

# Nottingham East Midlands Airport

Our reference: GN22/05

10<sup>th</sup> August 2004

Mr S Charlish  
Dovecote House  
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Leicestershire  
LE7 9BA

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Dear Mr Charlish

We refer to your letters of the 14<sup>th</sup> and 23<sup>rd</sup> of July 2004.

We would advise you that the Civil Aviation Authority recently approved the Airport's proposal to extend controlled airspace. In granting approval Mr Arcscott advised us that *'I am persuaded that the proposal will result in improvements to Air Traffic Management in the Midlands area and that there will be overall environmental benefits from the change'*. We are currently undertaking preparatory works in readiness to introduce the proposed changes later this year.

We note that the ELVAA Committee has *'approved a possible meeting with the management of Nottingham East Midlands Airport'*. We would again urge you to enter into a constructive dialogue with the Airport so that we may understand your concerns in greater detail and so that we can ensure that we establish a common understanding of the facts.

You request that we respond to a number of specific points raised in your recent letters and accordingly we would ask that you please note the following:

- Information published by ELVAA has not fairly reflected the information provided by the Airport. Your attention was drawn to serious inaccuracies by our letter of the 23<sup>rd</sup> of February 2004. Similar inaccuracies have occurred following receipt of this letter.
- The aircraft you have drawn to our attention (operating on the 17<sup>th</sup> of June 2004) were not 'low flying'. These aircraft all operated normally and in accordance with the requirements of the Civil Aviation Authority. Our letter of the 5<sup>th</sup> of July noted that these aircraft 'entered our controlled airspace approximately 10 miles north of the village of Kings Norton at altitudes between 3,500 feet and 4,200 feet'. For the record the aircraft in question were:



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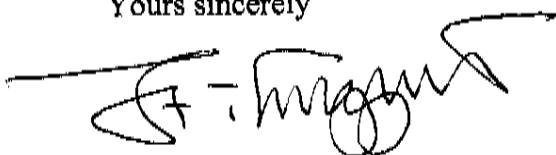
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East Midlands DE74 2SA, England, UK  
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<u>Date</u>	<u>Time</u>	<u>Aircraft</u>	<u>Operator</u>	<u>From</u>
17-06-04	02:47	Boeing 737	Bluebird Cargo	Cologne
17-06-04	03:06	Airbus A300	European Air Transport	Brussels
17-06-04	03:36	Airbus A300	Channel Express	Cologne

- The aircraft you have drawn to our attention were not undertaking trial flights. Their operation was unrelated to the current airspace change proposal.
- ELVAA is already in receipt of a copy of the Environmental Statement submitted in support of the current airspace change proposal. The Statement was supplied under cover of our letter of the 29<sup>th</sup> of March 2004. We have not provided the air traffic control information that also forms part of the Airport's submission. This information is of a very technical nature and is inappropriate for the lay reader. We have summarised this technical information for you in the various plans and documents we have already provided and we will, of course, be happy to continue to answer any questions that you may have regarding the planned changes.
- The airspace change proposal is not based on any forecast for growth but is based upon the current level of activity.
- The Future of Aviation White Paper published in 2003 by the Department for Transport forecasts substantial growth in both the passenger and cargo sectors at NEMA. Feasibility studies are underway to consider some expansion and remodelling of the current passenger terminal. There are no planning applications for development of buildings by the freight operators pending.

Yours sincerely



RP · Graham Keddie  
Managing Director

Copy:

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