

Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

ANNUAL GENERAL MEETING

24 JANUARY 2019

PRESENT: Alan Tolhurst OBE (Chair)
A Bosmans (FODSA), R Cooke (Doncaster Sheffield Airport),
Councillor M Cooper (Doncaster MBC), Councillor S Cox (Doncaster MBC),
Councillor M Greenhalgh (Doncaster MBC), Councillor D Lelliott (Rotherham
MBC), M McGuire (Office of Caroline Flint MP), Councillor J Milne (West
Lindsey District Council), Councillor B Mordue (Doncaster MBC), R O'Toole
(Doncaster Sheffield Airport), County Councillor C Pearson (North Yorkshire
County Council), Councillor D Pidwell (Bassetlaw District Council), A Rutherford
(Doncaster Chamber of Commerce), M Di Salvatore (West Lindsey District
Council), Councillor I Saunders (Sheffield City Council), A Shirt (Committee
Secretary) and Y D Woodcock (Ex-Officio)

Noise Monitoring & Environmental Sub-Committee representatives:-
Town Councillor A Cropley (Bawtry Town Council),
Parish Councillor N McCarron (Blaxton Parish Council) and
Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: Councillor R Franklin, K Naylor, P Nears,
Councillor C Perraton-Williams and Councillor M Quigley MBE

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

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

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

2 ANNOUNCEMENTS

There were no announcements.

3 MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 25 JANUARY 2018

RESOLVED – That the minutes of the Annual General Meeting held on 25 January 2018 be agreed as a correct record.

4 MATTERS ARISING

Drones

R Cooke reported that the draft Drones Bill should have been published last summer, however, it was now estimated that it would not happen until spring / summer 2019.

Members noted that the current restrictions banned all drones from flying above 400ft and within 1km of protected airport boundaries, but this still allowed them to be in conflict with aircrafts.

Ministers were currently considering the introduction of a 5km drone exclusion zone around commercial airports in the wake of the disruption caused at Gatwick last year.

5 CHAIRMAN'S ANNUAL REPORT

Introduction

The Chair commented that, at last year's meeting he had made the obvious point that Brexit made forecasting for aviation and other key aspects of the economy very difficult, in fact almost impossible. And this had remained the case throughout 2018, with recent events in London adding even more to the uncertainty.

As well as the confusion over Brexit there were several events that took the gloss of the valuable contribution made by aviation to the economy. The Chair commented that he would come to some of those items later in his report, but first, he would concentrate on more cheering events from last year.

The summary included issues which had caught the Chair's attention, but were not necessarily all major items.

Which? Members

The first cheering point to note is that DSA was voted by Which? Members for the second time as the best airport in the UK for under 10 million passengers, with high praise for its access and the services provided.

At the next meeting Members would hear from Ian Smith about the highly successful UK Airports Service Quality survey for Q4-2018.

Masterplan

In March, there was the publication of the Masterplan for the period 2018-2037, with the prospect of the airport becoming one of, if not, the outstanding regional airport in the UK.

The plan includes a significant increase in passenger numbers with more new destinations becoming available at the airport. And the prospect of a new railway station within the airport boundary adds an exciting dimension to the plan.

There were well over 1600 comments on the proposals from the public and private sectors, thanks were given to Members for their help in encouraging local residents and organisations to respond.

The Chair commented that, whilst some in the local community, not surprisingly, expressed concerns about increases in development activity and noise, over 90% of

the comments were favourable. Which, he believed showed that local people see the airport as a critical element in the regeneration of the local region.

The Chair stated that it was good to hear from the Mayor that, Doncaster MBC sees the airport as being critical to the success of the Borough and to note that the Sheffield City Region and Transport for the North had given their full support to the Masterplan.

Great Yorkshire Way / Premium Lounge / Cargo

Opening the final stage of the Great Yorkshire Way made a great improvement in the surface access to the airport, increasing the number of potential users to 6 million within a one hour drive to the airport; and the new extended Premium Lounge added to the passenger experience.

A large increase in cargo activity during the year was also a welcome development. As Members observed on a visit to the cargo hangar, the revised layout now offered businesses a much quicker trans-shipment experience.

Role of ACCs

It was encouraging that Ministers acknowledged last year the important role of ACCs and the need to involve them as much as possible in policy and strategy developments.

A good example of the value Member involvement can bring was when changes to the local airspace were being considered. The Noise Monitoring and Environmental Sub-Committee had several helpful briefings on the technicalities of the changes. As a result of Members' involvement, once again, the responses from the community to the proposals far exceeded expectations.

The Committee also had the opportunity to comment on the CAA's Airspace Modernisation Strategy, on the use of airspace until 2040. The Strategy outlined plans for the biggest overhaul of Britain's airspace in more than 50 years to create new flightpaths into the biggest airports.

Much of the plan was technical in nature with a focus on better control and increased use of satellite navigation. And, on this point, the Chair wished to congratulate Members of the Noise Monitoring and Environmental Sub-Committee on their increased understanding of technical aviation concepts.

While NATS predicts that the new system could cut noise levels at major airports, there was concern there would be an increase in the number of households directly affected by noise.

In addition, a major challenge will be de-conflicting the activities of the ever-increasing number of airspace users, not least commercial and private drone operators.

Drones

While mentioning drones, there was a hiatus caused last year and earlier this year when drone sightings at Gatwick resulted in over 1000 flights to be cancelled and Heathrow to be closed for a few hours.

In terms of effort, it was alarming how relatively minor an activity could result in such potentially catastrophic outcomes.

The Government was seeking to restrict the use of drones near airports by increasing exclusion zones and developing measures to detect, counter and, if necessary, destroy rogue drones. But, the risk is increasing at an alarming rate and action to reduce it is urgently needed.

Airlines

There were some significant events last year regarding airlines.

Monarch went into administration.

Ryanair continued its flight over recompensing passengers affected by the pilot strike. The airline also tinkered with the rules on check-in and luggage, which left passengers confused and fearful of being tripped up by unexpected fees.

Flybe faced financial challenges and only recently news had emerged that a bridging loan from Virgin Atlantic might ease the pressure. The question is will the Connect Airways consortium be more successful than the previously organised consortia?

And the national flag-carrier faced its own problems. In August and September BA suffered a data hack in which the payment details of 429,000 customers were stolen.

In September, its ageing aircrafts were condemned as the worst polluters on transatlantic routes: and in December a coroner questioned why Cabin Crew did not do more to save a passenger with an allergy who had suffered a heart attack.

A new DfT Aviation Strategy Green Paper, published late in the year, was open to consultation until April. Amongst other things, it addressed the subject of airlines' terms and conditions and in particular the need for airlines to be more transparent so that passengers are not hit with so-called hidden fees.

It was also proposed that disruptive or drunk passengers should be subject to tougher action and duty free purchases should be put in sealed bags.

Local

Turning to the local aviation scene, the Chair commented that he had previously referred to Members' contributions to the various consultations held during the year, but he also wanted to mention how valuable Members' representations on local matters had been.

Locally, there had been concerns around car parking in local estates, the provision of public transport and residents' inevitable complaints about noise.

All of these had been represented with care and understanding and the Chair was grateful for the excellent and effective two-way dialogue Members' had established between the airport and local communities.

Clearly, there was much activity at the airport during the year with most of it being considered by the Committee at the time. The Chair thanked airport colleagues for their willingness to share information when possible, and for their care and prompt action in dealing with local issues.

Sadly, Steve Gill departed in the latter part of the year. He left with the Committee's best wishes for his new appointment at Bournemouth airport.

An announcement was awaited on Steve's replacement. In the meantime, Robert Hough acts as Executive Chairman, with Rob Cooke, Mike Cotterill, Chris Harcombe, Kate Stowe and Ian Smith leading locally.

Conclusion

In summary, 2018 was a busy year for Aviation, with some very important documents being published and some negative events.

There was much more that the Chair could have included in his review; but he hoped that gave Members' an idea of some of the key issues.

Y Woodcock, on behalf of all Members' thanked A Tolhurst for his Annual Report and for his continued work on behalf of the Airport Consultative Committee. Thanks were also given by Members to airport colleagues for all their hard work over the year.

6 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.

7 SCHEDULE OF MEETINGS 2019

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

Airport Consultative Committee

Thursday 24 January 2019 (AGM and Ordinary)
Thursday 11 April 2019
Thursday 11 July 2019
Thursday 24 October 2019

Noise Monitoring and Environmental Sub-Committee

Thursday 28 March 2019
Thursday 20 June 2019
Thursday 19 September 2019
Thursday 5 December 2019

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

CHAIR

DRAFT