of any kind should be allowed.
- We are very concerned that there is little mention of night flying in this document and no attempt to split average daily flight data into day and night time operations. We are suspicious that it is a deliberate attempt to justify the expansion of airspace for daytime activities when NEMA actually expect to need the extra airspace to accommodate increased night flights.
- NEMA continue to use a noise measure for acceptable night noise that is significantly higher than that recommended by The World Health Organisation (WHO) and Government Planning Guidelines (PPG24). The figure used appears to arbitrary and has not been justified. We insist that they use an internationally accepted figure and reduce the distress caused to local residents.
- We believe it is unacceptable for the applicant (NEMA) to conduct its own Consultation Process. Inevitably this has led to the Consultation being restricted to less contentious areas and the information supplied is incomplete and selective. (This criticism also applies to the NEMA '10 Point Plan' which only the Department for Transport appears to have accepted as a legitimate way to measure progress towards reducing noise, even though NEMA set their own objectives, and targets, and the document has been discredited by all local residents groups.)
- A more detailed comment on the Consultation is being prepared before the deadline of January 10<sup>th</sup> 2005.
- At this stage we are minded to quote the Leader of Leicestershire County Council, Mr David Parsons who wrote '*NEMA are taking some steps to minimise noise nuisance but they will not do the job properly until they accept a cap on the total number of night flights. It is largely this fear of ever increasing numbers which has made their plans for revised flight paths unacceptable to so many people in Leicestershire.*' (Leicestershire Matters, Summer issue 2004)

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