

## Consultative Committee

South Yorkshire Joint Authorities  
Governance Unit  
Town Hall, Church Street,  
Barnsley, S70 2TA

Our ref: DSACC/AIS

Your ref:

Date: 13 June 2019

This matter is being dealt with by: **Andrew Shirt**  
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Direct Line: 01226 772207

Dear Member

**DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE -  
NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE  
THURSDAY 20 JUNE 2019**

I write to inform you that the next meeting of the Noise Monitoring and Environmental Sub-Committee will be held on **Thursday 20 June 2019 at 10.00 am at the Ramada Encore Hotel, First Avenue, Finningley, Doncaster, DN9 3GP.**

Car parking is available onsite at the hotel. Members will need to ask Reception for a code to lift the car park barrier when leaving the meeting.

The agenda and supporting papers are attached for information.

**Please note the change of venue for this meeting.**

Yours sincerely



Andrew Shirt  
Committee Secretary

Enc

## **Membership:**

Alan Tolhurst OBE (Chair)

Parish Councillor Jonathan Baker (Wroot Parish Council), Andrew Bosmans (FODSA), Parish Councillor Robert Brown (Blyth Parish Council), Town Councillor Nigel Cannings (Tickhill Town Council), Parish Councillor Councillor Jason Clarke (Finningley Parish Council), Councillor Mick Cooper (Doncaster MBC), Councillor Steve Cox (Doncaster MBC), Parish Councillor Sandra Crawford (Austerfield Parish Council), Town Councillor Alan Croyley (Bawtry Town Council), Councillor Linda Curran (Doncaster MBC), John Davies (Doncaster MBC), Andrew Dutton (Doncaster Sheffield Airport / Liverpool John Lennon Airport), Parish Councillor Peter Edwards (Misson Parish Council), Councillor Martin Greenhalgh (Doncaster MBC), Andy Hudson (Air Traffic Control, DSA), Gavin Levett (Doncaster MBC), Parish Councillor Norma McCarron (Blaxton Parish Council), Matthew McGuire (Office of Caroline Flint MP), Stephen Racjan (Doncaster MBC), Andrew Shirt (Committee Secretary), Parish Councillor Ian Swainston (Auckley Parish Council), Councillor Frank Tyas (Doncaster MBC) and Parish Councillor Jennifer Worthington (Cantley with Branton Parish Council)

## **Duties of the Noise Monitoring and Environmental Sub-Committee**

The Sub-Committee's duties are:

- a. To act as a link with local communities
- b. To review the implementation of the Quiet Operations policy
- c. To review every two years the Sound Insulation Grants Scheme.
- d. To consider the impact on the local community of ground operations associated with the airport.
- e. To monitor the air quality as measured at the monitoring stations.
- f. To monitor the level of complaints and the performance of the airport's complaints procedure.
- g. To review the environmental implications of planning applications.
- h. To review any incidents involving the use of emergency procedures relating to fuel dumping and fire water.
- i. To review the effectiveness of bird control measures.
- j. To monitor the effectiveness of water resource management and the waste management plan.

**DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE –  
NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE**

**THURSDAY 20 JUNE 2019**

**AT THE RAMADA ENCORE HOTEL, FIRST AVENUE, FINNINGLEY, DONCASTER,  
DN9 3GP**

**AGENDA: Reports attached unless stated otherwise**

	<b>Item</b>	<b>Page</b>
1	Welcome, Introductions and Apologies for absence	
2	Announcements	
3	Minutes of the Noise Monitoring and Environmental Sub Committee held on 28th March 2019 and Matters Arising	1 - 8
4	Update on Airspace Change Proposals - Presentation by Cyrrus Ltd	
5	Update on Training Flights	Verbal
6	DSA's 2019 Corporate Social Responsibility Report (Copies of the report will be available at the meeting)	To Be Tabled
7	UKACCs Draft response to the Government's Aviation Green Paper "Aviation 2050 – The Future of UK Aviation"	9 - 18
8	Airport Activities Update Report	Verbal
9	Air Transport Movements and Quiet Operations Policy Report 1st March to 31st May 2019	19 - 36
10	Annual Noise Report April 2018 to March 2019	To Follow
11	Environmental Report	Verbal
12	Community Activities	Verbal
12a	Community Investment Fund Applications	Verbal

13	Feedback from Sub-Committee Members	
14	Any other Business	
15	Date and Time of Next Meeting - Thursday 19th September 2019 at 10:00 am in Heyford House, Doncaster Sheffield Airport, Doncaster	

## Consultative Committee

### DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

### NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

28 MARCH 2019

PRESENT: A Tolhurst OBE (in the Chair)

Parish Councillor J Baker (Wroot Parish Council), A Bosmans (FODSA), Town Councillor N Cannings (Tickhill Town Council), Parish Councillor J Clarke (Finningley Parish Council), Councillor S Cox (Doncaster MBC), Town Councillor A Cropley (Bawtry Town Council), Councillor L Curran (Doncaster MBC), A Dutton (Doncaster Sheffield Airport / Liverpool John Lennon Airport), Parish Councillor P Edwards (Misson Parish Council), Councillor M Greenhalgh (Doncaster MBC), A Hudson (Air Traffic Control, DSA), G Levett (Doncaster MBC), Parish Councillor N McCarron (Blaxton Parish Council), M McGuire (Office of Caroline Flint MP), Parish Councillor S Petherbridge (Substitute Member for Blyth Parish Council), A Shirt (Committee Secretary), Parish Councillor I Swainston (Auckley Parish Council), Councillor F Tyas (Doncaster MBC) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies for absence were received from Parish Councillor R Brown (Blyth Parish Council), Councillor M Cooper (Doncaster MBC), Parish Councillor S Crawford (Austerfield Parish Council) and S Racjan (Doncaster MBC)

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

A Tolhurst welcomed everyone to the March meeting of the Noise Monitoring and Environmental Sub-Committee. An extended welcome went to Andrew Dutton, Head of Environment, Liverpool John Lennon Airport and to Parish Councillor Jonathan Baker, representing Wroot Parish Council.

Members were informed that Kellie Naylor had left DSA at the beginning of March to take up an opportunity with Network Rail. It was noted that Andrew Dutton would be covering environmental issues arising at DSA in the interim period until a new Environment and Community Officer was recruited.

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

#### 2 ANNOUNCEMENTS

A Tolhurst commented that there had been several reports in the press recently regarding reports of suspected drones been in close proximity of aircrafts and airports.

To assist Members understanding of Drones, Andy Hudson (Air Traffic Services Manager, DSA) had been invited to attend today's meeting to provide Members with an update on Drones.

Earlier this month, following a second deadly crash of a Boeing 737 MAX 8 aircraft, there had been a worldwide grounding of the planes by regulators over safety concerns.

**3** MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 6 DECEMBER 2018

RESOLVED – That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 6<sup>th</sup> December 2018 be agreed as a correct record.

**4** MATTERS ARISING

i) Solar Installation

In response to Councillor Cooper's question regarding how many homes 2.64 mw would power, A Dutton confirmed that this would power around 600-700 homes.

i) Outstanding Action

Members noted that the following action remained outstanding:-

Councillor Cox reported that, on 29<sup>th</sup> November 2018 at 08:30 am there had been a very strong smell of aviation fluid in the Finningley area, (possibly from a Cargo Lux aircraft). **ACTION: A Dutton to investigate and report back to Councillor Cox.**

ii) Airport Noise Monitoring and Management System – ANOMS

A Dutton informed the Committee that the Airport Noise Monitoring and Management System 'ANOMS' had now been successfully installed at both DSA and Liverpool John Lennon Airport. The new system would allow both airports to efficiently monitor noise levels and flight tracks. A demonstration of the ANOMS system was presented to Members.

**5** MEMBERSHIP UPDATE

RESOLVED – That Members noted that Parish Councillor Jonathan Baker had been appointed to the Committee by Wroot Parish Council (in place of the late David Sanders).

**6** ELECTION OF 3 PARISH AND TOWN COUNCIL REPRESENTATIVES TO THE ACC

In accordance with paragraph 8 of the Airport Consultative Committee's Constitution, an election was required to be undertaken to fill three places on the Airport Consultative Committee from Parish and Town Council representatives of the Noise Monitoring and Environmental Sub-Committee for the 2019 calendar year.

Following receipt of five applications, Members present at today's meeting were all asked to individually complete a voting slip with their three chosen representatives.

Completed voting slips were then counted and verified by A Hudson.

RESOLVED – That Councillors Cropley, McCarron and Worthington be elected to fill the three places on Airport Consultative Committee for the 2019 calendar year.

**7**     PLANNING UPDATE (DSA RAILWAY STATION)

A Dutton informed Members that there was very strong support, both locally and regionally for the construction of a new railway station at DSA. It was noted that meetings were taking place with partners on a regular basis to progress the scheme at DSA.

Councillor Cox stated that it would be helpful for local residents etc. to know when development works were scheduled to commence.

A Dutton acknowledged Councillor Cox's request. He added that the scheme had not yet reached the design stage.

Members stated that it would be useful for them to receive an update on the revised Airport Masterplan at a future meeting. **ACTION: A Tolhurst / A Shirt**

RESOLVED – That the update be noted.

**8**     TRAINING FLIGHT TRIAL

Following concerns raised previously by Town Councillor Cropley (on behalf of Bawtry residents) with regards to training flight operations at DSA, A Tolhurst provided Members with an update on recent progress.

Members were informed that the Airport's Operations Director and Environment and Community Officer, along with himself, had met with representatives of Bawtry Town Council and residents on 19<sup>th</sup> February 2019 to discuss training flight operations and procedures in place at DSA.

At the meeting, Airport representatives had presented a number of additional voluntary restrictions with regards to training flights, which had become operational from 2<sup>nd</sup> January 2019, for a trial period of 12 months. The restrictions would be reviewed after 6 months of operation by the Noise Monitoring and Environmental Sub-Committee.

The restrictions included:

- No commercial jet training will be carried out on Saturdays (in addition to the pre-existing restriction on Sundays).
- Training circuits limited to 40 circuits per day.
- The maximum number of consecutive days training permitted be limited to 2 days.

Bawtry Town Council representatives and residents present at the meeting welcomed news of the trial restrictions.

Members noted that the Airport had also spoken to the training flight captains, to request that, wherever possible they should avoid flying over villages.

Parish Councillor Baker reported that the large majority of the training flights were now passing around Wroot village, which was welcomed by residents.

Councillor McCarron asked if the timetable of known training flights (which K Naylor had previously produced) could be circulated to Parish and Town Councils. **ACTION: A Dutton**

A Tolhurst made Members aware that the results of the trial would be presented at the June or September meeting of the Committee.

Members of the Committee thanked the Airport for all their efforts in helping to reduce the effects of training flights on neighbouring communities.

RESOLVED – That the update be noted.

## **9** DRONES UPDATE

A Hudson provided the Committee with a presentation on Drones and the procedures in place at DSA when an SUA/drone was sighted in DSA's airspace.

Following recent reports of drones been observed flying in the Finningley area, A Hudson confirmed that South Yorkshire Police had been conducting drone training in the area (with permission from DSA). It was noted that 20 officers had now been trained to pilot drones in line with CAA regulations, to be deployed for a range of police operations.

The following key points were noted from the presentation:

- The safe flying of a drone/SUA (Small unmanned Aircraft) is the responsibility of the drone operator, they need to be aware of the rules and laws that are in place to keep everyone safe.
- The drone/SUA laws restrict all SUA/drones from flying above 400 feet above ground level and at any level within an airport's FRZ (Flight Restricted Zone). The FRZ at DSA is defined as the ATZ and 2 runway protection zones. The runway protection zones measure 5km in length by 1km in width that extend from each runway threshold into the approach to that runway.
- An SUA may operate up to 2000 feet within the FRZ if authorised by Air Traffic Control.
- Outside the FRZ runway extension zones, SUA/drones can be operated legally by anyone provided that they are in line of sight (CAA guidance is not above 400ft) of the operator, and not flown over built up areas. However,

notwithstanding this, they are not permitted to operate when there is a risk of them endangering people, an aircraft or their occupants.

- The Drone Code guidance provided by NATS/CAA was available on the drone safe website ([https://dronesafe.uk/wp-content/uploads/2019/02/Drone-Code\\_March19.pdf](https://dronesafe.uk/wp-content/uploads/2019/02/Drone-Code_March19.pdf))
- Procedures were in place at DSA if an SUA/drone was sighted in DSA's airspace.
- If Members sighted any SUA/drone activity taking place in villages close-by to the Airport, they were advised to contact their local policing team on 101 who would be able to inform them if the SUA/drone had been authorised to fly. In turn the local policing team would contact Air Traffic Control at DSA.

It was agreed that a copy of the presentation and the Drone Code guidance would be circulated to Members after today's meeting. **ACTION: A Hudson via A Shirt**

RESOLVED – That Members thanked A Hudson for an interesting and informative presentation.

**10** AVIATION STRATEGY GREEN PAPER: AVIATION 2050 - THE GOVERNMENT'S PROPOSED LONG-TERM PLAN FOR THE FUTURE OF AVIATION

A Tolhurst informed the Committee that the DfT had recently published the 'Aviation Strategy Green Paper: Aviation 2050 – the Government's proposed long-term plan for the future of aviation' for consultation.

The proposed new framework sets out ways in which sustainable growth could be delivered through a partnership between the industry and the Government. The Strategy addresses growth, airspace modernisation, efficiency, noise, carbon emissions, air quality and community investment.

The consultation document set out proposals on seven strategic themes, namely:-

- Build a global and connected Britain
- Ensure aviation can grow sustainably
- Support regional growth and connectivity
- Enhance the passenger experience (this includes the Government's proposals for a Passenger Charter)
- Ensure a safe and secure way to travel
- Support General Aviation
- Encourage innovation and new technology

Given the wide breadth of issues covered within the Green Paper, Members agreed that the Committee should focus a consultation response on environmental issues, passenger experience and surface access.

Members further agreed that a DSA ACC response to the consultation be issued.

RESOLVED – That Members:-

- i) Provide their comments to the Committee Secretary on the Aviation Strategy Green Paper consultation document in relation to environmental issues, passenger experience and surface access.
- ii) Agreed that a DSA ACC response to the consultation be issued.

**11** AIR SERVICES TO THE EU - WRITTEN STATEMENT TO PARLIAMENT FROM THE SECRETARY OF STATE FOR TRANSPORT

Members noted the Secretary of State for Transport's written statement to Parliament announcing a policy statement on the UK position on reciprocity of rights for airlines from EU countries, published on 7<sup>th</sup> March 2019.

RESOLVED – That the Secretary of State for Transport's written statement published on 7<sup>th</sup> March 2019 be noted by Members.

**12** AIRPORT ACTIVITIES UPDATE REPORT

A Dutton reported that, internally within the organisation there was a large amount of work taking place to progress the DSA railway station. Additionally, Peel Airports were currently undertaking an exercise to examine where external communications could be improved.

A discussion followed with Members suggesting how the Peel Group could improve its communications with local residents.

RESOLVED – That the update be noted.

**13** AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT - 1ST DECEMBER 2018 TO 28TH FEBRUARY 2019

The Committee received a presentation from A Dutton regarding the Air Transport Movements and Quiet Operations Policy report for the period 1<sup>st</sup> November 2018 to 28<sup>th</sup> February 2019.

a) Air Transport Movements

The presentation reported on the following:-

- i) The number and type of aircraft movements from 1<sup>st</sup> November 2018 to 28<sup>th</sup> February 2019.
- ii) The number of arrivals and departures on each runway from 1<sup>st</sup> November 2018 to 28<sup>th</sup> February 2019.
- iii) The number of arrivals and departures on each runway from April 2005 to February 2019.

b) Quiet Operations Policy Report

The presentation reported on the following:-

- i) The number of complaints received by DSA from 1<sup>st</sup> November 2018 to 28<sup>th</sup> February 2019 amounted to 48 complaints.
- ii) The number and type of complaints for November 2018 to February 2019.
- iii) The number of complaints and individuals for November 2018 to February 2019.
  - From 1<sup>st</sup> November 2018 to 28<sup>th</sup> February 2019, DSA received 48 complaints from 16 individuals.
- iv) The number of complaints and individuals from each area from 1<sup>st</sup> November 2018 to 28<sup>th</sup> February 2019.
- v) The percentage of total complaints from each area from November 2018 to February 2019.
- vi) The number of complaints and comparison figures of 2017, 2018 and 2019 for the period November to February.
- vii) DSA's annual number of complaints and total movements from 2005 to 2019.
- viii) The number of night time departures from Runway 20 for the period November 2018 to February 2019.
- ix) The number of non-NPR aircraft departures for November 2018 to February 2019.
- x) The number of Quota Count Points (QCP) used and QCP Limits from April 2005 to February 2019.
- xi) The number of Quota Count 4 Movements from November 2010 to February 2019.
- xii) The number of Engine Tests for November 2018 to February 2019 period.

RESOLVED – That the presentation be noted.

#### **14**    ENVIRONMENTAL REPORT

Parish Councillor McCarron asked if an update was available with regards to the planned solar installation at DSA.

A Hudson informed Members that he would be meeting with the Project Manager and Engineering Manager on Friday 28<sup>th</sup> March to discuss planning and safeguarding aircrafts from the glint and glare of the solar panels.

Councillor Cox asked if information could be shared with Members following the meeting.

A Hudson agreed to obtain clarity at the meeting.

RESOLVED – That the update be noted.

**15**    COMMUNITY ACTIVITIES

Community Investment Fund Applications

A Dutton stated that he had received interest from a local school in submitting an application for funding from the Airport Community Investment Fund.

Members were reminded that further information regarding the Fund was available on the Airport's website at: <http://flydsa.co.uk/about-us/csr/>

**16**    FEEDBACK FROM SUB-COMMITTEE MEMBERS

There was no feedback from Sub-Committee Members present at today's meeting.

**17**    ANY OTHER BUSINESS

i)    Airport Therapy Dogs

Parish Councillor Worthington asked if DSA had any plans to introduce therapy dogs. She explained that by petting or playing with a dog, it could help to comfort and alleviate the stress of travel for passengers who were anxious or with hidden disabilities.

A Tolhurst informed Members that there would be a presentation on the services provided by DSA to passengers with restricted mobility (PRM) at the April ACC meeting. He suggested that the question be raised by Parish Councillor Worthington at the April ACC meeting.

ii)   Member Visit to Air Traffic Control

A Hudson stated that if any Members of the Committee wished to visit the Air Traffic Control (ATC) tower at DSA, arrangements could be made via the Committee Secretary. It was highlighted that only six Members would be permitted to visit ATC at any one time.

**18**    DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 20 June 2019 at 10:00 am in the Ambition Meeting Room, Heyford House, Doncaster Sheffield Airport.

CHAIR

***Government Green Paper Consultation on Aviation Strategy***

**What this paper is about**

Delegates are invited to consider the attached draft response prepared by the Secretariat and advise as to whether it should be submitted to Government.

**Points for discussion**

- To seek ACCs' views on compensation and mitigation packages and the outcome from the DfT's Focus Group to be held on 6 June
- Whether any comments on APD should be included in UKACCs response to the Green Paper?

**Possible Action**

Depending on discussion at the meeting.

## **Background**

1. The DfT launched its consultation the Aviation Strategy Green Paper: Aviation 2050 – the Government’s proposed long-term plan for the future of aviation on 17 December 2018. The consultation document and its supporting documents are available on the DfT website at: <https://aviationstrategy.campaign.gov.uk> . Since the publication of the Green Paper the Government has extended the consultation period to 20 June to provide further time for stakeholders to consider its proposals and submit their consultation responses.
2. The Working Group reviewed the Green Paper at its meeting on 18 February. It was recognised that each ACC would have different priorities and would be submitting their own responses. It was therefore agreed to send ACCs a summary document covering the consultation to assist them in the preparation of their individual responses (circulated to all member ACCs on 19 February).
3. The Working Group also agreed that UKACCs should submit a collective response. It was suggested that UKACCs could focus on areas that others might not, for example sustainable growth, passenger experience and regional growth and connectivity. Any response should also urge the Government to be more honest in the final document with more detailed information about how the aspirations would translate into practice.
4. The attached draft response seeks to cover the issues raised by the Working Group and issues discussed with Baroness Sugg - the then Aviation Minister. The draft also makes reference to the Committee on Climate Change’s recent report. A matter not addressed in the draft response is the future of APD and how the money raised through this tax is used by the Government. Delegates views are sought on whether this should be addressed in the UKACCs response.
5. Delegates are invited to approve the draft UKACCs response set out in Annex 1.

**Frank Evans**  
**UKACCs Secretariat**

## SUGGESTED DRAFT UKACCS RESPONSE

### Introduction

1. This response is being submitted on behalf of UKACCs – the Liaison Group of UK Airport Consultative Committees - representing 23 airport consultative committees (ACCs) from the UK's largest airports (ranging from major international airports such as Heathrow and Gatwick to small regional airports such as Inverness and Bournemouth.) Some 50 UK airports are required by civil aviation legislation to establish an appropriate consultative arrangement, normally designated as an ACC. UKACCs seeks to bring together member ACCs to discuss matters of common interest and to share experience and best practice.
2. Membership of an ACC is required to cover three "categories"
  - users of the airport (airlines, passengers, freight operators, staff, transport providers, caterers and other on-airport businesses);
  - local authorities in the vicinity of the airport and
  - other organisations from the “community” surrounding the airport that have an interest in the operations and management of the airport. “Community” does not just mean local residents but also business and tourism interests, environmental and local amenity groups.
3. ACCs aim to act as a critical friend to the airport and develop a consensus view among all stakeholders on the operation and future development of their airports. ACCs are required to operate in accordance with DfT guidelines but have no statutory powers.

### General overview

4. UKACCs welcomes the development of a new Aviation Strategy which takes into account the growth of the industry in recent years, advances due to new technology and the need to reconsider the consequences for the environment, local economies, communities and passengers. It is important that the strategy seeks to ensure that the negative impacts are addressed, managed and minimised particularly in terms of noise disturbance, pollution, carbon emissions and surface transport as well as recognising and supporting the role that aviation can play in developing the national, regional and local economy.
5. The policy measures addressed in the Green Paper are comprehensive and wide ranging. However it is important that these support the competitiveness of the industry such as between UK airports and between UK airports and their competitors overseas and that UK airlines are not put at a competitive disadvantage in the global market. It should also be recognised that airports play an important role as key economic drivers in their regions, a position that needs to be protected and harnessed in order to safeguard the future economic performance of the area, its ability to continue to attract businesses and investment which in turn secures jobs and jobs creation for the future. The growth in aviation therefore has an essential role in supporting the growth of the region. However balanced against this growth it is vital that action is taken to address the negative impacts of growth in aviation/airports. Local communities must have greater confidence that these negative impacts will be properly addressed with measures put in place to ensure delivery of key environmental performance targets. This will require the need to develop a balanced approach that is supported by all affected by the operation of the airport.

### Government Role

6. In developing a future strategy, it is vital that the Government fully recognises its role as an enabler. Airports, airlines and ACCs can take local action but in a number of areas, action can only be taken through government involvement. As aviation grows, surface access will become an increasingly important area. There are a number of key stakeholders involved for example - Network Rail, train companies; Highways England; local authorities and coach companies etc. A fully co-ordinated

approach is essential to ensure that passengers have access to a fully integrated transport system. It is up to Government to facilitate and co-ordinate suitable and effective processes with clear timetables.

7. Similarly, it is important that Government provides advice on how aviation should respond to the challenges set out in the recent report by the Committee on Climate Change. UKACCs notes that aviation emissions in the UK have more than doubled since 1990, while emissions for the economy as a whole have fallen by around 40%. Achieving aviation emissions at or below 2005 levels in 2050 will require contributions from all parts of the aviation sector, including from new technologies and aircraft designs, improved airspace management, airlines' operations, and use of sustainable fuels. It will also require steps to limit growth in demand. In the absence of a true zero-carbon aircraft, demand cannot continue to grow unfettered over the long-term. Again, local action can be taken but it needs to be taken in the overall context of the Government approach.

8. One of the key challenges in developing aviation strategy is balancing growth with environmental impact. ACCs are fully aware that an airport provides economic, employment and leisure opportunities for a region not just the immediate vicinity. However airports have an important environmental impact on local residents. Whilst aircraft are becoming more noise efficient the number of flights and low flying aircraft now appear to be the key concerns of people living under flightpaths.

## **Specific Issues**

### **Regional Connectivity**

9. The protection of slots for regional services at the capacity constrained London airports, principally Heathrow and Gatwick remains a key area of concern for UKACCs. UKACCs would welcome a discussion on what more can be done to ensure access to London airports for regional services in the short term before new runway capacity is delivered. This is particularly important for services from the further regions of the UK where other options e.g. rail or coach do not represent a viable or convenient alternative.

10. It is essential that action is taken to ensure the sustainability of UK domestic services from the further regions. These services are critical to the business life of the regions, for leisure travel and for interlining at airports such as Manchester, Birmingham and Newcastle (which can help to ease the impact on capacity at SE airports).

### **Environmental Impact**

#### **Overview**

11. As stated above, whilst aircraft are becoming more noise efficient the number of flights now appears to be the key concern of people living under flightpaths. There is a need to develop supplementary metrics to better track and monitor impacts and environmental performance to help address the concerns of communities and to give them confidence that the negative impacts against the backdrop of traffic growth are being proactively monitored and action taken to provide further mitigation where necessary. What work is being carried out by the Government to take forward the development of supplementary metrics and will proposals be included in the forthcoming Green Paper for wider consultation?

12. UKACCs acknowledges the increasing use of PBN and the potential opportunities it can bring for providing respite/mitigation as well as ensuring optimisation of flight procedures e.g. better management of altitude of aircraft on arrival to reduce noise impacts. However it is also recognised that there a number of conflicting interests. It is therefore vital that an equitable balance is achieved reflecting the divergent interests and that any strategy is fully sustainable. UKACCs would be happy to assist in the development of this work.

### **Airspace change**

13. UKACCs welcomes the new airspace change process and the greater transparency. It is hoped that this will lead to consistency of information. In the past there have been acrimonious debates as to which set of information is correct in reaching decisions. The new process will hopefully help to address this and the reasons for airspace decisions to be universally accepted. UKACCs is reviewing with

member ACCs the mechanisms in place at their airports to ensure the engagement with communities is effective and fit for purpose. Is the Government looking at best practice models for this?

## **Noise**

14. Aviation noise continues to be a major concern for communities living around airports. Although technological developments have resulted in the operation of quieter aircraft, the issue of frequency of overflight of aircraft and the height of aircraft on arrival remain matters of concern. UKACCs therefore welcomes the proposals set out in the Green Paper particularly the initiatives to progressively reduce the noise of individual flights, the requirement to consider noise impacts through the airspace design process; the setting of noise caps as part of airport growth planning decisions; the introduction of a new national indicator to track the long term performance of the aviation sector in reducing noise and setting a new objective to limit, and where possible, reduce total adverse effects on health and quality of life from aviation noise. In addition to these measures the Government should be exploring operational measures which result in improved noise outcomes.

15. UKACCs supports the proposal that all major airports set out a plan which commits to future noise reduction, and to review this periodically. This should contain clear targets and timelines and be developed in consultation with the local ACC and the local community. An indicator table recording airports' environmental performance could act as a powerful incentive for airports to improve performance.

16. UKACCs notes the work undertaken by the CAA to monitor airports' performance in providing services for disabled passengers and are rated according to their performance. This has clearly acted as an incentive to airports to improve their performance. A similar system could be very effective in encouraging airports to monitor environmental performance.

## **Climate Change & Emissions**

17. UKACCs fully recognises that tackling climate change and reducing emissions is another key challenge facing the aviation industry. International action is needed and UKACCs believes that the government needs to play a key role in providing international leadership. This action should consider all abatement options and should actively encourage the industry to develop solutions.

18. UKACCs welcomes the Committee on Climate Change's report on global temperature goals and notes that it argues that the UK should lead the global fight against climate change by cutting greenhouse gases to nearly zero by 2050 and also that it believes the growth in aviation must be constrained. The way in which the Government will address this will no doubt attract much debate and scrutiny from a wide range of interests and UKACCs acknowledges that difficult decisions will have to be made.

19. It is noted that the Green Paper advises that the Government commits to regular updates of the Aviation Strategy. It is important that these regular reviews are undertaken as it will provide an opportunity to assess how the UK's commitments under the Paris Agreement are being met and what more needs to be done as global policies emerge. UKACCs would therefore like to see included in the Final Strategy specific time-points for these reviews to be undertaken to ensure that the aviation strategy aligns with developments in the Government's overarching climate change strategy.

## **Air quality**

20. UKACCs agrees that there is a need for the Government to take further action to ensure aviation's contribution to local air quality issues is properly understood and addressed. Improved and effective monitoring should form a key element. UKACCs also supports the proposal that all major airports should develop air quality plans to manage emissions within local air quality targets. It also believes that the industry should be supported in the development of cleaner fuels to reduce the air quality impacts of aviation fuels.

21. UKACCs also notes that there are currently no air quality standards for Ultra Fine Particles (UFP) in the UK atmosphere and the WHO has not recommended an air quality guideline, although the matter remains under consideration given authoritative reviews of the health effects of UFP exposure

are not yet conclusive. UKACCs is aware of a recent report of the UK government's air quality expert group (AQEG) in that it has concluded that until such matters are resolved through further research, it will be important to continue to monitor and evaluate the concentrations of UFP in the UK, both to understand better their sources and dynamics and to provide a database for use in health effects research. UKACCs suggests therefore that the Final Strategy takes into account the recent findings of the report and provides guidance to airports as to whether UFP is to be monitored around airports and by whom.

### **Surface Access**

22. Providing efficient and reliable surface access to airports is key to helping the industry work for its customers and users (passengers, freight operators, airport/airline staff, businesses and other users). As aviation grows, it is essential that access to airports is developed to meet anticipated demand. In particular access to airports by public transport should be encouraged. Additional car use will only serve to worsen air quality around airports and have greater impact on residents living close to airports.

23. It is important that an integrated approach is adopted and that Government facilitates and co-ordinates infrastructure developments. Local airport transport fora can play a key role in both reviewing performance and suggesting priorities.

### **Land Use Planning**

24. UKACCs regrets the delay in Government providing greater clarity on planning conditions affecting airports. Planning authorities used to be guided by Planning Policy Guidance Note 24 on Planning and Noise (PPG24). UKACCs, individual ACCs and the industry e.g. Sustainable Aviation has highlighted this to Government for a number of years now. Significant improvements have been made in reducing noise around airports over the past decade but as the noise contours have shrunk the result is developments have been permitted closer to airports. Any benefits resulting from efforts by airports/NATS to reduce flight path swathes can easily be negated if the local planning authority approves housing developments directly under flight paths. The policy vacuum left by the revocation of PPG24 has resulted in the absence of technical guidance at national level for planning authorities, airports and developers and this urgently needs to be addressed.

25. UKACCs is aware (to be reported at the annual meeting – see item 3(a)(iii)) of the proactive work of Crawley Borough Council, the planning authority for Gatwick Airport, in that it has developed as part of its Local Plan process a bespoke noise policy underpinned by specific noise standards aimed at preventing development in areas where noise exposure is greater than 66dB. This approach was found “sound” by the Planning Inspector at the Local Plan Examination and successfully defended at planning appeal. UKACCs therefore urges the Government to consider the approach adopted by Crawley Borough Council and to bring forward national guidance to address this important issue.

26. In addition to this, UKACCs is aware of a new challenge arising from the recent change to national planning policy of “Permitted Development” which allows noise sensitive developments to come forward without restriction or mitigation such as a recent case where an office accommodation block was converted to housing with poor quality glazing which exposes occupants to significantly high noise levels. This issue must also be addressed by the Government.

### **Mitigation**

27. UKACCs agrees that a review of the different forms of mitigation is needed. In addition to monetary compensation and insulation etc. what more or different options can be explored? *(the DfT is holding a Focus Group on compensation on 6 June – an update will be given at the meeting. Delegates will be asked to review this part of UKACCs' response at the meeting)*

## **ICCAN**

28. UKACCs welcomes the establishment of ICCAN and its emerging strategy. However it is important that this new body is given an opportunity and the resources to assist in the development of noise policy. For example, the body could develop guidance tiered to reflect the size of the airport and local circumstances. Given the broad geographic reach of UKACCs and its member ACCs, UKACCs is well placed to input to ICCAN's work and in the development of best practice guidelines.

## **Community Groups**

29. UKACCs recognises the concerns and values the input from community noise groups but is concerned that many community groups appear reluctant to engage with their ACC elected representatives to bring their concerns to the attention of the ACC.

30. In some cases, the Department has accorded great prominence to the views expressed by the more active community groups which UKACCs believes should be treated in a fair and balanced way. UKACCs is concerned that some of these community groups may not be fully representative of the communities they purport to represent and may not provide a balanced view. In particular it seems that these groups tend to be very South East centric focussing on major airports and there is concern that their views may not reflect the views of regional airports. It is therefore important that the development of the new aviation strategy recognises that each airport has different local circumstances and this should be acknowledged in developing policy. Issues affecting major international airports will not necessarily be the same as those faced by smaller regional airports.

## **Consultative Committees**

31. UKACCs strongly believes that ACCs can play a key role in assisting Government in the development of its future aviation strategy. For example ACCs are involved in the airspace change process not only as a key stakeholder but also in helping to build an understanding between the various stakeholders of their airport's plans and the need for change; advising the airport of local community issues that need to be taken into account; and raising awareness of the timeline of the various stages of the CAP 1616 process and how interested parties can get involved.

32. UKACCs provides an effective means by which the airports across the UK can collectively engage with a wide range of local stakeholders all with differing views, in helping to raise awareness of the airport's operation and future development plans and to assist in building a common understanding across the various interests on issues to be addressed. UKACCs welcomes the positive reference in the Green Paper about the important work of the statutory airport consultative committees and the need to improve the effectiveness of the process and the need for local communities to use their ACC to engage with airports through their locally elected representatives. The suggestion that Government might consider the scope for developing supplementary guidance to ACCs is therefore welcomed and can assist further in fostering local engagement. It should be recognised ACCs are only advisory but have no powers. Perhaps consideration should be given to the responsibilities and powers available to ACCs particularly in respect of their role in monitoring performance standards – passenger and environmental – at their airports?

33. Although airports are supposed to consult the ACCs on proposed developments relating to the airports, experience suggests that the consultation is not always as effective as it might be. This needs to be addressed.

## **Passenger Charter**

34. UKACCs fully supports the proposal to establish a new Passenger Charter for aviation to bring together into one document those statutory and regulatory obligations placed on airports and airlines in delivering passenger services and the rights of passengers when things go wrong. Given the absence of detail in the Green Paper on other possible measures to be included in the Charter it is important

that further consultation is undertaken on the development of a basic set of requirements covering the needs of all passengers.

35. UKACCs also suggests that whilst a charter should contain a basic set of requirements, it will need to be developed to reflect an airport's local circumstances and be proportionate to the scale of operation at an airport. It is noted that the expectation is for the industry to voluntarily improve its standards through the Charter, while also delivering on its legal obligations. It is important that the Government/CAA review the effectiveness of the voluntary measures and, if standards are not being met, whether regulation is needed for improved outcomes. It is important also for the Final Strategy to give guidance on who should fund this new requirement and its monitoring.

36. UKACCs notes that the Charter would be supported by:

- a performance framework with clear Key Performance Indicators (KPIs) to allow monitoring, reporting and ongoing improvement;
- expanded enforcement powers for the CAA with respect to legal obligations for passengers with reduced mobility and compensation claims;
- new standards for open data, data sharing and data protection;
- improved border performance standards through changes to business and delivery models and funding arrangements;
- enhanced passenger representation.

37. UKACCs welcomes these proposals. It is further noted that some of these measures would require legislative change to be implemented. UKACCs would be willing to engage in initial discussions on the development of the charter.

38. UKACCs acknowledges the proposal to give Transport Focus an enhanced representation role as the voice of air passengers considering airline performance under the Charter. It is not clear from the Green Paper or in its supporting documents as to the reasons for this proposal. It is not clear what added value Transport Focus could bring to what is already a complex area involving a whole range of organisations/agencies and international obligations and would to a certain extent duplicate the work of ACCs in looking after the passengers' interest at their airport. Have other options been considered? Without any further justification UKACCs could not support the proposal at this stage.

## **Disabilities**

39. Any passenger using an airport should be able to have a seamless experience rather than face a series of obstacles. The proposed range of measures designed to assist disabled passengers are welcomed. In particular there is a need to:

- improve the pre-notification process – to capture and transmit all relevant information, particularly around wheelchairs and batteries, in an accurate and timely manner so that the special assistance service provided can be tailored to the customer needs, and ground handlers can prepare for wheelchair loading;
- strengthen standards around waiting times, handover instances and requirements for critical infrastructure – to provide a quality assistance service;
- improve the storage standards for wheelchairs in the hold – through improving knowledge of wheelchairs and batteries for ground handlers, creating safe stowage areas in the hold, and considering wheelchair standards, such as universal tether points, for robust securement
- adopt the recommendations and provisions in European Civil Aviation Conference (ECAC) Document Number 30 in Section 5 on Facilitation of the Transport of Persons with Disabilities and Persons with Reduced Mobility. It is noted that there is a reluctance amongst some airlines to board disabled passengers first. It is important disabled passengers are able to board aircraft with dignity.
- remove limits to payments for damage caused to wheelchairs during flight so that realistic replacement or repair costs are remunerated by airlines
- increase uptake of training programmes to improve disability awareness for customer-facing staff including security and border staff, and for ground handlers to minimise damage to wheelchairs when loading

- expand the range of enforcement powers available to the CAA to provide for fines for breaches of Regulation [EC] 1107/2006 (accessibility requirements)
- provide consistent, standards for allergy sufferers to make certain that consumers know what to expect when they fly

40. UKACCs welcomes the CAA's action to monitor airports' performance in serving the needs of disabled passengers. To date this has been based on metrics. It is important that this is developed further to assess the actual quality of the service provided.

### **Conclusion**

41. If the Government needs further clarification on any point, UKACCs would be happy to provide further detail.

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# Noise Monitoring & Environmental Sub Committee

20<sup>th</sup> June 2019

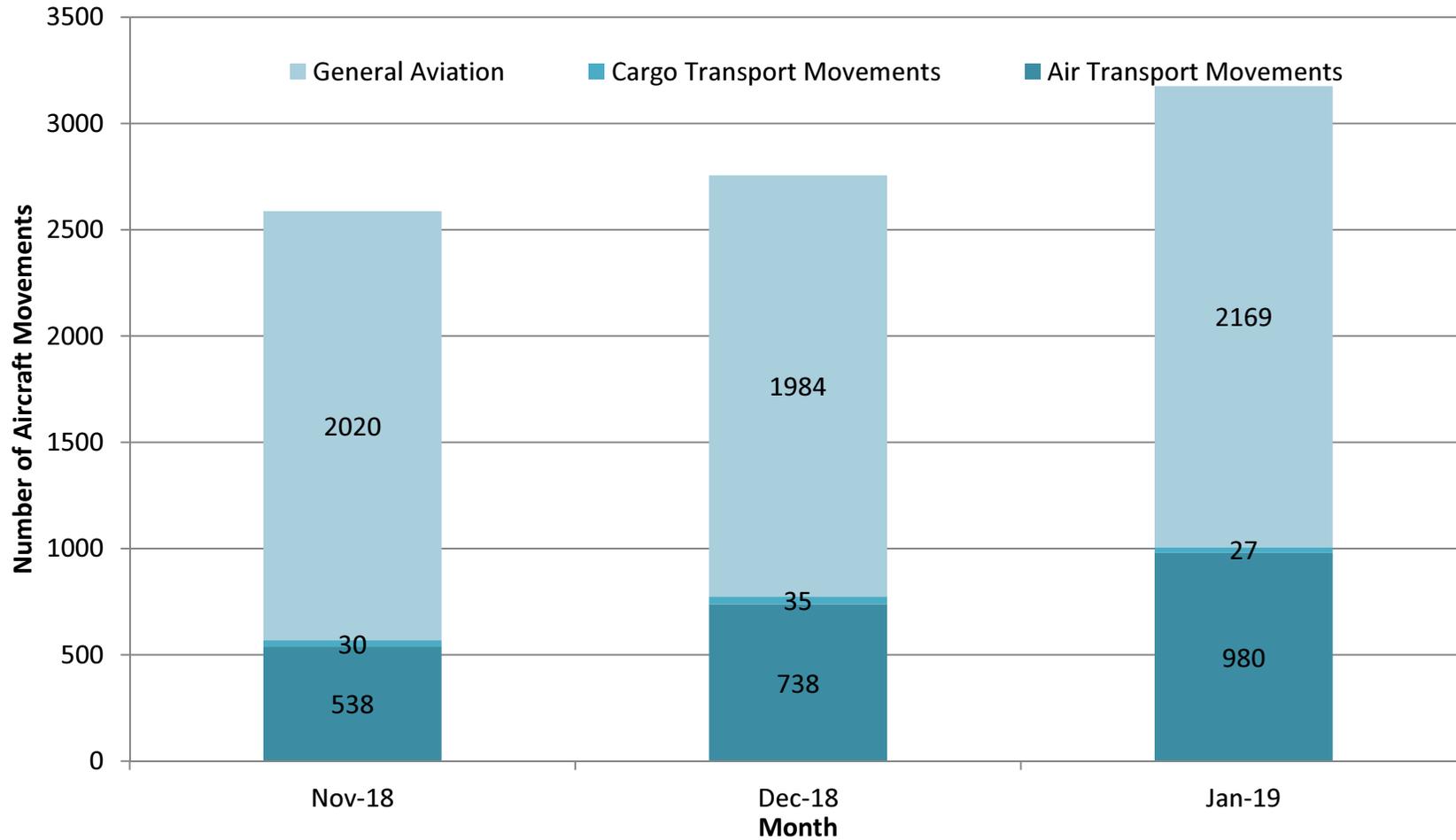


# Air Transport Movements

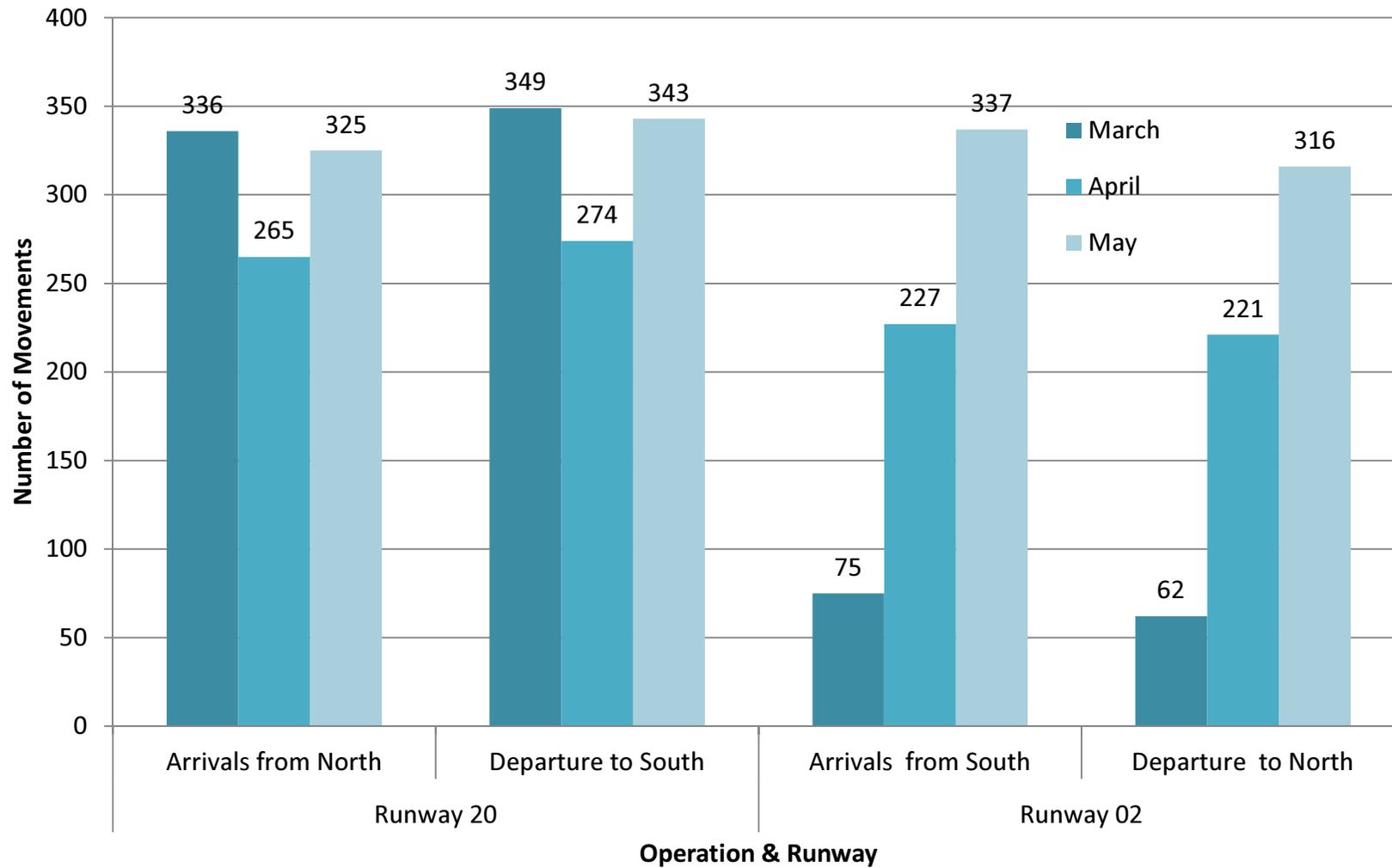


Doncaster  
Sheffield  
Airport 

# Doncaster Sheffield Airport Number and Type of Aircraft Movements for March to May 2019

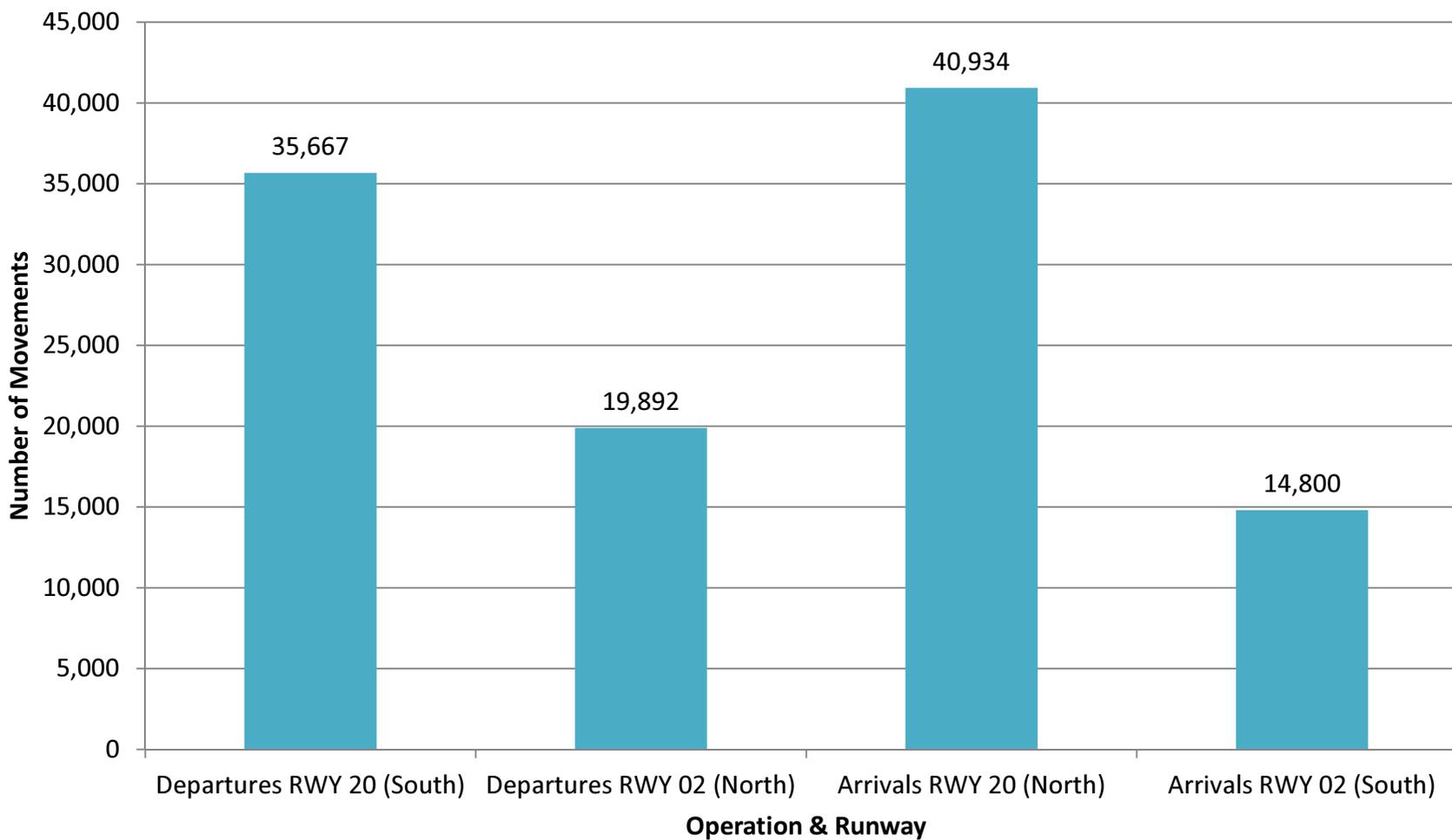


# Doncaster Sheffield Airport Number of Arrivals and Departures on each Runway for March to May 2019



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## Doncaster Sheffield Airport Number of Arrivals & Departures on each Runway from April 2005 to May 2019

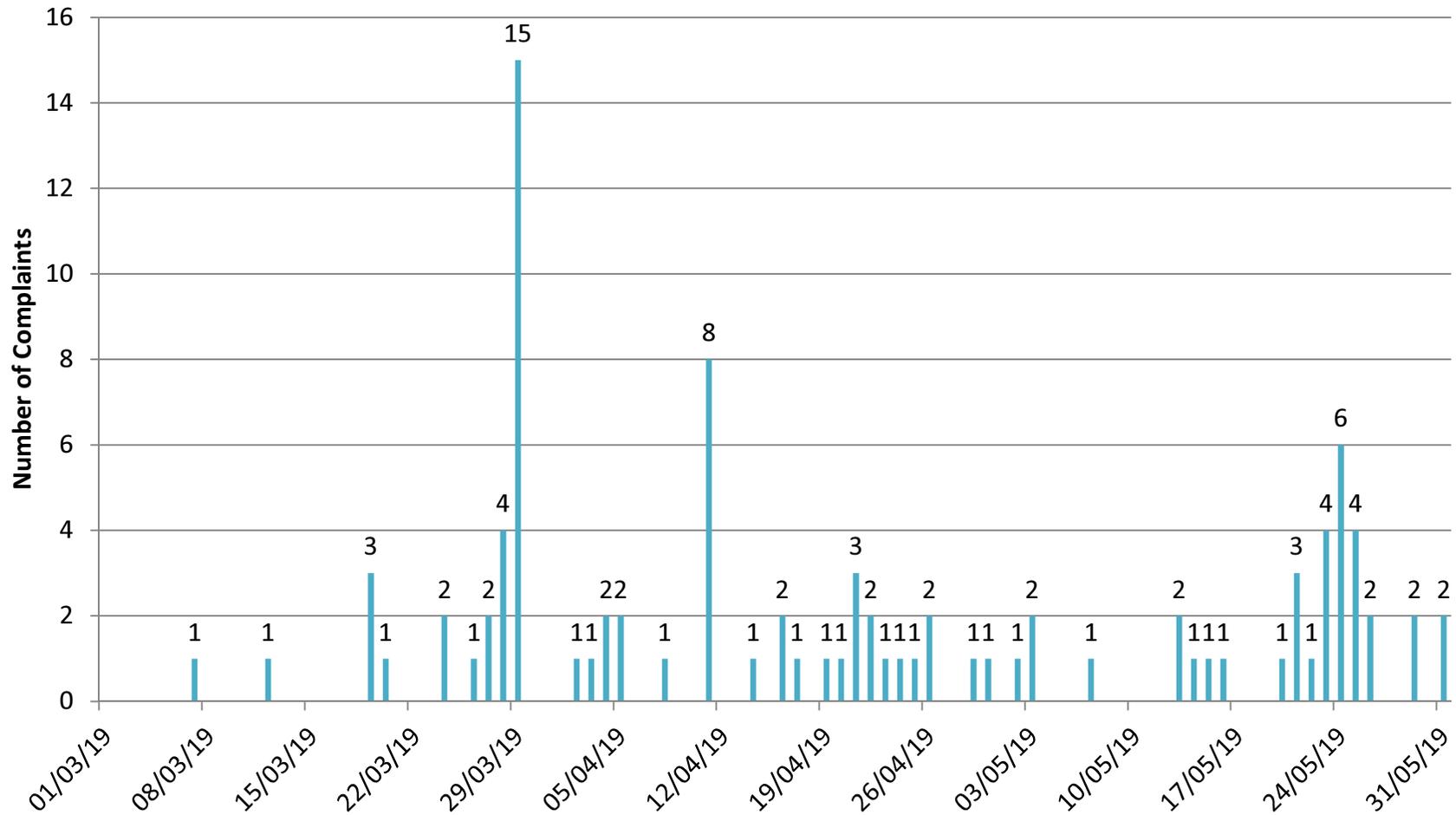


# Quiet Operations Policy Report

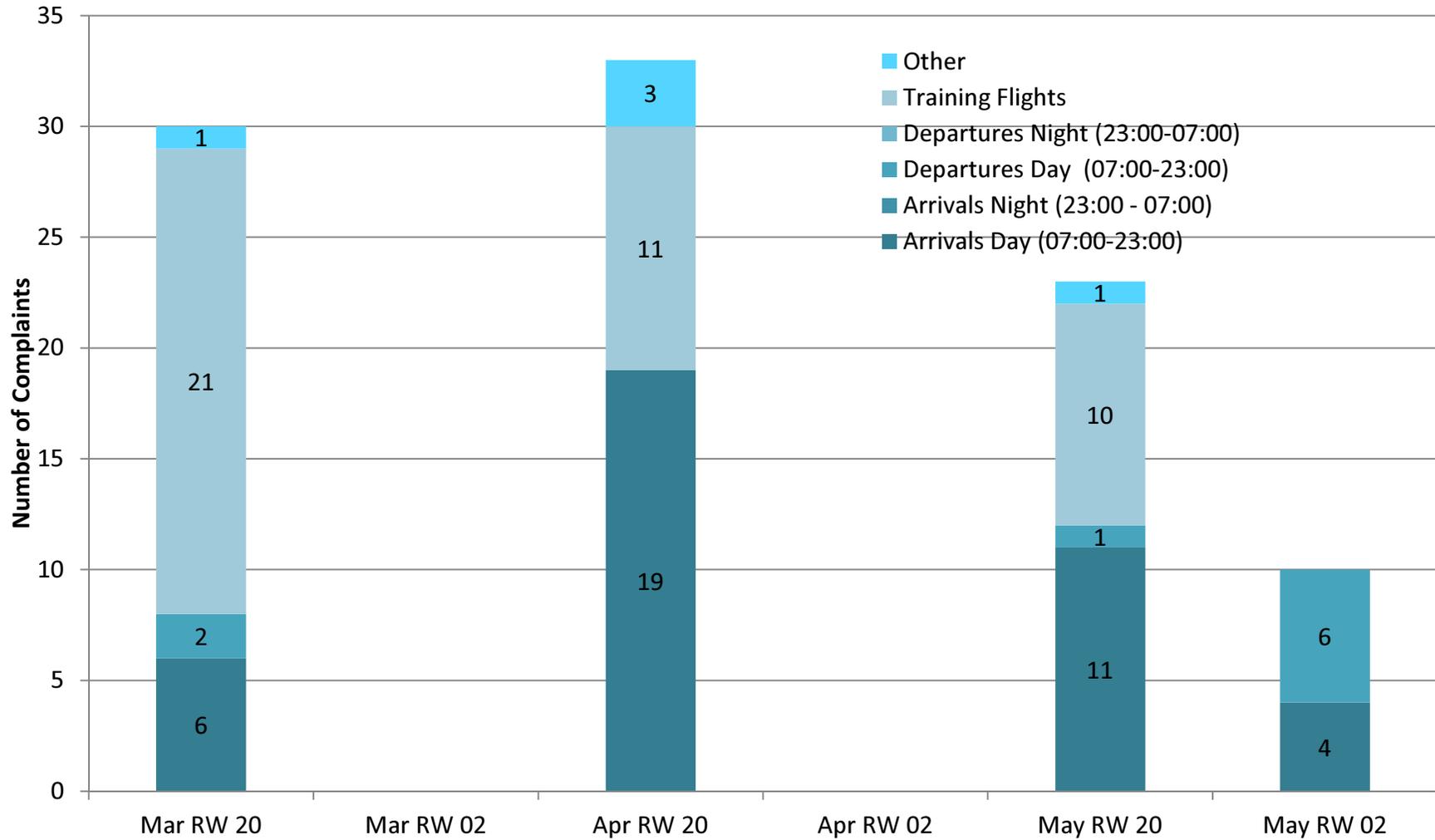


Doncaster  
Sheffield  
Airport 

# Doncaster Sheffield Airport Number of Complaints from 1<sup>st</sup> March to 31<sup>st</sup> May 2019

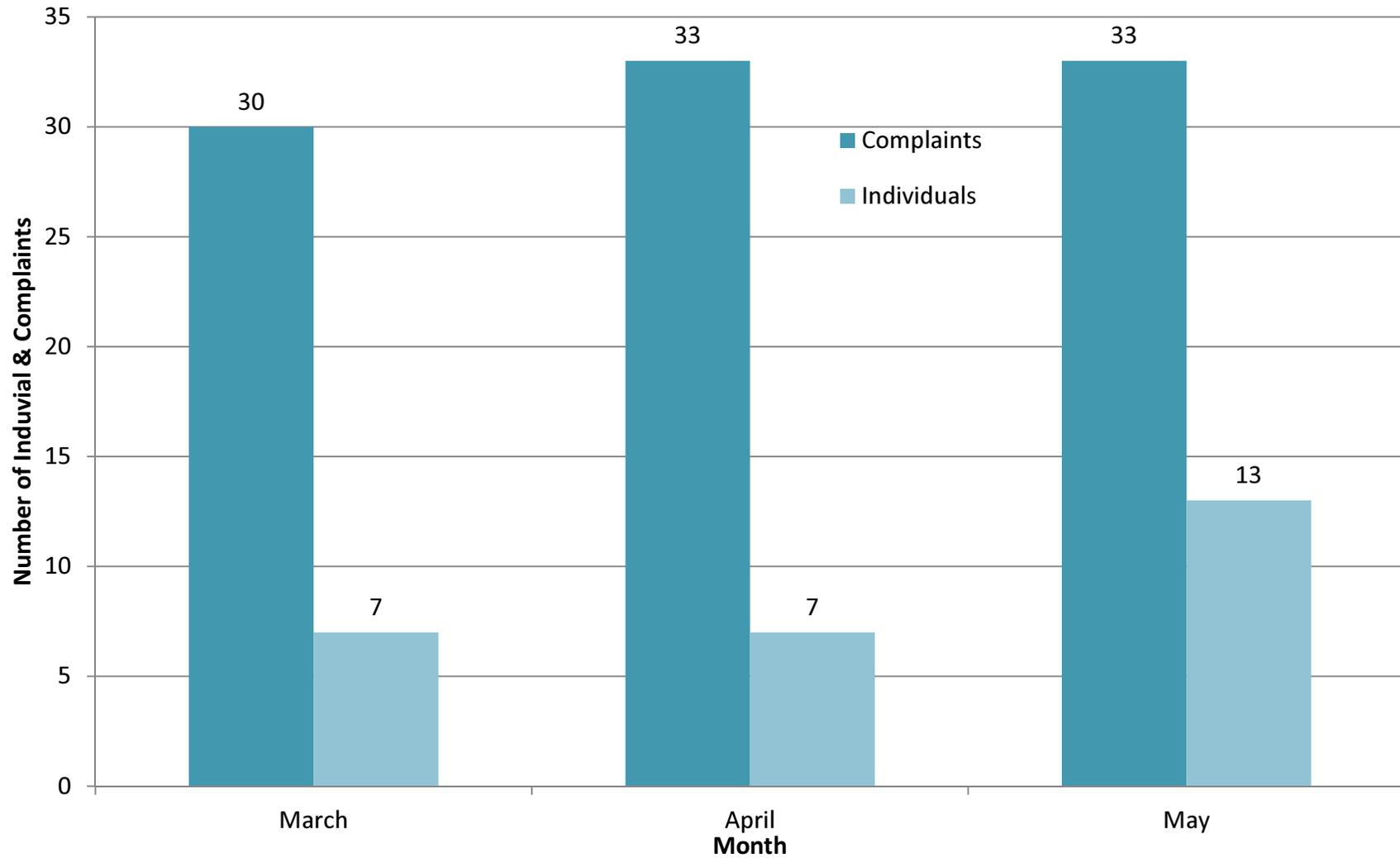


# Doncaster Sheffield Airport Number and Type of Complaints for March to May 2019

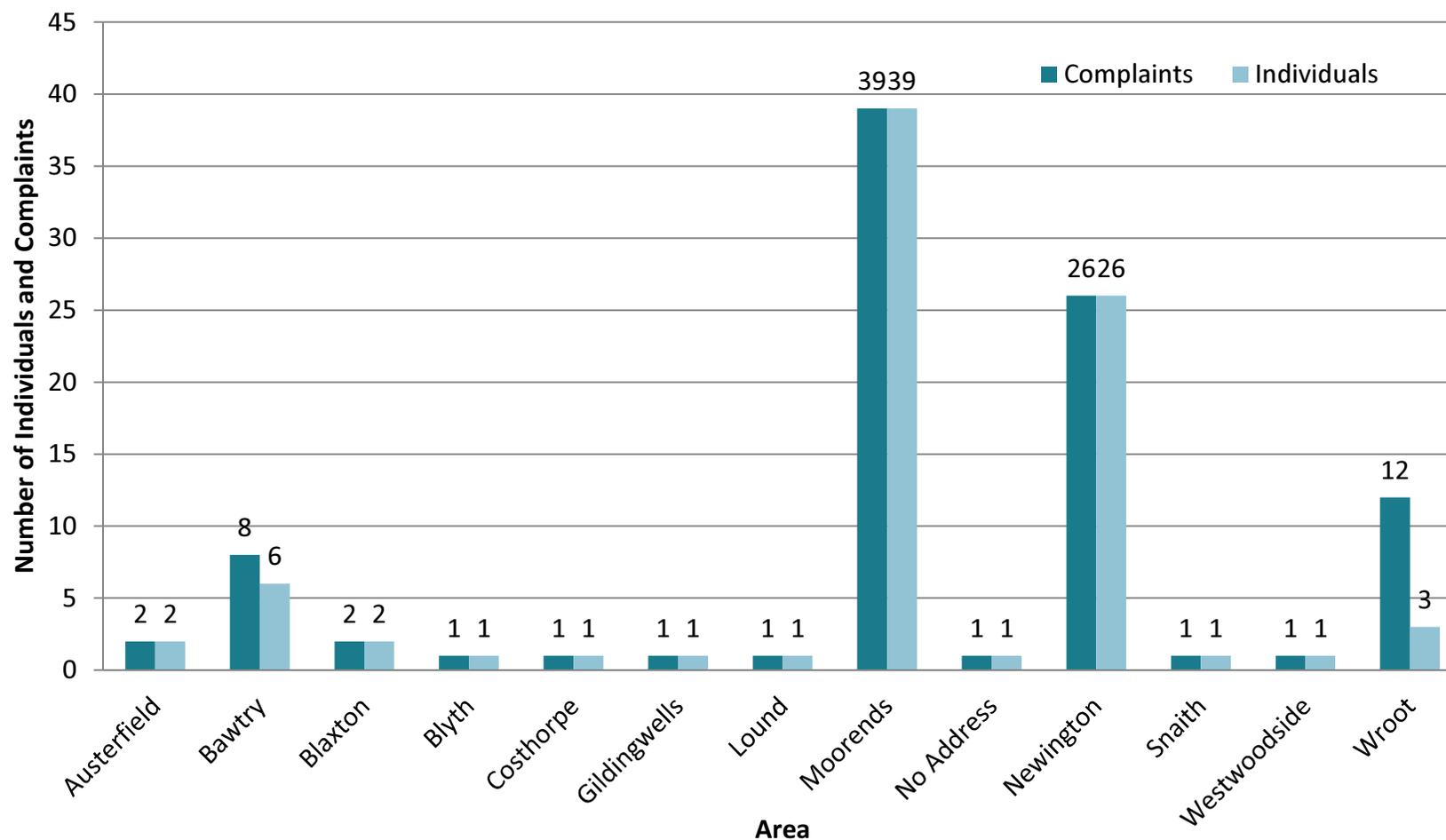


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## Doncaster Sheffield Airport Number of Complaints & Individuals for March to May 2019

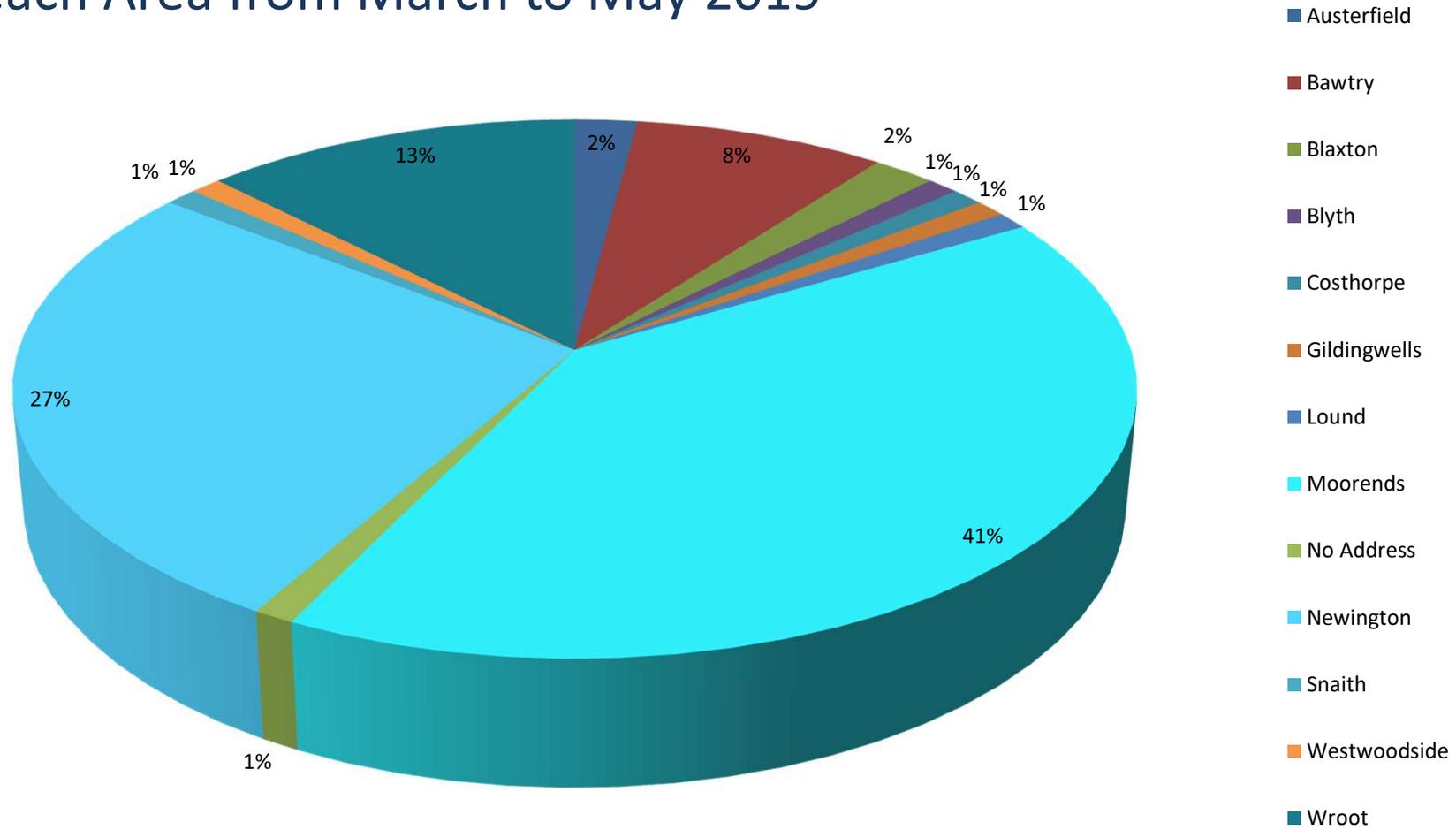


# Doncaster Sheffield Airport Number of Complaints & Individuals from each Area from 1<sup>st</sup> March to 31<sup>st</sup> May 2019



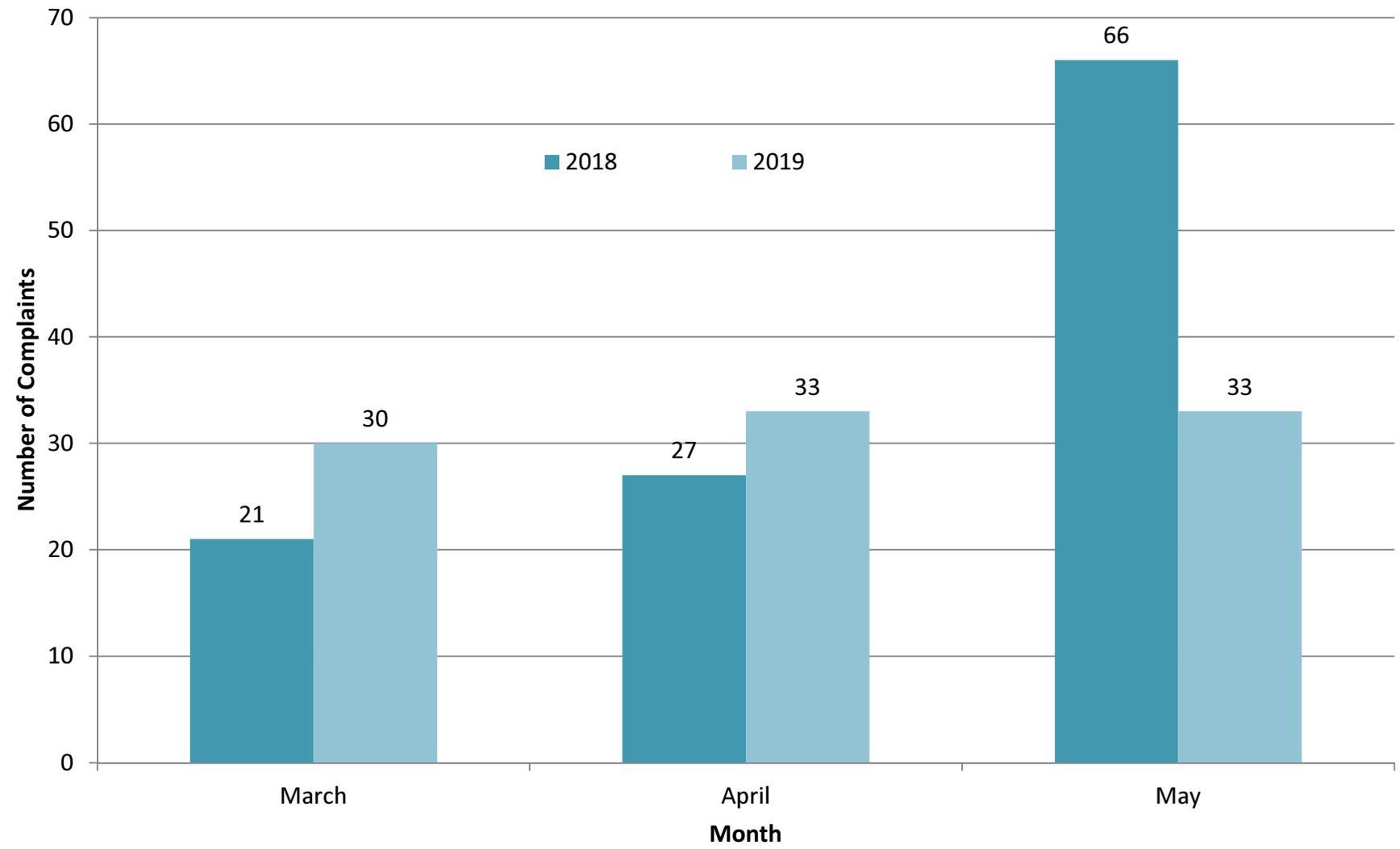
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# Doncaster Sheffield Airport Percentage of total Complaints from each Area from March to May 2019

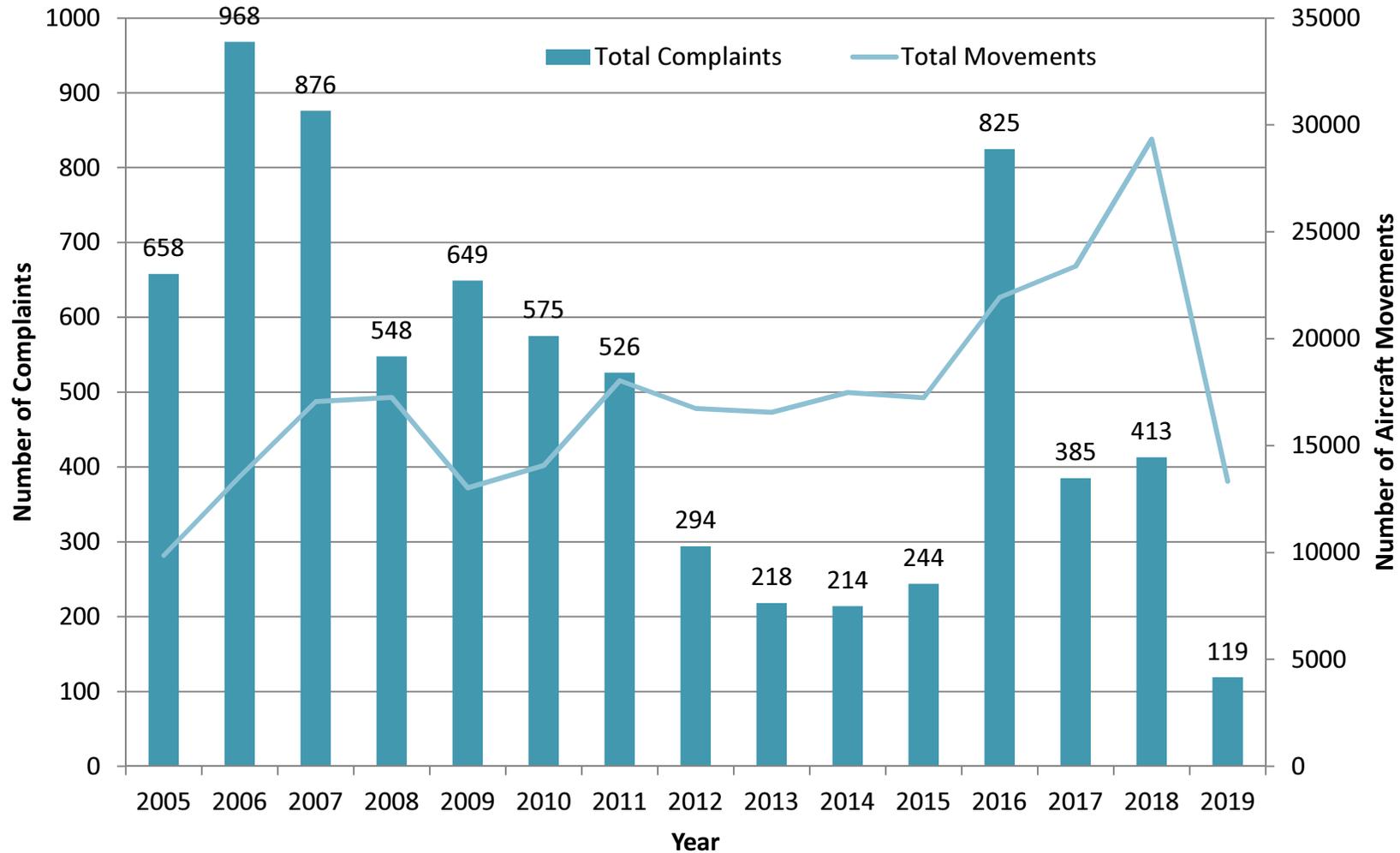


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## Doncaster Sheffield Airport Number of Complaints Comparison of 2018 & 2019 for March to May

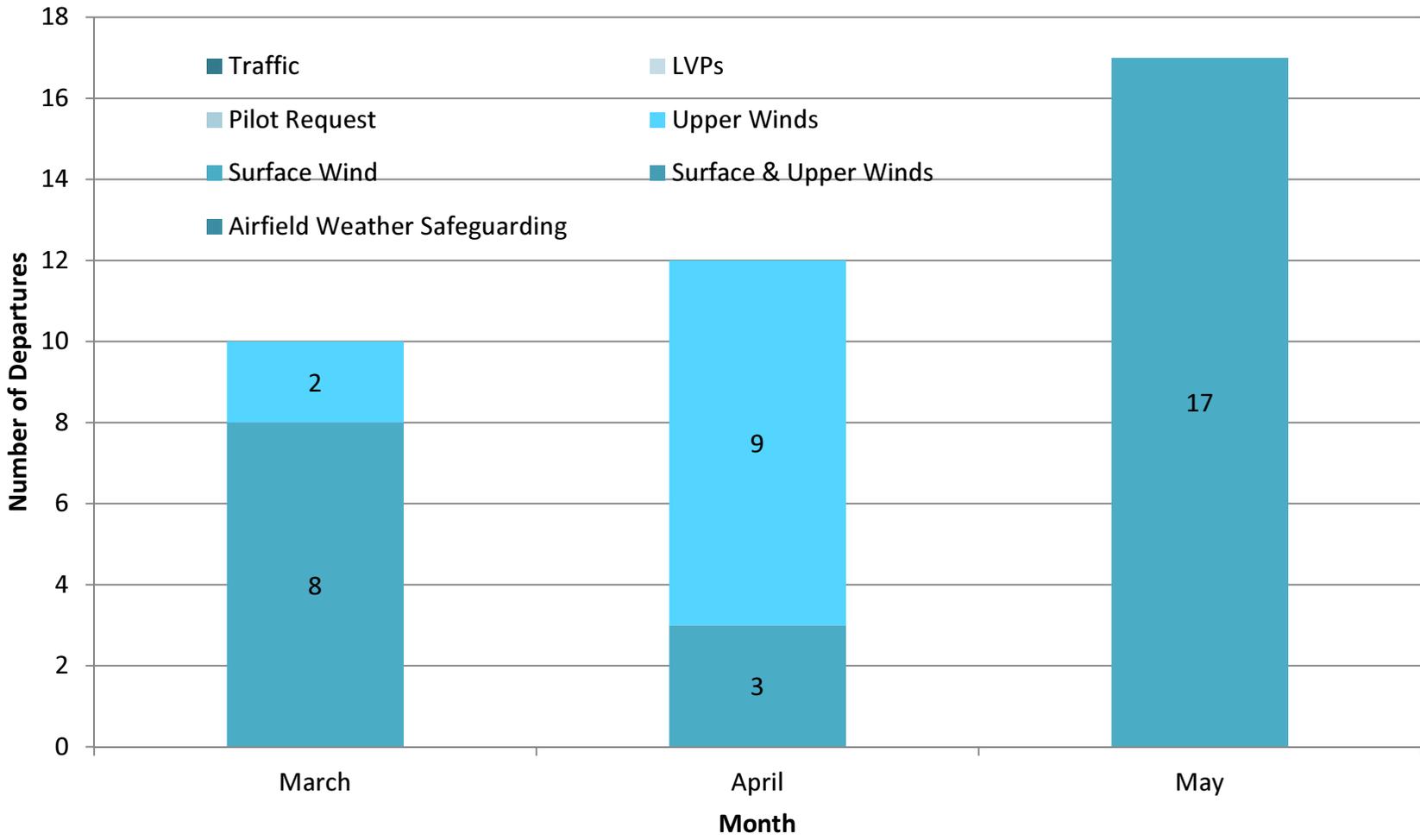


# Doncaster Sheffield Airport Annual Number of Complaints and Total Movements from 2005 to 2019

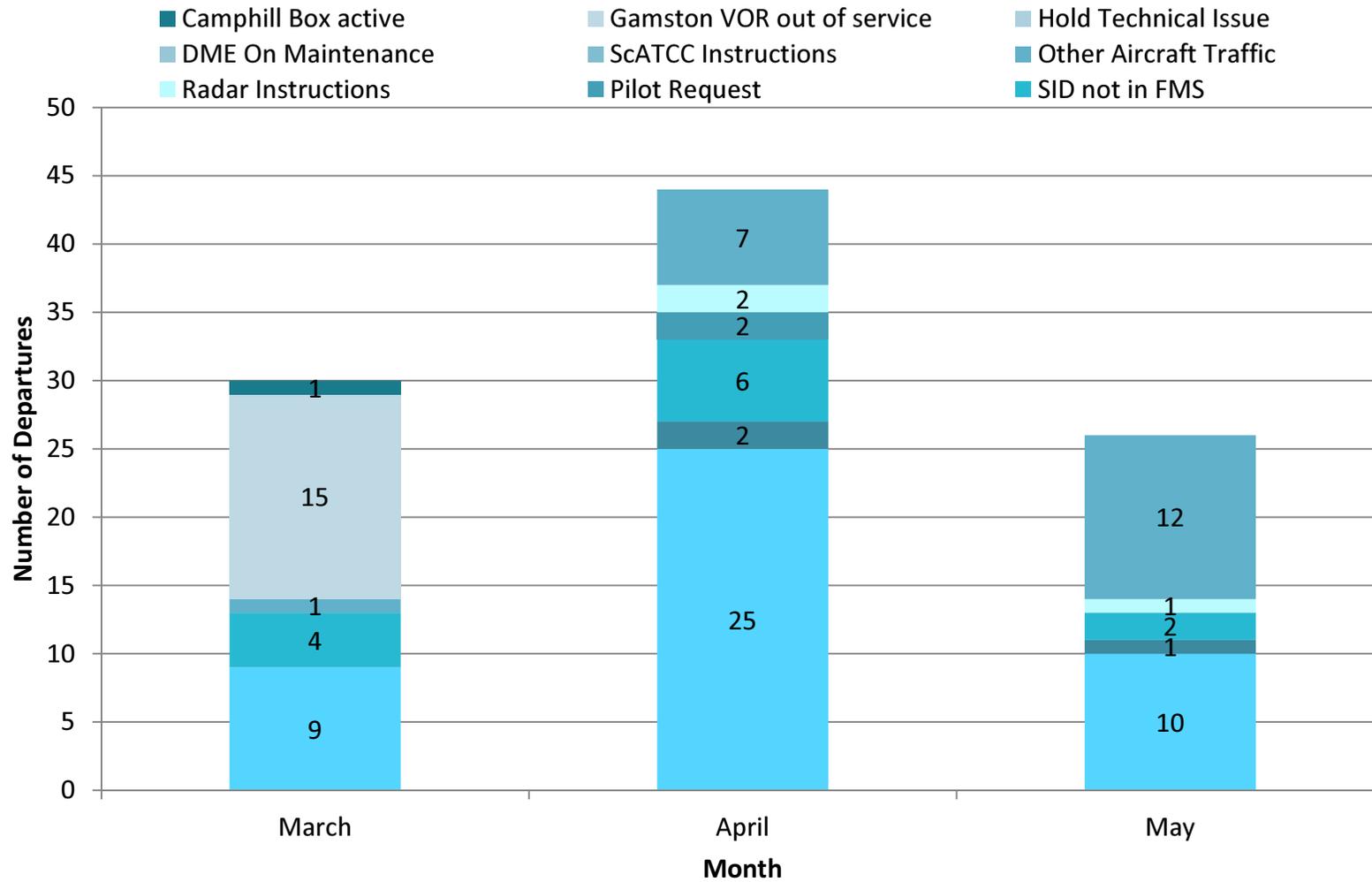


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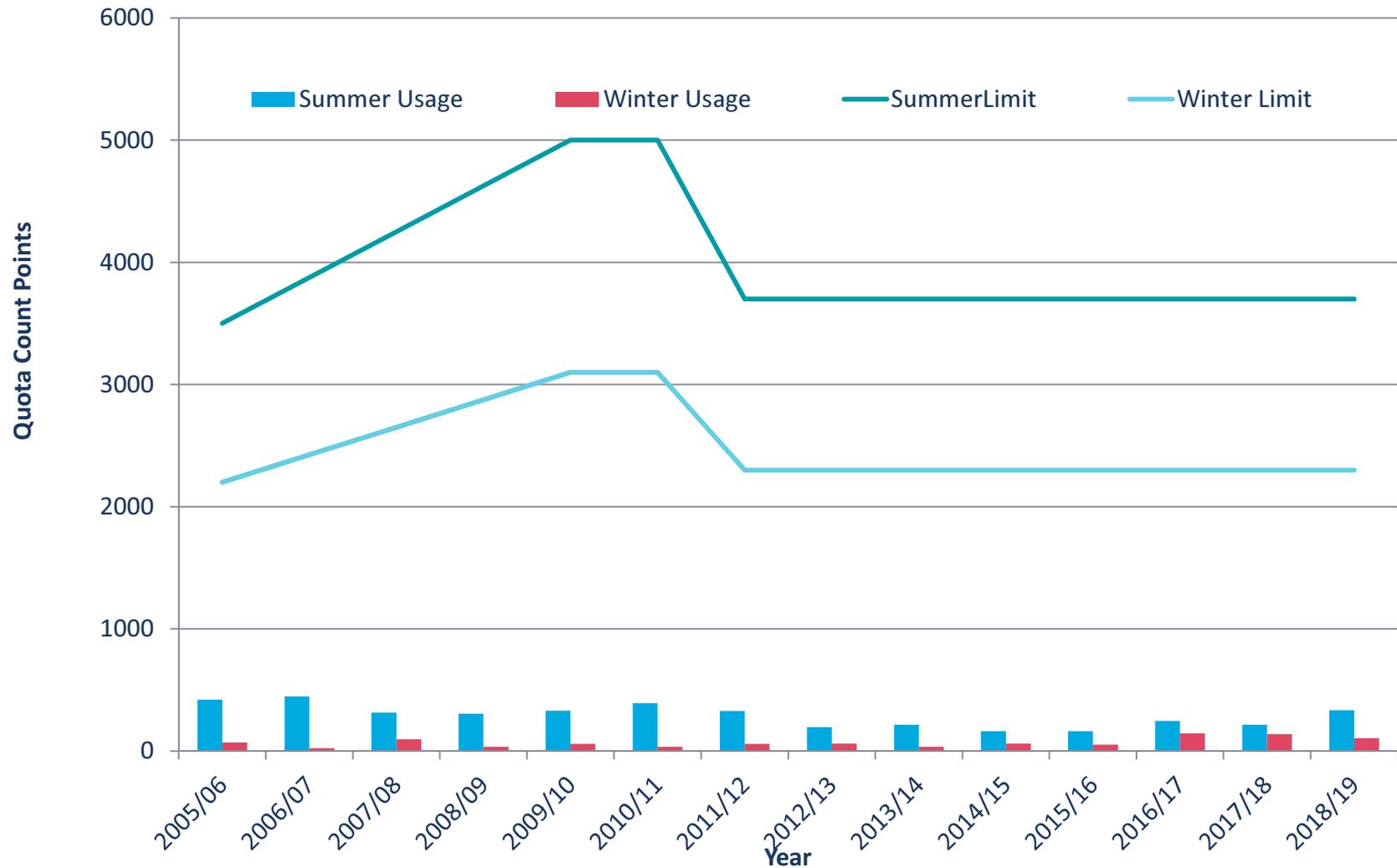
# Doncaster Sheffield Airport Number of Night Time Departures from Runway 20 for March to May 2019



# Doncaster Sheffield Airport Number of Non NPR Aircraft Departures for March to May 2019

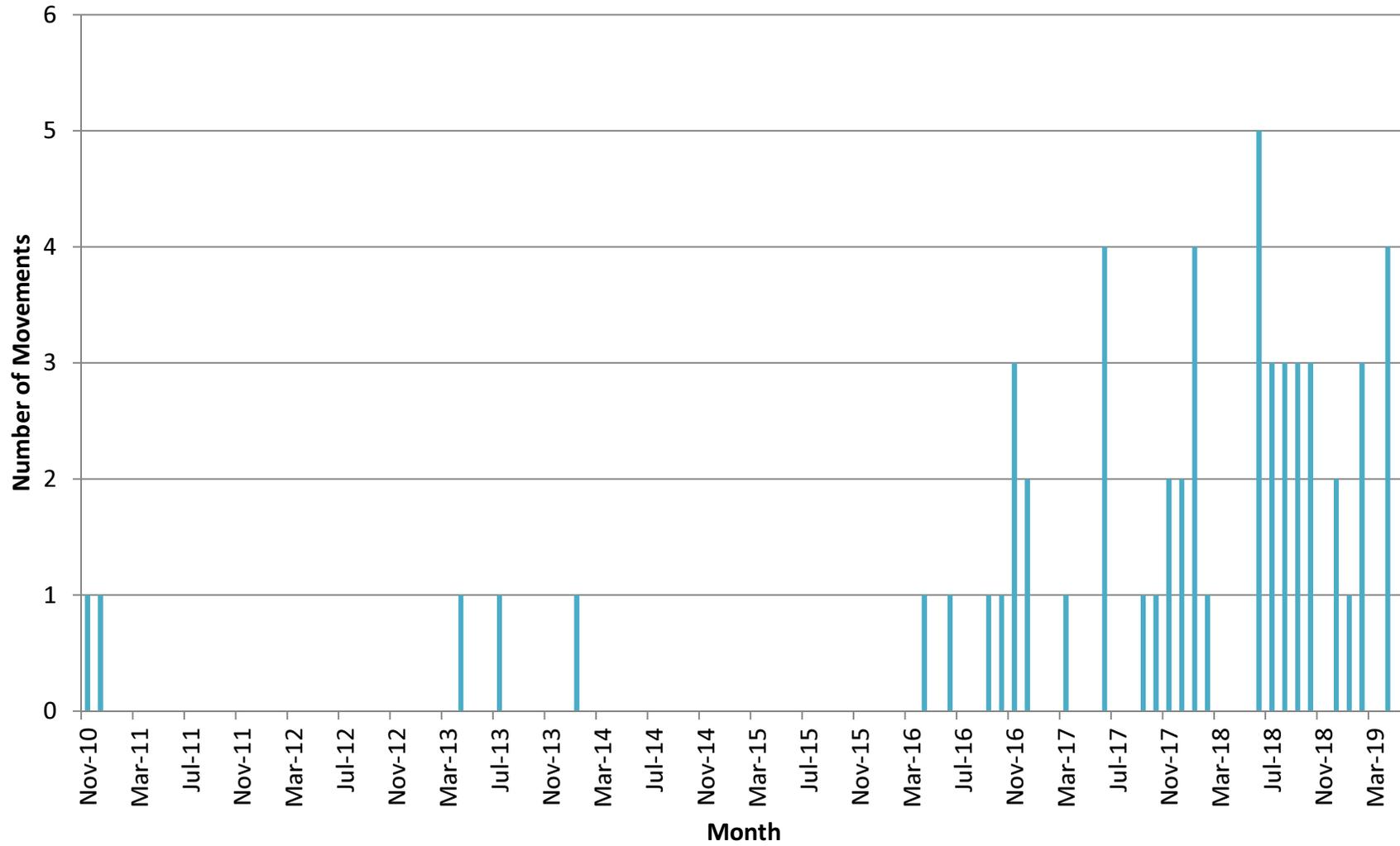


# Doncaster Sheffield Airport Number of Quota Count Points (QCP) Used and QCP Limits from April 2005 to May 2019



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# Doncaster Sheffield Airport Number of Quota Count 4 Movements from March to May 2019



# Doncaster Sheffield Airport Number of Engine Tests for March to May 2019

