

Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

13 SEPTEMBER 2018

PRESENT: A Tolhurst OBE (in the Chair)

A Bosmans (FODSA), Town Councillor N Cannings (Tickhill Town Council), Parish Councillor M Caygill (Substitute Member for Cantley with Branton Parish Council), Parish Councillor J Clarke (Finningley Parish Council), R Cooke (Doncaster Sheffield Airport), Town Councillor A Cropley (Bawtry Town Council), Councillor L Curran (Doncaster MBC), Parish Councillor P Edwards (Misson Parish Council), Councillor M Greenhalgh (Doncaster MBC), A Hudson (Air Traffic Control Services Ltd, DSA), G Levett (Doncaster MBC), K Naylor (Doncaster Sheffield Airport), Parish Councillor S Petherbridge (Substitute Member for Blyth Parish Council), S Racjan (Doncaster MBC), Parish Councillor J Scutt (Substitute Member for Blaxton Parish Council), A Shirt (Committee Secretary), Parish Councillor I Swainston (Auckley Parish Council) and Councillor F Tyas (Doncaster MBC)

Apologies for absence were received from Parish Councillor R Brown (Blyth Parish Council), P Cole (Office of Caroline Flint, MP), Councillor M Cooper (Doncaster MBC), Councillor S Cox (Doncaster MBC), Parish Councillor S Crawford (Austerfield Parish Council), Parish Councillor N McCarron (Blaxton Parish Council) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the September meeting of the Noise Monitoring and Environmental Sub-Committee.

An extended welcome went to Andy Hudson, Air Traffic Services Manager, DSA and to Parish Councillor Jason Clarke, Finningley Parish Council.

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

2 ANNOUNCEMENTS

A Tolhurst referred to the excellent news that DSA had been named the best airport in the UK for under 10 million passengers in 2018 by Which? Magazine for the second time.

On behalf of the Committee, A Tolhurst congratulated the Airport on this fantastic achievement.

A Tolhurst commented that there continued to be uncertainty with regards to Brexit and the effect that this would have on the aviation industry.

Members were reminded that the Civil Aviation Authority (CAA) and the Department for Transport (DfT) had been producing a number of new documents and strategies during the year.

Firstly, the CAA's CAP1616: Airspace Design: Guidance on the regulatory process for changing airspace design including community engagement requirements had been published in January 2018, explaining the CAA's regulatory process for change to airspace design.

More recently, the CAA had issued a consultation on its CAP1690: Draft Airspace Modernisation Strategy. The Strategy set out a draft plan for the use of UK airspace up to 2040, including its modernisation.

A Tolhurst thanked Parish Councillor Swainston for his comments on the consultation. He confirmed that these had been included within the ACC's response to the CAA.

It was confirmed that the Airport had also responded to the CAA's consultation.

A Tolhurst acknowledged that it was often difficult for Members to provide their comments on technical terms contained with consultation documents; any meaningful comments received from Members' would be included within the ACC's response.

A Tolhurst reported that correspondence had been received from the UK Airport Consultative Committee's Secretariat (UKACCs) which highlighted that the Minister for Aviation and the Chair of the CAA had both acknowledged and recognised the important role of ACCs and UKACCs in providing their comments in relation to aviation noise, planning and consultation papers etc.

Members were informed that the DfT had published a consultation 'Taking Flight: the Future of Drones in the UK' on 26 July 2018. The measures outlined in the consultation formed part of the Government's wider drones programme and strategy which would help shape the content of a draft Drones Bill which would be published later this year, as well as other future measures.

The consultation would run until 17 September 2018. Further details were available on the DfT's website at: <https://www.gov.uk/government/consultations/drone-legislation-use-restrictions-and-enforcement>

It was noted that the Airport and Air Traffic Control had both provided responses to the consultation.

3 MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 28 JUNE 2018

RESOLVED – That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 28 June 2018 be agreed as a correct record.

4 MATTERS ARISING

i) Visit to Cargo Hangar

It was confirmed that a visit to the Cargo Hangar would take place at the conclusion of today's meeting.

ii) Air Transport Movements

K Naylor reported that the action below was still outstanding and would be followed-up in October when new track keeping software had been installed.

Town Councillor Cropley commented that he had observed a number of descending aircrafts flying low over Bawtry. He asked if any data was available to show the height of descending aircrafts. **ACTION: K Naylor to investigate and provide Town Councillor Cropley with the data and flight tracks.**

5 PRESENTATION ON CONTINUOUS DESCENT APPROACH (CDA)

The Committee received a presentation from Andy Hudson, Air Traffic Services Manager at DSA on the Continuous Descent Approach (CDA) procedure which pilots could make a request to Air Traffic Control to apply on their approach prior to landing into DSA.

The CDA procedure was in place at DSA for aircraft arriving from the West or South only. Aircraft arriving from the East were not allowed to carry out a CDA due to being in controlled Class G airspace.

Members received a practical demonstration on the CDA which made them aware that during a conventional aircraft approach, an aircraft would be given clearance by Air Traffic Control from an altitude of 6000 or 7000 feet to descend to an altitude of around 3000 feet. The aircraft would then fly level for several miles before intersecting the final 3 degree glidepath to the runway. During this period of level flight, the pilot would need to apply additional engine power to maintain a constant speed.

In contrast to a conventional approach, when a CDA procedure is flown, the aircraft stays higher for longer, descending continuously requiring significantly less engine thrust, reducing fuel consumption, emissions and noise compared to a conventional descent.

A Hudson informed Members that, should they wish to visit the Air Traffic Control Tower at DSA arrangements could be made for them.

RESOLVED – That the Committee thanked Andy Hudson for an interesting and informative presentation.

6 AIRPORT ACTIVITIES UPDATE REPORT

R Cooke provided the Committee with an update on Airport Activities. In summary it was reported that:-

- DSA's Chief Executive, Steve Gill would be leaving his role on 30 September 2019, after seven years at DSA to take up a new opportunity outside of the Peel Group.

Members wished to record their sincere thanks to Steve for his dedication and leadership over the last seven years and wished him well for the future.

In the interim period, prior to recruitment of a new Chief Executive, the Peel Board had made a decision to strengthen DSA's management structure with the promotion of Kate Stow to Director of Marketing and Corporate Affairs and Ian Smith to Director of Commercial and Passenger Experience.

- As mentioned previously, DSA had been named the best airport in the UK for under 10 million passengers in 2018 by Which? Magazine for the second time.

The survey was based on over 11,000 passenger visits to UK airports, considering a wide range of questions, from queues at bag drop and security to customer services. DSA's staff had been awarded five stars for delivering excellent customer service. Passengers had praised DSA's short queues, facilities and speedy baggage reclaim process.

R Cooke thanked FODSA Ambassadors for providing fantastic customer service and for their continued support.

- To continue delivering excellent customer service to its passengers, DSA were currently considering development projects within the Terminal Building.
- DSA were projecting 1.4 million passengers to transit the Airport during 2019.
- TUI had announced new routes at the Airport from 2019, to include long-haul flights to Sanford, Florida.
- Wizz Air had recently launched a new route to Budapest. Three flights per week would be operating from DSA starting on 29 October 2018.
- DSA had recently appointed a new Cargo Manager, Ray Wood.
- Following receipt of funding from the Local Enterprise Partnership, improvement works as part of the Cargo Project were all now complete.
- From 1st April 2018, cargo operations had been in-sourced to become under DSA's control. Over the summer period cargo operations had been well ahead of expectations.
- DSA were currently in the final stages of negotiations with regards to securing further cargo contracts.
- A major project to upgrade DSA's Hold Baggage and x-ray screening equipment to meet with European and UK Department for Transport (DfT) regulatory requirements for all UK airports to be compliant to Standard 3 level of Hold Baggage Screening by 1st September 2018, was almost complete.

It was noted that, in Europe the deadline for compliance was April 2020, when Standard 2 systems must be replaced.

- The first two National Police Air Service (NPAS) aircrafts had arrived at the Airport during the summer, situated in the new NPAS hangar. It was anticipated that NPAS operations would become live in the next few months.
- In relation to DSA's Airspace Change Proposal (ACP), Members were reminded that DSA had submitted a formal ACP together with proposed procedure designs to the Civil Aviation Authority (CAA) in April 2018.

Following the CAA's consideration of DSA's ACP, the CAA had advised DSA that due to current resource difficulties within the CAA, approval would be delayed and challenges co-ordinating implementation with wider NATS changes to upper airspace meant that the earliest the proposals would be implemented would be May 2019.

Additionally, the British Gliding Association (BGA) had submitted a proposal to the CAA to sponsor an Airspace Change affecting airspace across a swathe of the North East including that around Doncaster, Durham and Leeds-Bradford Airports. The BGA proposal was unclear in precisely what was sought, other than 'greater flexibility of airspace', but this was generally taken to mean the rolling back of controlled airspace and more Class G airspace which has no requirement to contact Air Traffic Control.

Under the CAP1616 requirements, the change sponsor (BGA) was required to liaise with stakeholders, develop options, carry out initial impact appraisals and prepare a consultation.

DSA would continue to engage with the BGA as a stakeholder regarding their proposed ACP.

- The Fly DSA website had recently been updated with new branding launched to reflect that DSA promises to deliver 'Easy, Friendly and Relaxed' travel to its passengers.

RESOLVED – That the update be noted.

7 **AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT - 1ST JUNE 2018 TO 31ST AUGUST 2018**

The Committee received a presentation from K Naylor regarding the Air Transport Movements and Quiet Operations Policy report for the period June to August 2018.

a) Air Transport Movements

The presentation reported on the following:-

- i) The number and type of aircraft movements from June to August 2018.
- ii) The number of arrivals and departures on each runway from June to August 2018.

iii) The number of arrivals and departures on each runway from April 2005 to August 2018.

b) Quiet Operations Policy Report

The presentation reported on the following:-

i) The number of complaints received by DSA from 1 June to 31 August 2018 amounted to 196 complaints.

- On 7th August 2018, 27 complaints were received by DSA (12 in relation to a B747 departure and 13 in relation to training flights).

Town Councillor Copley asked if the Airport would consider relaxing the number of training flights it permitted to operate during in August.

R Cooke explained that the Airport had recently received correspondence from the local MP, Caroline Flint regarding training flight issues.

In response, the Airport had written to both Ryanair and Easyjet to voluntarily restrict the number of hours training flights were permitted to fly at DSA to 8pm on an evening (a reduction from 11pm which was included in the Section 106 Agreement). This arrangement would operate on a trial basis to the end of the year.

ii) The number and type of complaints for June to August 2018.

iii) The number of complaints and individuals for June to August 2018.

- From 1 June to 30 June 2018, DSA received 50 complaints from 25 individuals.

- From 1 July to 31 July 2018, DSA received 29 complaints from 29 individuals.

- From 1 August to 31 August 2018, DSA received 85 complaints from 37 individuals.

iv) The number of complaints and individuals from each area from 1 June to 31 August 2018.

v) The percentage of total complaints from each area from 1 June to 31 August 2018.

vi) The number of complaints and comparison figures of 2017 and 2018 for the period June to August.

vii) DSA's annual number of complaints and total movements from 2005 to 2018.

viii) The number of night time departures from Runway 20 for the period June to August 2018.

ix) The number of non-NPR aircraft departures from June to August 2018.

- x) The number of Quota Count Points (QCP) used and QCP Limits from April 2005 to August 2018.
- xi) The number of Quota Count 4 Movements from November 2010 to August 2018.
- xii) The number of Engine Tests for June to August 2018.

RESOLVED – That the presentation be noted.

8 FEEDBACK FROM SUB-COMMITTEE MEMBERS

A Tolhurst invited Members to share any feedback from their Parish and Town Councils in relation to any Airport operations.

Parish Councillor Swainston report that Auckley Parish Council had received a presentation on Yorkshire Wildlife Park's proposed developments and ground works which included the installation of lakes and the likelihood of possible bird strikes in the area. He asked if the Airport had been made aware of the proposals.

R Cooke replied that the Airport had submitted comments on the Wildlife Park's proposed developments. Additionally, the Airport had requested a Wildlife Management Plan to be undertaken by the developer, which was now part of the planning conditions issued by Doncaster MBC.

Parish Councillor Swainston added that there had been traffic gridlocks on Hurst Lane, Auckley at peak times during the day following the opening of New College.

Town Councillor Cropley reported that, in relation to the Airport Masterplan, a number of Bawtry residents had made comments to him that they were scared about the number of new houses which would be built in the area.

Additionally, Town Councillor Cropley commented that with cargo operations increasing at the Airport there would obviously be more HGVs on the local road network passing through villages.

K Naylor replied that the Airport would be carrying out a piece of work which would be submitted to the Local Enterprise Partnership regarding the upgrading of road signage to divert passengers etc. from passing through local villages.

The Airport were also considering re-establishing the Airport Transport Forum.

Following discussion, A Tolhurst requested that a briefing on the Airport's Surface Access Strategy be made at the December meeting. **ACTION: K Naylor**

S Racjan reported that the dog waste bin on the airport link road was overflowing with waste. **ACTION: S Racjan to report via M Godley at Peel Airports.**

S Racjan provided the Committee with an update on the work Doncaster MBC's Adults and Communities Team were currently engaged with regarding supporting Veterans and older people in the community. **ACTION: S Racjan to send further details on the initiatives to K Naylor to see where the Airport could provide its support.**

Parish Councillor Edwards reported that there were large amounts of litter and fly tipping on High Common Lane along the southern boundary of the airfield. **ACTION: S Racjan to refer this issue to Doncaster MBC's Street Cleansing and Enforcement Team to visit the area.**

A Bosmans reported that FODSA had recently recruited three new Airport Ambassadors to join its Team.

Councillor Greenhalgh asked if the Airport had submitted any comments on a planning application regarding a new waste incinerator station at Harworth. He pointed out that the planning application had stated that a 180ft-190ft chimney would also be built at the station. **ACTION: K Naylor to check with Keith Moran.**

9 ANY OTHER BUSINESS

i) Airfields of Britain Conservation Trust – Memorial Plaque Unveiling

R Cooke informed Members that to coincide with the 100th Anniversary since World War I, the Airfields of Britain Conservation Trust intended to erect a memorial at each known disused airfield site in Britain.

The Airfields of Britain Conservation Trust would be erecting a memorial plaque in the memorial site situated at the front of the DSA Terminal Building in recognition of the former Brancroft World War I Airfield, which had been situated to the South of the Airport.

A memorial plaque unveiling ceremony would take place on Friday 9th November 2018; all Members were invited to attend.

To link in with the unveiling ceremony, the fencing and gates of the heritage site would be refreshed.

ii) Controlled Airspace Presentation

A Tolhurst asked if arrangements could be made for the Committee to receive a presentation at a future meeting on Controlled Airspace. **ACTION: R Cooke to discuss with John Van Hoogstraten.**

iii) Community Investment Fund Applications

K Naylor advised Members that no Community Investment Fund applications had been received by the Airport since the last meeting of the Committee.

10 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 6 December 2018 at 10:00 am in Heyford House, Doncaster Sheffield Airport.

CHAIR