

Consultative Committee

**South Yorkshire Joint Authorities
Governance Unit**

Town Hall, Church Street
Barnsley, South Yorkshire S70 2TA.

Our ref: DSACC/AIS

Your ref:

Date: 03 July 2019

This matter is being dealt with by: **Andrew Shirt**
e-mail: ashirt@syjs.gov.uk

Direct Line: 01226 772207

Dear Member

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE **THURSDAY 11 JULY 2019**

I write to inform you that the next meeting of the Doncaster Sheffield Airport Consultative Committee will be held on **Thursday 11 July 2019 at 10.00 am in the Ambition meeting room, Heyford House, Doncaster Sheffield Airport, First Avenue, Doncaster, DN9 3RH.**

Please note car parking is available in Heyford House staff car park; access can be gained by pressing the 'help' button.

The agenda and supporting papers are attached for information.

Yours sincerely



Andrew Shirt
Committee Secretary

Encs

Membership:

Alan Tolhurst OBE (Chair)

Andrew Bosmans (FODSA), Councillor Mick Cooper (Doncaster MBC), Mike Cotterill (Peel Airports Management), Councillor Steve Cox (Doncaster MBC), Councillor Robin Franklin (Barnsley MBC), Councillor Martin Greenhalgh (Doncaster MBC), Councillor Denise Lelliott (Rotherham MBC), Matthew McGuire (Office of Caroline Flint MP), Councillor Jessie Milne (West Lindsey District Council), Councillor Bill Mordue (Doncaster MBC), Peter Nears (Peel Holdings (Management Ltd)), County Councillor Chris Pearson (North Yorkshire County Council), Councillor Clio Lyndon Perraton-Williams (Lincolnshire County Council), Councillor David Pidwell (Bassetlaw District Council), Councillor Mike Quigley MBE (Nottinghamshire County Council), Amy Rutherford (Doncaster Chamber of Commerce), Marina Di Salvatore (West Lindsey District Council), Andrew Shirt (Committee Secretary), Councillor John Williams (Substitute for Rotherham MBC) and Yvonne Woodcock BEM (Ex-Officio)

Noise Monitoring & Environmental Sub-Committee representatives:-

Town Councillor Alan Cropley (Bawtry Town Council), Parish Councillor Norma McCarron (Blaxton Parish Council) and Parish Councillor Jennifer Worthington (Cantley with Branton Parish Council)

Purpose of the Doncaster Sheffield Airport Consultative Committee

The Doncaster Sheffield Airport Consultative Committee provides the mechanism for the exchange of information between the Airport Operator (Peel Airports Ltd), users of the airport, local authorities in the vicinity airport and other organisations surrounding the airport which have an interest in the operations and management of the airport. Specifically, the Committee is:

- a. To foster communication and build understanding between the airport, its users, local residents and the business community.
- b. To stimulate the interest of the local population in the development of the airport.
- c. To consider the impact of the airport operation on the environment, surface access, employment, the local and regional economy, and the circumstances of local communities and their residents.
- d. To monitor the implementation of the Airport Operator's commitments made under the S106 Agreement between the Airport Operator and Doncaster Metropolitan Borough Council.
- e. To consider and comment upon consultative reports, as required.
- f. To facilitate constructive discussion to resolve differences, when required.

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

THURSDAY 11 JULY 2019

IN THE AMBITION MEETING ROOM, HEYFORD HOUSE, DONCASTER SHEFFIELD AIRPORT, FIRST AVENUE, DONCASTER, DN9 3RH.

AGENDA: Reports attached unless stated otherwise

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1	Welcome, Introductions and Apologies for absence	
2	Announcements	
3	Minutes of the meeting held on 11th April 2019	1 - 6
4	Matters Arising	
5	Airport Activities Update Report	Verbal
5a	DSA's 2019 Corporate Social Responsibility Report (Copies of the report will be available at the meeting)	To Be Tabled
5b	Update on Revised Airport Masterplan	Verbal
5c	Press Release - Doncaster Sheffield Airport to slash emissions with £2m Solar Farm	7 - 8
6	UKACCs' Final Response to the Government's Aviation Green Paper - "Aviation 2050 - The Future of UK Aviation"	9 - 18
7	Notes of the Liaison Group of UK Airport Consultative Committees (UKACCs) Annual Meeting held on 12th-13th June 2019	To Follow
8	Draft Minutes of the Noise Monitoring and Environmental Sub- Committee held on 20th June 2019	19 - 28
9	Any other Business	
10	Date and time of next meeting - Thursday 24th October at 10:00 am, in the Ambition Meeting Room, Heyford House, Doncaster Sheffield Airport	

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Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

11 APRIL 2019

PRESENT: Alan Tolhurst OBE (Chair)
V Alty (Doncaster Sheffield Airport), A Bosmans (FODSA), Councillor M Cooper (Doncaster MBC), Councillor M Greenhalgh (Doncaster MBC), M McGuire (Office of Caroline Flint MP), County Councillor C Pearson (North Yorkshire County Council), A Shirt (Committee Secretary), K Stow (Peel Airports Management) 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 S Cox (Doncaster MBC), Councillor R Franklin (Barnsley MBC), Councillor D Lelliott (Rotherham MBC), Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), P Nears (Peel Holdings (Management Ltd)), Councillor D Pidwell (Bassetlaw District Council), Councillor M Quigley MBE (Nottinghamshire County Council), A Rutherford (Doncaster Chamber of Commerce), M Di Salvatore (West Lindsey District Council) and Councillor I Saunders (Sheffield City Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed Members to the April meeting of the Airport Consultative Committee (ACC). An extended welcome went to Kate Stow, Marketing and Corporate Affairs Director, Peel Airports Management and to Verity Alty, Passenger Services Co-ordinator, Doncaster Sheffield Airport.

Members were informed that Kate had been invited to attend today's meeting to provide Members with an overview of DSA's draft Corporate Social Responsibility (CSR) report 2019.

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

2 ANNOUNCEMENTS

A Tolhurst informed Members that a statement had been issued by DSA on 3 April 2019 regarding Flybe operations at DSA. It was noted that DSA were working closely with Flybe and expected them to continue operating at DSA beyond the current summer and winter 2019/20 schedule.

Following the changes in ownership of Flybe to Connect Airways, the decision on whether the European Competition Panel would accept Connect Airways was currently unknown. The recent news regarding Flybe flights being cancelled due to crew shortages was a disappointing start for Connect Airways.

Following the worldwide grounding of Boeing 737 MAX 8 jets, it had been reported in this morning's news that there was now well over 30, 737 MAX 8 jets parked at an airfield in South California.

News had also emerged that Boeing had been threatened with litigation over the recent fatal crashes of two of its 737 MAX jets. With no indication when aviation authorities would allow the jets to recommence flying, airlines would be faced with reducing capacity or cancelling flights during the busy summer period.

Reports in the press were on the increase regarding passengers on flights being abusive, threatening, drunk or disorderly towards aircraft crews and other passengers, was worrying and unacceptable.

The Office for National Statistics (ONS) had announced that the population of England, which currently stands at 56 million could reach 60 million by 2029. ONS had issued warnings of strain on infrastructure, particularly transport.

3 MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 24TH JANUARY 2019

RESOLVED – That the minutes of the ACC Annual General meeting held on 24th January 2019 be agreed as a correct record.

4 MINUTES OF THE ORDINARY MEETING HELD ON 24TH JANUARY 2019

RESOLVED – That the minutes of the ACC Ordinary meeting held on 24th January 2019 be agreed as a correct record.

5 MATTERS ARISING

i) Quarterly Newsletter

K Stow acknowledged the suggestion which had been made by Members at the January meeting for a quarterly newsletter to be produced setting out the developments and successes at the airport, which could be circulated to councillors, Parish / Town Councils and shared on social media etc.

K Stow added that discussion regarding the newsletter would be held in abeyance until the informal event with local representatives and stakeholders had been held on 2nd May 2019.

ii) DSA's Heritage Memorial Site

In response to Y Woodcock's suggestion for a notice to be installed in the Airport's Terminal Building to explain DSA's Heritage Memorial site - K Stow agreed to explore further. **ACTION: K Stow**

6 INFORMAL EVENT WITH LOCAL REPRESENTATIVES AND STAKEHOLDERS 2ND MAY 2019

K Stow informed Members that invites had been issued by email to Members of the ACC, Noise Monitoring & Environmental Sub-Committee and to Town and Parish Council Clerks, to attend an informal event on Thursday 2nd May 2019, commencing at 3:00 pm to 5:30 pm at the Mount Pleasant Hotel, Doncaster.

At the event, Members would hear from Board Members of the Peel Group and executive management team of the airport about the past year and outlook towards the future. At the event, Members views would be sought on a range of topics related to the airport through group conversation on the day.

Members were asked to send their RSVP to Rick O'Toole by 23rd April 2019.

Councillor Pearson highlighted that the event clashed with several local elections and the Tour de Yorkshire.

7 DSA'S DRAFT CORPORATE SOCIAL RESPONSIBILITY (CSR) REPORT 2019

K Stow provided Members with an overview of DSA's draft Corporate Social Responsibility (CSR) report 2019.

The report reflected the economic, community and environment contributions made by DSA.

Members welcomed the draft CSR report, commenting that the content was excellently presented.

In relation to surface access, A Bosmans commented that the new X6 bus service did not call at Rotherham. After discussion, it was agreed that A Bosmans would write to SYPTE to address his concerns.

Councillor Greenhalgh asked if information could be included within the report on the Mayflower 400 2020 celebrations. Following discussion, it was agreed that Councillor Greenhalgh would provide K Stow with information for inclusion within the report.

K Stow asked Members how the final report should be distributed. Following discussion, it was suggested that the report be made available in council buildings, local libraries, doctors surgeries and community centres.

A Bosmans stated that he could make all local Parish and Town Council Clerks aware of the report for inclusion in their community newsletters etc. Furthermore, he offered to circulate hard copies of the report, upon request from Parish and Town Council Clerks.

RESOLVED – That Members noted the draft DSA CSR report 2019.

8 UPDATE ON PASSENGERS WITH RESTRICTED MOBILITY (PRM) ACTIVITIES AT DSA

V Alty provided the Committee with an overview on the special assistance services provided to Passengers with Restricted Mobility (PRM) at DSA.

From 1st April 2018 to 31st March 2019, 12,196 passengers had requested assistance at DSA. This was a 3.3% increase compared to the assistance provided in the same period for 2017/18. 98.24% of passengers were assisted within 12 minutes of arrival at the airport.

In July 2018, DSA received a 'Very Good' rating in the Civil Aviation Authority (CAA) annual report on accessibility services provided by the UK's 30 top airports.

DSA had held a PRM open day to engage with local disability groups and to provide an overview of the facilities available at the airport.

Members were also informed that Hidden Disability Wristbands were available from the Airport's Assistance providers, which allowed passengers to discreetly show that they may require additional assistance throughout the airport.

A pre-bookable 'Quiet Room' was also available at DSA for passengers who may require a place for solitude.

In partnership with Doncaster Deaf School, frontline customer service staff at DSA would shortly receive British Sign Language training.

To comply with the revisions of the CAA's CAP1228 – Quality Standards under Regulation EC1107/2006, DSA was currently in the process of establishing an Accessibility Forum, which would be co-chaired by Ellen Shipley from Live Inclusive, Doncaster. The Forum would be consulted on a wide range of issues, from setting quality standards to reviewing the performance against the quality standards.

Following a question from Parish Councillor Worthington, it was noted that DSA did accept registered assistance dogs when travelling on approved airlines and routes.

Members thanked V Alty for her update.

RESOLVED – That Members noted the update.

9 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.

10 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 7th March 2019.

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

11 AIRPORT ACTIVITIES UPDATE REPORT

K Stow provided Members with confidential updates on aviation development and marketing activities taking place at DSA.

RESOLVED – That Members noted the updates.

12 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 28TH MARCH 2019

In response to a question from Town Councillor Cropley, it was confirmed that the voluntary restrictions with regards to training flights, had become operational from 2nd January 2019, for a trial period of 12 months. This would be reviewed after 6 months of operation by the Noise Monitoring and Environmental Sub-Committee.

K Stow added that the voluntary restrictions had been a result of various conversations with A Tolhurst and with Members of both the Noise Monitoring and Environmental Sub-Committee and ACC.

RESOLVED – That the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 28th March 2019 be noted.

13 ANY OTHER BUSINESS

K Stow thanked Members of the ACC and FODSA for their continued support.

14 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the ACC will be held on Thursday 11th July 2019 at 10:00 am, in the Ambition Meeting Room, Heyford House, Doncaster Sheffield Airport.

CHAIR

Doncaster Sheffield Airport to slash emissions with £2m solar farm

1st July 2019



The Aviation Minister Baroness Vere visited Doncaster Sheffield Airport (DSA) as its investors the Peel Group today (Monday 1 July) announced plans to build a £2m solar farm which will generate 25% of the airport's energy and drastically reduce its carbon footprint.

The solar farm is due to be operational in 2020 and will provide 1.7 MWp of zero carbon energy, saving 220 tonnes of carbon every year – the equivalent of boiling 2.2m kettles every year.

The development is a key part of the Airport's 20-year Masterplan which sees passenger's numbers soar to 1.45m this year and forecast by the airport to double within the next 5 years, consistent with its market breaking growth over the past five years in excess of 75%.

The Aviation Minister was also there to witness the Airport sign up to the Women in Aviation and Aerospace Charter which makes a commitment to building a more balanced and fair industry for women. This follows the launch of the airport's Bright Futures schools engagement programme that aims to inspire children, particularly girls, to consider a career in aviation.

Aviation minister Baroness Vere said:

“To bring about real change in transport, we need to do things differently. From decreasing carbon emissions at airports to increasing female representation, the aviation industry is acting now to safeguard our future.

“Today's investment shows that airports are finding practical ways to become cleaner and greener, and Doncaster Sheffield's commitment to the women in aviation charter is another vote of confidence in our work to build a fairer sector for all.”

On her visit to the Airport the Minister viewed the economic project being delivered at DSA. Through both aviation and rail DSA is the catalyst to deliver thousands of new jobs, housing, advanced manufacturing, logistics, community facilities and provide a major international gateway for the east side of the country.

DSA is expecting a 25% growth in passengers for the year ahead to 1.45m, with the highest number of new routes launched at any Airport in the UK since August last year including long haul to Sanford, Florida, Budapest and Krakow. Another record cargo year is also expected.

More than £300 million of private sector investment has been made so far into the site with the Airport's Vision seeing an East Coast Mainline link for the airport which will turbo charge growth and opportunity for the region with delivery capable within the next five years.

Robert Hough, Chairman of Doncaster Sheffield Airport said:

“We are pleased that the Aviation Minister recognises our position as a key part of the solution for the UK’s aviation needs and as a growth driver for the economy. We are committed to our part in delivering the opportunity here around DSA which with the right support from government can start making an impact on people in the North lives now, not years away.

“Our other announcements made today are vitally important for our sustainable future, reducing our carbon emissions alongside our airlines and further committing to women in aviation – both crucial for the long term and central to our values.

<http://flydsa.co.uk/2019/07/01/doncaster-sheffield-airport-to-slash-emissions-with-2m-solar-farm/>



UK Airport Consultative Committees Liaison Group

Agenda Item 6

Paula Street - Secretariat
County Hall, Chichester, West Sussex, PO19 1RQ
Telephone: +44 03302222543
E-mail: ukaccliaisongroup@gmail.com Web: www.ukaccs.org

BY EMAIL - AviationStrategy@dft.gov.uk

20 June 2019

Dear Sir/Madam,

Aviation 2050 — the future of UK aviation

I write on behalf of the Liaison Group for UK Airport Consultative Committees (UKACCs) to advise you of our comments on the Government's policy proposals set out in the Aviation Green Paper.

UKACCs brings together 23 airport consultative committees (ACCs) ranging from major international gateways to smaller regional airports across the UK. UKACCs provides a valuable forum as its membership covers a wide range of airports each with different local operational circumstances. Given the broad, strategic nature of the Green Paper and the wide range of views across the UKACCs membership, UKACCs wishes to submit this broad overview response rather than trying to specifically comment on the questions posed in the document.

UKACCs' comments are attached to this letter which I hope you can take into consideration.

Yours faithfully,

UKACCs Secretariat



UK Airport Consultative Committees Liaison Group

Paula Street - Secretariat

County Hall, Chichester, West Sussex, PO19 1RQ

Telephone: +44 03302222543

E-mail: ukaccliaisongroup@gmail.com Web: www.ukaccs.org

Aviation 2050 — the future of UK aviation UKACCs response

Introduction

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

Membership of an ACC covers three "categories" as defined by the Civil Aviation Act:

- 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.

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. UKACCs' member ACCs operate in accordance with DfT guidelines but have no statutory powers.

General overview

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.

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

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 and deliver on commitments.

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 therefore welcomes the Government's announcement that it has set a net zero target in carbon missions by 2050. This will make Britain the first major economy to legislate an end date for its contribution to global warming, following advice from the independent Committee on Climate Change (CCC).

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. Reaching a net zero target by 2050 has significant financial implications. Part of the required expenditure could be met by using revenue from the Air Passenger Duty which is currently utilised by the Government on a general basis. When the duty was originally introduced, it was suggested that its imposition would produce environmental benefits by suppressing market demand for air travel. Given the increase in air travel, this aim has clearly not been met. Accordingly recognising the environmental impacts of aviation, UKACCs believes that revenue from the duty could now be effectively used in helping combat the challenges of climate change and/or pursuing other green initiatives/new technologies in aviation.

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

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.

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).



UK Airport Consultative Committees Liaison Group

Paula Street - Secretariat

County Hall, Chichester, West Sussex, PO19 1RQ

Telephone: +44 03302222543

E-mail: ukaccliaisongroup@gmail.com Web: www.ukaccs.org

Environmental Impact

Overview

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?

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

UKACCS welcomes the new airspace change process and the improved transparency of the process. It is hoped that the new process will also lead to consistency of information and, most importantly, that the supporting information provided by airspace change sponsors is understandable to the lay person to ensure true transparency in information provision. In the past there have been acrimonious debates as to which set of information is correct in reaching decisions. It is essential that the new process addresses this to help build trust and confidence of communities, which will then hopefully ensure that the reasons for airspace decisions are 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

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.

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.

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

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.

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 but it is a matter that should be looked at as a priority. UKACCs acknowledges that difficult decisions will have to be made and welcomes the recent Government announcement committing to a net zero target by 2050. The various challenges that this poses on a national and aviation level are recognised but should be proactively addressed as a priority.

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

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.

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

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.



UK Airport Consultative Committees Liaison Group

Paula Street - Secretariat

County Hall, Chichester, West Sussex, PO19 1RQ

Telephone: +44 03302222543

E-mail: ukaccliaisongroup@gmail.com Web: www.ukaccs.org

It is important that an integrated approach is adopted and that Government facilitates, co-ordinates infrastructure developments and honours previous commitments. Local airport transport fora can play a key role in both reviewing performance and suggesting priorities, as well as addressing issues arising from passenger and airport staff transport choices such as addressing the impacts and implications of off-airport parking.

Land Use Planning

UKACCSs 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.

UKACCs is aware 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.

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

UKACCs agrees that a review of the different forms of mitigation is needed. In addition to monetary compensation and insulation etc. UKACCs is encouraged by the recent work of the DfT’s ANEG in looking at best practice in setting up community funds as way of compensating communities negatively impacted by airspace changes and/or airport expansion. There is however also a need to provide guidance on mitigation, relocation/ compensation packages for those people that find themselves newly overflowed by aircraft below 4000ft as a result of airspace changes/airport expansion that are significantly impacted. It is accepted that this is a complex matter to address but what more or different options can be explored?

ICCAN

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. UKACCs has therefore been encouraged by ICCAN's recent statements that they wish to work closely with ACCs.

Community Groups

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. UKACCs believe that there is advantage to be gained by having closer liaison with these groups and identifying ideas of common concerns. UKACCs notes that the April 2014 Guidelines for Airport Consultative Committees states that:

“Ensuring organisations are representative
2.9 It can sometimes be difficult to judge whether a community organisation is truly representative of the community they claim to represent. Organisations should be clear about who they represent, as well as their aims and objectives. Ideally organisations represented on the committee should have a written constitution and documented membership to help secure the legitimacy of representatives.”

As a first step the Government might wish to apply similar criteria to community groups.

In some cases, the Department appears to have accorded great prominence to the views expressed by the more active community groups. 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

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.

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 independent 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? UKACCs would welcome the opportunity of exploring these issues in further detail with Government.

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 or as



UK Airport Consultative Committees Liaison Group

Paula Street - Secretariat

County Hall, Chichester, West Sussex, PO19 1RQ

Telephone: +44 03302222543

E-mail: ukaccliasongroup@gmail.com Web: www.ukaccs.org

comprehensive as it might be. This needs to be addressed. Perhaps in the form of guidance either at national or local level.

Passenger Charter

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.

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.

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.

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.

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

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

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.

Concluding comment

If the Government needs further clarification on any point, UKACCs would be happy to provide further detail. We trust our views can be taken into consideration.

Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

20 JUNE 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 M Caygill (Substitute for Cantley with Branton Parish
Council), Parish Councillor J Clarke (Finningley Parish Council), A Dutton
(Doncaster Sheffield Airport / Liverpool John Lennon Airport),
Parish Councillor P Edwards (Misson Parish Council), Councillor
M Greenhalgh (Doncaster MBC), Councillor A Jones (Substitute for
Doncaster MBC), G Levett (Doncaster MBC), Town Councillor J Linsley
(Substitute for Bawtry Town Council), Parish Councillor N McCarron
(Blaxton Parish Council), M McGuire (Office of Caroline Flint MP), S Racjan
(Doncaster MBC), A Shirt (Committee Secretary) and
Parish Councillor I Swainston (Auckley Parish Council)

Guest:- J Van Hoogstraten (Cyrrus Ltd)

Apologies for absence were received from Parish Councillor R Brown (Blyth
Parish Council), Councillor M Cooper (Doncaster MBC), Councillor S Cox
(Doncaster MBC), Parish Councillor S Crawford (Austerfield Parish
Council), Town Councillor A Cropley (Bawtry Town Council), Councillor
L Curran (Doncaster MBC), Councillor F Tyas (Doncaster MBC) and
Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the June meeting of the Noise Monitoring and
Environmental Sub-Committee. An extended welcome went to John Van
Hoogstraten, Operations Director at Cyrrus Ltd.

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

2 ANNOUNCEMENTS

A Tolhurst commented that Committee Members had been kept up to date on national
and local aviation issues in between meetings via the UKACCs weekly News Bulletin
and the Business Travel News (BTNews) weekly Newsletter.

He also informed Members that, DSA's Corporate Social Responsibility Report 2019 had been officially launched at an informal stakeholder event held on 2nd May 2019. The Report had been very well received by all those present.

DSA's recent announcement that it was to expand its retail offer within the Terminal Building with the opening of a new Costa Coffee in late summer 2019, creating new jobs and further investment at DSA was excellent news.

3 MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 28TH MARCH 2019

In relation to training flights, it was confirmed that no commercial jet training will be carried out on Saturdays (in addition to the pre-existing restriction on Sundays and Bank Holidays).

RESOLVED – That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 28th March 2019 be agreed as a correct record.

4 MATTERS ARISING

i) Outstanding Action from Meeting held on 6th December 2018

Further to Councillor Cox's query reported at the December 2018 meeting where he reported that, on 29th 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) and asked that it be investigated.

A Dutton apologised for the delay in responding. He reported that there had been a 747 Freighter aircraft on the Apron at this time and the wind direction had been South-Southeast which could explain why there had been a strong smell of aviation fluid in the Finningley area on this particular date.

ii) Revised Airport Masterplan

A Tolhurst confirmed that arrangements were being made for the revised Airport Masterplan to be presented at the September meeting. **ACTION: A Tolhurst**

iii) Timetable of known Training Flights

Councillor McCarron asked if there had been any progress made in producing a timetable of known training flights (which K Naylor had previously produced) which could be circulated to Parish and Town Councils.

A Dutton apologised for the delay in completing this task. He agreed to speak with DSA's Operations Team to understand the information which had been previously circulated to Parish and Town Councils. **ACTION: A Dutton**

iv) DSA's Community Investment Fund

Councillor Jones reported that he had recently visited the Fly DSA website to obtain information on DSA's Community Investment Fund. He suggested that a

link to the application form be included on the website, rather than individuals emailing the Airport to obtain further information.

A Dutton acknowledged the suggestion, he added that he would discuss further with K Stow. **ACTION: A Dutton**

v) Changes in Airport Personnel

Councillor Jones asked if Members could be informed of the recent changes in personnel at the Airport and its interim management structure. **ACTION: A Dutton to discuss with the Airport's HR Manager.**

vi) Actions Arising from Committee Meetings

Councillor Jones suggested that it would be useful for Members to have a separate item on future agendas entitled 'actions arising from the previous meeting' with all the actions listed and updates provided.

A Tolhurst acknowledged the suggestion.

5 UPDATE ON AIRSPACE CHANGE PROPOSALS - PRESENTATION BY CYRRUS LTD

The Committee received a presentation from J Van Hoogstraten, Operations Director at Cyrrus Limited, on DSA's Airspace Change Proposals.

Members were informed that, following submission of DSA's original Airspace Change Proposals to the Civil Aviation Authority (CAA), feedback had been received requesting DSA to re-evaluate its proposals due to several National General Aviation Bodies opposing them. The CAA now required the re-classification of DSA's airspace from Class D (controlled airspace) to Class E (controlled airspace) for Instrument Flight Rules (IFR) aircraft.

J Van Hoogstraten provided Members with a visual presentation of the revised proposals. He reported that the proposals had been consulted with operators and the general aviation community.

Members noted that the revised Airspace Change Proposals were due to be submitted to the CAA shortly for consideration. The earliest planned implementation of the Airspace Changes at DSA were anticipated around early 2020.

On behalf of the Committee, A Tolhurst thanked J Van Hoogstraten for an informative presentation.

RESOLVED – That the presentation be noted.

6 UPDATE ON TRAINING FLIGHTS

A Tolhurst reminded the Committee that the additional voluntary restrictions for training flights at DSA had now been operational for 6 months. He reported that email correspondence had been received from Councillor Rachael Blake (Doncaster MBC),

which stated that, local residents were happy with the new training flight arrangements and were very grateful that the Airport had taken residents' concerns into account.

Arrangements were being made for Councillor Blake to meet with DSA's Senior Air Traffic Control Officer to discuss training flight operations in further detail. If any Members wished to join the meeting, they were asked to inform A Tolhurst.

Members also commented that the feedback they had received from local residents was very positive, and that they had noticed a vast difference in their local villages.

Parish Councillor Baker stated that there had been a small number of occasions where Wroot residents had observed training flights passing straight over Wroot village. **ACTION: A Dutton to speak with A Hudson regarding this matter.**

A Bosmans suggested that feedback be sent to the airlines for accommodating the trial restrictions to enable a peaceful day's operation.

A Tolhurst thanked Members for their feedback.

RESOLVED – That Members noted the update.

7 DSA'S 2019 CORPORATE SOCIAL RESPONSIBILITY REPORT

DSA's 2019 Corporate Social Responsibility Report was circulated for Members' information. The report set out how DSA had made a positive impact to the local community.

Highlights from the report include:-

- DSA's Bright Futures primary schools engagement programme.
- The airport's Masterplan to create up to 13,000 new jobs with £1.6bn of construction investment.
- £30,000 raised in the last 18 months for its chosen charity Sheffield Children's Hospital.
- £17,000 granted to local community projects since 2015.
- A range of environmental initiatives including plans for onsite generation of zero carbon energy through a £3.2m new solar farm, supplying a third of DSA's annual energy consumption.
- Plans for a central leisure and community plaza to support the site and local community growth.
- New state of the art advanced manufacturing and logistics site, potential for up to 5,300 new jobs, and
- A focus on the airport's heritage.

Members' asked if the CSR Report could be circulated electronically for inclusion on Parish / Town Council websites, newsletters and social media feeds. **ACTION: A Shirt to circulate the report.**

Post meeting note:-

The full report can be viewed and downloaded from the Fly DSA website at:
<http://flydsa.co.uk/about-us/csr/>

RESOLVED – That Members noted the contents of the 2019 Corporate Social Responsibility Report.

8 UKACCS DRAFT RESPONSE TO THE GOVERNMENT'S AVIATION GREEN PAPER "AVIATION 2050 – THE FUTURE OF UK AVIATION"

A Tolhurst informed the Committee that following the DfT's call for feedback on its Green Paper, the UKACCs Secretariat had formulated a draft response for Member ACCs to consider.

A Tolhurst thanked Parish Councillor Swainston for his comments. He added that he had provided comments to UKACCs regarding the vulnerability of technology and virus attacks.

In relation to surface access, A Tolhurst recalled that there had been an Air Transport Forum which had previously met on a regular basis. He requested that the Forum be re-established as soon as possible. **ACTION: A Tolhurst to raise with K Stow.**

RESOLVED – That the Committee noted and endorsed UKACCs draft response to the Government's Aviation Green Paper.

9 AIRPORT ACTIVITIES UPDATE REPORT

A Tolhurst informed Members that Heathrow Airport had recently announced plans to install and trial enhanced 3D security scanning equipment, which would allow passengers to keep liquids and laptops inside their cabin baggage when passing through security. He asked if there were any plans at DSA to install enhanced security scanning equipment.

A Dutton informed the Committee that there were currently no plans to trial new 3D scanning equipment at DSA. He understood that Heathrow was the first UK airport to trial the technology and was working with the DfT to help other UK airports when they commenced trials of their own.

RESOLVED – That the update be noted.

10 AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT 1ST MARCH TO 31ST MAY 2019

The Committee received a presentation from A Dutton regarding the Air Transport Movements and Quiet Operations Policy report for the period 1st March to 31st May 2019.

Members were informed that the presentation had been updated following the agenda papers being despatched. It was agreed that a copy of the updated presentation would be circulated to Members via email after today's meeting. **ACTION: A Shirt**

a) Air Transport Movements

The presentation reported on the following:-

- i) The number and type of aircraft movements for March to May 2019.

Parish Councillor Edwards asked if the next presentation to the Committee in September 2019 could include an additional slide, which would allow Members to compare the number of complaints which had been received by the Airport in relation to training flights for the period January to August 2018 and following the implementation of the training flight restrictions for the same period in 2019 (January to August). **ACTION: A Dutton to include in the September presentation.**

- ii) The number of arrivals and departures on each runway for March to May 2019.
iii) The number of arrivals and departures on each runway from April 2005 to May 2019.

b) Quiet Operations Policy Report

The presentation reported on the following:-

- i) The number of complaints received by DSA from 1st March to 31st May 2019 amounted to 96 complaints.
ii) The number and type of complaints for March to May 2019.
iii) The number of complaints and individuals for March to May 2019.
- From 1st March to 31st March 2019, DSA received 30 complaints from 7 individuals.
- From 1st April to 30th April 2019, DSA received 33 complaints from 7 individuals.
- From 1st May to 31st May 2019, DSA received 33 complaints from 13 individuals.
iv) The number of complaints and individuals from each area from 1st March to 31st May 2019.

During the period, 41% of the complaints received by DSA were from one individual residing in Moorends.

A Bosmans recalled that the Moorends individual had been a persistent complainer for a number of years, despite the efforts of the Airport to engage with them and explain their operations. He asked if this individual should now be treated by the Airport as vexatious.

A Tolhurst informed Members that the Committee could make a recommendation to the Airport, however, it was the Airport's decision to implement its Vexatious Complaints Policy.

A Dutton replied that it was not the Airport's role to judge a complainant; by complaining, individuals were expressing their feelings and emotions.

Following discussion, Members agreed that future presentations to the Committee include a slide containing the number of complaints which had been received from the Moorends individual and a separate slide to show the number of complaints received from each area omitting the number of complaints received from the Moorends individual. **ACTION: A Dutton**

- v) The percentage of total complaints from each area from March to May 2019.
- vi) The number of complaints and comparison figures of 2018 and 2019 for the period March to May.
- vii) DSA's annual number of complaints and total movements from 2005 to 2019.

A Dutton asked Members if they would prefer the above slide to be presented in full calendar years (January to December), rather than the number of complaints which had been received to date.

Members' agreed to the suggestion.

- viii) The number of night time departures from Runway 20 for the period March to May 2019.
- ix) The number of non-NPR aircraft departures for March to May 2019.
- x) The number of Quota Count Points (QCP) used and QCP Limits from April 2005 to May 2019.
- xi) The number of Quota Count 4 Movements from March to May 2019.
- xii) The number of Engine Tests for March to May 2019.

RESOLVED – That the presentation be noted.

11 ANNUAL NOISE REPORT APRIL 2018 TO MARCH 2019

A Dutton presented the Annual Noise Report for the period 1st April 2018 to 31st March 2019.

It was agreed that an electronic version of the Annual Noise Report be circulated to Members. **ACTION: A Dutton via A Shirt**

RESOLVED –

- i) That the Committee noted and approved the contents of the 2018/19 Annual Noise report.
- ii) That a copy of the Annual Noise Report 2018/19 be submitted to Doncaster MBC in accordance with the provisions set out in the Section 106 agreement.

12 ENVIRONMENTAL REPORT

Members discussed the impacts which aviation had on the environment and noted DSA's efforts to mitigate pollution and carbon.

RESOLVED – That Members noted the update.

13 COMMUNITY ACTIVITIES

13a Community Investment Fund Applications

Members noted that there had been no applications submitted to the Airport for consideration.

14 FEEDBACK FROM SUB-COMMITTEE MEMBERS

i) Old Bawtry Road, Finningley

A Bosmans reported that he had been advised by a FODSA Member that concrete blocks had been placed across Old Bawtry Road, Finningley (just after the DSA Fire Station) to stop access to vehicles and pedestrians.

Members queried whether the land belonged to Peel or Doncaster MBC.

A Dutton agreed to enquire with colleagues at the Airport and confirm if they had placed the concrete blocks across the road preventing vehicle access. **ACTION: A Dutton**

ii) Tracking of Training Flights

Parish Councillor Baker asked if Members could be given online access to track training flights.

A Dutton advised Members that access to the Airport's Noise Monitoring and Management System (ANOMS) was not possible due to licencing laws. If Members required the flights tracks for a particular day, then information could be provided to them.

iii) Signage to DSA from the Great Yorkshire Way

Parish Councillor Linsley asked if there had been any progress made in relation to updating/adding signage to direct passengers etc. to DSA from the Great Yorkshire Way.

Members were informed that discussions continued with Highways England with regards to signage to the Airport on the local road networks.

iv) Airport's Perimeter Fencing and Hedging on Station Road, Blaxton

Parish Councillor McCarron reported that the Airport's perimeter fencing and hedging on Station Road, Blaxton (directly opposite the village Post Office) had recently been damaged and a temporary repair had been made to the fencing. It was noted that the temporary repair was potentially dangerous due to the barbed wire used being rusty. She added that the Airport's perimeter hedging on Station Road, Blaxton now required trimming back. **ACTION: A Dutton to raise with colleagues at the Airport.**

v) Public Consultation on the Draft Nottinghamshire Minerals Local Plan

Parish Councillor Swainston asked if the Airport had been invited to submit their comments on Nottinghamshire's draft Minerals Local Plan.

He informed the Committee that a number of the local Parish Councils had agreed that they would be submitting a joint response to the consultation.

vi) Temporary Closure of Hurst Lane for Road Works

Parish Councillor Swainston advised the Committee that there would be a temporary closure of Hurst Lane shortly to enable the construction of a new roundabout to create new access to Yorkshire Wildlife Park. He added that this would create access issues in the local area with increased traffic passing through the roads around the Airport and in Auckley.

vii) Community Allotment at Chapel Lane, Finningley

S Racjan informed the Committee of a local project in Finningley to create a community allotment. He stated that he would sign-post the Community Allotment Group to submit an application for funding from the Airport's Community Investment Fund.

15 ANY OTHER BUSINESS

No further items of business were noted.

16 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 19th September 2019 at 10:00 am in the Ambition Meeting Room, Heyford House, Doncaster Sheffield Airport.

CHAIR

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