

## Consultative Committee

### DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

#### ANNUAL GENERAL MEETING

25 JANUARY 2018

PRESENT: Alan Tolhurst OBE (Chair)  
A Bosmans (FODSA), R Cooke (Doncaster Sheffield Airport), Councillor S Cox (Doncaster MBC), Town Councillor A Cropley (Bawtry Town Council), Councillor M Greenhalgh (Doncaster MBC), Councillor D Lelliott (Rotherham MBC), Parish Councillor N McCarron (Blaxton Parish Council), Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), K Naylor (Doncaster Sheffield Airport), Councillor C Perraton-Williams (Lincolnshire County Council), Councillor M Quigley MBE (Nottinghamshire County Council), Councillor I Saunders (Sheffield City Council), A Shirt (Committee Secretary), Y D Woodcock (Ex-Officio) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: P Cole, Councillor M Cooper, M Cotterill, Councillor R Franklin, County Councillor C Pearson, Councillor D Pidwell and M Di Salvatore

#### 1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

The Chair welcomed Members to the twelfth Annual General Meeting of Doncaster Sheffield Airport Consultative Committee.

Introductions were made and apologies for absence were noted as above.

#### 2 MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 25 JANUARY 2017

RESOLVED – That the minutes of the Annual General Meeting held on 25 January 2017 be agreed as a correct record.

#### 3 MATTERS ARISING

No matters were noted as arising.

#### 4 CHAIRMAN'S ANNUAL REPORT

##### Introduction

The Chair commented that preparing an Annual Report was always a challenge, not least to decide what to include given that the Committee consider most national and local key issues at its regular meetings.

Thus, what the Chair had included in his Annual Report would not be new to Members. That said, there were a number of events from 2017 that he wished to report upon.

### Brexit

A year ago, much of Members' discussion was on the Referendum result. Over the past twelve months Members continued to speculate on what relationship Britain would have with the EU after Brexit.

Members had wondered about the impact the final agreement would have on the economy and on Aviation. The Committee had tendered the view that Aviation is so important that clarity on the future is urgently required in order to provide much needed reassurance for carriers and airports.

Members had taken the view that balancing aviation growth with negative environmental impacts was one of the greatest challenges facing the sector. Members had also said that delivering a high quality journey experience was crucial, and that safety and security in the air and on the ground are of utmost importance.

However, one year on from the last AGM and the future for aviation is no clearer. And yet, as the Committee had been reminded several times during the year, airlines and travel companies start planning at least 12 months in advance; so they are now looking at plans for 2019 when the UK will no longer be a member of the EU.

At the last ACC meeting, Members had received a DfT briefing on air services agreements. Members had been told that the UK currently has formal agreements with 155 countries and that, when the UK leaves the EU, new arrangements would be required with the 27 EU members and new bilateral arrangements would be necessary with 17 non-EU markets.

While this is a challenging task, the DfT has said its aim is to ensure that at least one year before Brexit, the UK will have reached an understanding with each of the countries involved. But one year before Brexit will be 29 March this year, just two months away!

### Travel

Although there are many questions that are left hanging in the air, there are some things of note from 2017.

It had been suggested that air travel is past its peak in profitability, especially on the transatlantic route, and yet, despite the adverse experiences of some, new airlines have been started up in competition with established names. Norwegian and Level are good examples of businesses that are challenging some traditional markets.

As for the cost of air travel, airlines are seeking every opportunity to generate revenue, while keeping base fares as low as possible.

Maybe having to pay extra for food and putting luggage in the hold is reasonable but, fancy, now having to pay more to be able to sit with your family and friends?

## Adverse Events

2017 was an interesting year for other reasons.

There was the collapse of Monarch, and who could forget the drama over the Ryanair mismanagement of its pilots' leave schedules, or the pilot and crew strikes, or especially the chaos created by the IT failure at BA when 75 thousand passengers were affected.

And, there remains the vexed question of the level of Air Passenger Duty charged in the UK. As it is, people travelling from the UK face the highest aviation taxes of any significant economy. For example, UK APD is double that of Germany. This must have an impact on the UK competitiveness with mainland Europe airports.

And, what impact will LHR development have on regional airports?  
Only last week the first proposals for the new runway at LHR were published with no clear indication on which option is preferred.

## Drones

One area for positive development was the consultation on the use of drones.

Committee Members had contributed to the national consultation, and legislation was expected to be introduced in Spring this year with heavy fines being considered for inappropriate use of drones.

## Airspace Changes

The consultation of airspace change was another subject on which Members' had commented on. The new system was designed to make the overall process more transparent, although it puts more pressure on airports when preparing change proposals.

The path the Airport followed last year on making limited but, important changes at DSA was an example of the thoroughness the consultation process requires. The ACC was kept fully in the picture on the impact of the proposals and, as a result there was a good response to the consultation.

## Cargo/Freight

Turning to look more closely at the local scene, it was good to hear during the year that freight operations continued to grow and that, in the first half of the 2017/18 financial year, 3,500 tonnes of cargo had been processed through DSA, which was more than in the whole of 2016.

The partnership contract with Network Airline Management for weekly scheduled flights was a real coup for DSA management, as was securing the second scheduled fruit and vegetable service.

Furthermore, Hangar 1 was being developed to provide an improved through freight handling service, which adds to making DSA one of the most user-friendly freight airports.

### Passengers

Committee Members were pleased to note that passenger numbers had increased during the year, and Steve Gill's prediction that passenger throughput would grow to 8 million a year by 2037 was most welcome.

DSA was again rated in the Which? magazine by passengers as the best small airport in the UK. The study into the development of a rail loop off the East Coast mainline must surely serve to increase attractiveness of DSA to airlines and passengers.

### PRM

It was good to hear that DSA had been assessed in the 'Good' category for the measures taken to cater for passengers with disabilities. As part of its monitoring role, the Committee had an excellent briefing on the facilities at DSA and the changes being made.

The Committee welcomed the aim of moving from the 'Good' category to the 'Very Good'.

### Vulcan

The year ended with the news that planning permission had been granted for the development of the new Heritage Hangar and Visitor Centre based upon the Vulcan. It was good to know that the aircraft would remain at DSA where it has such strong connections.

The new Heritage Hangar and Visitor Centre would be an education and tourist attraction and would hopefully trigger young people's interest in engineering and aviation.

### Community Investment Fund

One item which generated much discussion in the year was application of the Peel Community Investment Fund. The Committee had heard that the nature of the Fund had changed over the years and, after much debate, a revised version of the Fund conditions was produced.

### Committee Membership

Aviation and environmental issues are becoming more specialised and are usually outside the immediate knowledge base of most Committee Members. The briefings received during the year on the proposed airspace changes at DSA were prime examples of the complex nature of aviation operations which Members have to consider.

As Members have become more familiar with aviation terms, concepts and their ability to add value has increased, which has been to the benefit of the airport operator and those affected by operations at DSA.

But, if Members are to continue to have an influence it is important that membership of the Committees are as stable as possible.

The Chair therefore, reminded everyone of the importance of regular attendance at meetings and asked Members to stress on their respective organisations the need to keep membership changes as few as possible.

### Conclusion

The Chair rounded up his Annual Report by thanking Members for their continued support of the Committee.

On behalf of the Committee, the Chair thanked Steve Gill and his colleagues for their openness about operations at DSA and their willingness to engage with local communities.

The Chair gave a special mention to the Committee's Secretary, Andrew, who had kept Members on the straight and narrow and, without whom the Committee could not function.

Y Woodcock, on behalf of all Members thanked A Tolhurst for his Annual Report and his continued work on behalf of the Airport Consultative Committee.

RESOLVED – That the Chair's Annual Report be noted.

## 5 ANNUAL MEMBERSHIP UPDATE

A report of the Committee Secretary was presented setting out the current membership of the Airport Consultative Committee and the Noise Monitoring and Environmental Sub-Committee.

RESOLVED – That the Committee notes the current membership of the Airport Consultative Committee and Noise Monitoring and Environmental Sub-Committee.

## 6 DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE'S CONSTITUTION UPDATE

A revised version of the Committee's Constitution was presented for Members' approval. A new paragraph had been added to the Constitution setting out the procedure that would be adopted to allocate three representatives from the Noise Monitoring and Environmental Sub-Committee to the ACC.

On a separate issue, Parish Councillor McCarron commented that, in her opinion a number of the duties listed in the Noise Monitoring and Environmental Sub-Committee's terms of reference were not being discussed at meetings.

A Tolhurst asked Parish Councillor McCarron to forward her concerns onto him for addressing. **ACTION: Parish Cllr McCarron / A Tolhurst / K Naylor**

RESOLVED – That the Committee agrees to adopt the updated Constitution presented at today's meeting.

7 SCHEDULE OF MEETINGS 2018

RESOLVED – That the following schedule of meetings be agreed:-

Airport Consultative Committee

Thursday 25 January 2018 (AGM and Ordinary)

Thursday 12 April 2018

Thursday 12 July 2018

Thursday 18 October 2018

Noise Monitoring and Environmental Sub-Committee

Thursday 15 March 2018

Thursday 28 June 2018

Thursday 13 September 2018

Thursday 6 December 2018

All meetings will commence at 10:00 am in the Blenheim meeting room in Heyford House, Doncaster Sheffield Airport, unless stated otherwise.

CHAIR