

Nottingham East Midlands Airport

Our reference 10029/04

5th July 2004

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Dear Mr Charlish

I am writing to once again invite you to engage with us with respect to the proposed changes to airspace reorganisation at Nottingham East Midlands Airport (NEMA).

We have written to you on several occasions regarding the inaccuracies on the ELVAA website and elsewhere. I have set out below our response to the most recent allegations made against NEMA in your recent letter to Sir Roy McNulty, and would appreciate the opportunity to set the record straight in person.

Our letter of 23 February 2004 drew your attention to a number of inaccurate statements that were included in a newsletter published by ELVAA. We were particularly concerned that despite receiving clear and unequivocal guidance materials from the Airport you continued to publish materials stating that the proposed changes to airspace would lead to aircraft overflying a number of villages in Leicestershire at an altitude of 1,500 feet. You will recall that our letter advised that our proposal would ensure that the minimum altitude aircraft would fly over these areas would be 5,000 feet. It is regrettable that subsequent correspondence issued by ELVAA has continued to contain similar gross inaccuracies. This was drawn to your attention again by our letter of 29 March 2004.

Your letter to Sir Roy McNulty and your similar telephone complaint to the Airport on 17 June relates to concerns you have about the operation of inbound aircraft that fly east of the City of Leicester prior to entering our controlled airspace. As an experienced pilot you will be aware that currently this area is Class G airspace and therefore maybe used by any appropriately equipped aircraft flown by a qualified pilot. It is common throughout the UK for commercial aircraft to make use of Class G airspace, particularly at night and this has been the case here at NEMA for many years. Typically we would expect between 5 – 10 inbound aircraft per night to route in this direction. Your contention that these operations are 'new route trials' is factually incorrect. Please be assured that the only trials undertaken by the Airport have been computer simulations.

For the record we would note that the aircraft that you drew to our attention on 17 June 2004 entered our controlled airspace approximately 10 miles north of the village of Kings Norton at altitudes between 3,500 feet and 4,200 feet. However we assume that your reference to an Easyjet aircraft on 12 June at 20:45 is made in error.



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Registered in England No. 2076271

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The Airport received no such operations around the time provided and our radar recordings do not show such an operation.

We believe that a constructive dialogue between the Airport and ELVAA would ensure that we have a common understanding of the proposed changes to airspace and indeed may allay some of your concerns. We have extended an invitation to you on a number of occasions to come and meet with us and it is a pity that you have not taken up our offer.

We are disappointed that ELVAA has consistently misunderstood and misrepresented our proposals, particularly given the understandable confusion and distress this has caused. We would urge you to take due regard of the information that we have provided to you and to enter into a dialogue with us at your earliest convenience.

I note that you copied your letter to Sir Roy McNulty widely and it is my intention to write to those concerned in similar terms to this.

Yours sincerely



Graham Keddie
Managing Director

Copy:

Sir Roy McNulty, Civil Aviation Authority
John Arscott Civil, Aviation Authority