



Consultative Committee

**South Yorkshire Joint Authorities
Governance Unit**

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

www.barnsley.gov.uk/dsa

Our ref: DSACC/AIS

Your ref:

Date: 21 February 2022

This matter is being dealt with by: **Andrew Shirt** Direct Line: **01226 772207**
e-mail: **andrewshirt@barnsley.gov.uk**

Dear Member

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE **THURSDAY 15 OCTOBER 2020**

I write to inform you that the next meeting of the Doncaster Sheffield Airport Consultative Committee will be held on **Thursday 15 October 2020 at 10.00 am Virtual meeting**

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

A handwritten signature in black ink that reads 'ASHIRT'.

Andrew Shirt
Committee Secretary

Encs

Membership:

Alan Tolhurst OBE (Chair)

Andrew Bosmans (FODSA), Councillor Mick Cooper (Doncaster MBC), Councillor Steve Cox (Doncaster MBC), Jade Dyer (Doncaster Chamber), Gareth Finch (Peel Land and Property & Doncaster Sheffield Airport), Councillor Robin Franklin (Barnsley MBC), Councillor Martin Greenhalgh (Doncaster MBC), Chris Hall (Doncaster MBC), Councillor Denise Lelliott (Rotherham MBC), Councillor Jessie Milne (West Lindsey District Council), Councillor Bill Mordue (Doncaster MBC), County Councillor Chris Pearson (North Yorkshire County Council), Councillor Clio Lyndon Perraton-Williams (Lincolnshire County Council), Councillor David Pidwell (Bassetlaw District Council), Adrian Platts (Doncaster Chamber), Councillor Chris Rosling-Josephs (Sheffield City Council), Marina Di Salvatore (West Lindsey District Council), Parish Councillor John Scutt (Substitute Member for Blaxton Parish Council), Mark Sewell (Doncaster MBC), Andrew Shirt (Committee Secretary), Kate Stow (Doncaster Sheffield Airport), Dee Thomas (Doncaster Sheffield Airport) 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

15 OCTOBER 2020

VIRTUAL MEETING

AGENDA: Reports attached unless stated otherwise

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Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

16 JULY 2020

PRESENT: Alan Tolhurst OBE (Chair)
A Bosmans (FODSA), S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), R Franklin (Barnsley MBC), M Greenhalgh (Doncaster MBC), C Hall (Doncaster MBC), M Lawrie (Doncaster Chamber), J Milne (West Lindsey District Council), B Mordue (Doncaster MBC), D Pidwell (Bassetlaw District Council), C Rosling-Josephs (Sheffield City Council), Parish Councillor J Scutt (Substitute Member for Blaxton Parish Council) and A Shirt (Committee Secretary)

Guest:

Noise Monitoring & Environmental Sub-Committee representatives:-
Town Councillor A Cropley (Bawtry Town Council)

Apologies were received from: Councillor M Cooper (Doncaster MBC), Councillor D Lelliott (Rotherham MBC), Parish Councillor N McCarron (Blaxton Parish Council), County Councillor C Pearson (North Yorkshire County Council), M Sewell (Doncaster MBC), D Thomas (Doncaster Sheffield Airport), Y D Woodcock BEM (Ex-Officio) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the first remote meeting of the Airport Consultative Committee (ACC).

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

A Tolhurst reported that, although the agenda for today's meeting was limited, it was felt that it would be helpful to re-establish contact with DSA, due to a several events which had happened over the last few months and evermore so now that aviation activity increases.

Referring to the Committee's last meeting in January, A Tolhurst commented that, no one imagined that the world be subject to such radical and extensive change. So many had been affected by the Covid-19 pandemic and the end to the restrictions was still far off. The production of a vaccine was the best hope of things getting back somewhere to normal. But, this looked as though that outcome was unlikely until next year.

In the space of just a few months, Covid-19 had taken from commercial airlines being one of the world's biggest industries to the verge of collapse.

Airbus had axed 10% of their workforce and the Boeing payroll was now 13000 smaller. Airlines, including easyJet had also shed staff, despite government support.

While there was likely to be restructuring, some aspects of normal life were gradually returning for the aviation industry, with the tourism sector becoming energised and with increases in airline activity. Some things had not changed, for example, the Boeing 737 Max fleet was still grounded, although the FAA had recently been undertaking some testing with a view to the aircraft regaining an operating licence.

The Committee would hear more later from Kate Stow and Gareth Finch regarding how DSA had been faring over the recent months and, no doubt, about how operations would be changed to accommodate the new border controls which have recently been announced.

A Tolhurst thanked Andrew Shirt, the Committee's excellent Secretary for arranging this meeting and for ensuring the Committee had the appropriate papers.

3 MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 30TH JANUARY 2020

RESOLVED – That the minutes of the Doncaster Sheffield Airport Consultative Committee's Annual General Meeting held on 30th January 2020 be noted.

4 MINUTES OF THE ORDINARY MEETING HELD ON 30TH JANUARY 2020

RESOLVED – That the minutes of the Ordinary meeting of the Doncaster Sheffield Airport Consultative Committee held on 30th January 2020 be agreed as a correct record of the meeting.

5 MATTERS ARISING

i) Damage to Airport's Perimeter Fencing

On behalf of Parish Councillor McCarron, A Tolhurst reported that, breaks in the airport's perimeter fencing had still not been resolved.

G Finch reported that the airport's Director of Operations had been liaising with K Moran on this issue. It was confirmed that there were no breaks or holes in the fencing. He added that, if there were breaks in the fencing, which the airport were unaware of, then airport personnel would need to meet with community representatives at the location to indicate the damage.

ii) Airport's Perimeter Hedge

On behalf of Parish Councillor McCarron, A Tolhurst reported that, the airport's perimeter hedge on Bank End Road, Blaxton now required trimming back.

ACTION: G Finch to raise with D Thomas

iii) Questions and Answers Briefing Note on DSA's Airspace Changes

K Stow reported that the airport had considered the Noise Monitoring and Environmental Sub-Committee's request for a simplified briefing note / map to be produced on DSA's Airspace changes.

Following discussion, it was felt that it would be of benefit to produce a questions and answers document which incorporated frequently raised questions with regards to airspace changes, noise and environmental issues.

The Committee was asked to submit any frequently asked questions on these areas to the Committee Secretary for inclusion in the document. **ACTION: All Committee Members' to submit questions to A Shirt.**

A Tolhurst requested that an update report be presented at the September meeting of the Noise Monitoring and Environmental Sub-Committee on the impact of the recent airspace changes at DSA. **ACTION: A Shirt**

iv) Presentation on Genecon's work regarding Employment Opportunities at DSA and Wider Airport Site

Members noted that Genecon's work with regards to employment opportunities at the airport and wider site was now complete and had been incorporated in a draft Blueprint document for GatewayEast.

The document set out how the Sheffield City Region (SCR), Peel Land and Property Ltd (Peel Group), Doncaster Sheffield Airport Ltd (DSAL) and Doncaster Metropolitan Borough Council intended to work together to realise the economic opportunity of this growth cluster.

Members noted that the draft GatewayEast Economic Blueprint would be discussed at today's Sheffield City Region LEP Board meeting. It would then be finalised and agreed at the SCR Mayoral Combined Authority in due course. Further detailed work would then be undertaken to take forward the five workstreams identified, including an infrastructure package required to achieve the shared objectives outlined in the Blueprint.

It was agreed that a copy of the GatewayEast Economic Blueprint report be circulated to ACC Members. **ACTION: A Shirt**

A presentation on employment opportunities at DSA and the wider airport site would be delivered at a future ACC meeting. **ACTION: K Stow**

6 AIRPORT ACTIVITIES UPDATE REPORT

K Stow reported that it had been a very challenging time for DSA, both operationally and commercially due to the Covid-19 pandemic, with passenger operations not expected to return as they were prior to the Covid-19 pandemic.

The impact of the pandemic had caused a catastrophic financial loss of revenue, which would not terminate when flights resumed at the airport. The impact of Covid-19 had significantly affected aviation, not just at DSA, but globally.

It was confirmed that there had been no bespoke Government relief packages for airports. DSA had worked actively and persistently with the Department for Transport (DfT), with the Airport Operators Association (AOA) and with the Regional and Business Airports Group (RABA). Whilst there had been frequent engagement from Government via telephone calls every other week with the Aviation Minister, Kelly Tolhurst, there had been no action in terms of supporting airports financially.

The airport had received £150k from the Government's Furlough Scheme to support its staff. The airport's Management Team had made a decision at the early stage of the crisis to do everything which it could possibly do to maintain jobs and limit the amount of Furlough were ever possible and to keep both the airport, and airfield open. The airport and airfield had remained open throughout the pandemic to maintain services, for example, the 2Excel Oil Spill Response, the Air Ambulance, the Police Service and freight operations.

During the crisis, freight traffic had trebled, with a large proportion of the flights arriving at DSA carrying PPE for the UK. A large majority of the flights were arriving from China. The freight operation had been essential for DSA to demonstrate its role in national aviation. However, this had come at a very heavy cost to the airport.

In terms of the future outlook for DSA, Members were reminded that there had been significant disruption in the aviation market, which the airport considered not to be detrimental. However, opportunities which had previously not been likely to occur at DSA, had actually started to emerge. One carrier was currently in engaged discussions with airport.

TUI had recently announced its 'Travel Promise', which offered passengers a package of benefits, including free amendments if a passenger contracted Covid-19 before they travel.

The airport was awaiting the Government's announcement on 27th July 2020, regarding further considerations about travel corridor destinations.

It was highlighted that, the airport needed to see a period of stability where countries were not taken off the list. Markets such as the USA were very important to DSA, due to them being a strategic step forward for DSA's long-haul offering, which had been cancelled for the time being.

The airport was expecting TUI to operate around 50,000 seats for its summer 2020 programme.

From an operational perspective, Wizz Air had restarted its operations from DSA on 1st July 2020. TUI would re-commence its operations at DSA from 1st August 2020 to 11 destinations.

Members were informed that the wearing of face coverings was now mandatory for both staff and passengers inside the airport's terminal building.

Work had taken place to apply safety measures within the terminal building including social distancing, the use of safety screens, hand sanitiser stations and implementing an enhanced cleaning programme.

In the terminal building's retail area, World Duty Free and Subway had now re-opened. J D Wetherspoon was currently looking at its policy across the UK with regards to re-opening. It was anticipated that further businesses within the terminal building would re-open in the coming weeks when they were able to operate, when passenger throughput increased.

In relation to Border Control, Members were informed that additional checks were now taking place. As highlighted in the press, the enforcement of certain rules were not how they should be. There was a disconnect between the DfT and UKBF in terms of the feasibility and practicality of enforcing, for example, the quarantine measure. Passengers who were returning from a quarantine destination would need to complete a form stating where they would be living for a 2 week period.

Members were informed that the aviation sector as a whole, would recover, with some airlines stating a 4-5 year recovery. Airlines operating in global markets, hub carriers, flag carriers and British Airways would be in long-term recovery. In relation to the leisure market, K Stow anticipated that it would recover much more quickly, which would help DSA.

The airport was anticipating a reduced winter programme, with a reduction in capacity. TUI would operate one aircraft instead of two.

It was noted that, a second wave of Coronavirus and further lockdown measures was a key risk to the airport. The airport were lobbying Government to have this conversation now, to try to understand what support would be available for airports in the event of a second wave, particularly if it was localised.

The airport had written to the Secretary of State for Transport, Grant Shapps, setting out the locality of DSA, its contributions to the local economy of £67m, together with its gross value added per annum.

Members were informed that there had been an aircraft incident at DSA on 14th July 2020. The Astral 747 cargo plane had taxied off the runway, leading to the airport being temporarily closed. There had been no passengers on board at the time of the incident, and there were no injuries to colleagues or the crew. As a result of the incident the airport was unable to operate 3 flights which were diverted to Leeds Bradford Airport.

In relation to the airport's vacant Environment and Community Manager post, K Stow reported that, unfortunately, at this present moment, Peel Airports had implemented a policy to protect jobs within the airport, and as such, there was a blanket recruitment freeze in place. It was noted that the company could not rule out redundancies at this current time.

It was reported that community relations would continue to be managed by K Stow.

K Stow and G Finch were currently working with D Thomas on sustainability matters and producing a Sustainability Strategy for the airport. Noise complaints would continue to be monitored and responded to by colleagues at Liverpool John Lennon Airport.

A Bosmans commented that, in terms of airport representation at future meetings of the Noise Monitoring and Environmental Sub-Committee, it would be useful for Members to have an airport representative at meetings who could provide a local perspective.

A Tolhurst replied that, DSA's Director of Operations would be in attendance at future meetings to present a local perspective.

A Tolhurst asked if the freight improvements which had taken place at East Midlands Airport (EMA) had impacted upon DSA's freight operations throughout the Covid-19 pandemic.

K Stow replied that, EMA had not seen the same level of uplift in comparison to DSA. It was noted that DSA were well positioned in the market to be able to offer ad-hoc services.

The Airport had been working closely with the Sheffield City Region Combined Authority and the construction company Mace to submit a joint response to the Government's Freeport consultation on a bid for Freeport status at DSA.

It was highlighted that the consultation response had received support from Nick Fletcher MP, Mayor Roz Jones and Mayor Dan Jarvis.

Councillor Cox informed Members that Nick Fletcher MP had produced a Briefing document on the Freeport consultation which he would forward onto A Shirt for circulation to Members. **ACTION: Councillor Cox via A Shirt**

Councillor Mordue asked if conversations had taken place between the airport and the iPort with regards to the development of the Freeport bid.

K Stow replied that a joint bid had been submitted to Government, following extensive engagement with the iPort and Sheffield City Region Combined Authority who had been acting on behalf of DSA.

A Bosmans reported that conversations would take place shortly between the airport and FODSA Ambassadors as to whether they would safely be able to re-commence welcoming passengers back to the airport.

It was noted that FODSA Ambassadors had recently assisted airport colleagues in undertaking a Foreign Object Debris (FOD) walk to clear any Foreign Object Debris from the runway.

On behalf of the Committee, A Tolhurst thanked K Stow for the comprehensive update and was delighted to note that Peel was still very committed to DSA.

RESOLVED – That the updates be noted.

7 COVID-19 - ECONOMIC IMPACT AROUND UK AIRPORTS - PRESENTATION BY CENTRE FOR CITIES

The Committee noted a presentation by Centre for Cities on the economic impact of the Covid-19 pandemic around UK airports.

RESOLVED – That the presentation be noted.

8 ICCAN CORPORATE STRATEGY 2019-2021: PROGRESS REPORT - ONE YEAR IN

The Committee noted the contents of the The Independent Commission on Civil Aviation Noise's (ICCAN) Corporate Strategy 2019-2021: Progress Report – One year in.

The report set out ICCAN's progress to date and how they prepare to deliver a series of reports and guidance which had been undertaken during their first year of researching.

The document also reflected on the impact Covid-19 was having on the aviation industry and how ICCAN intended to deliver its objectives over the next year, in a landscape which looked very differently to the one which ICCAN encountered when they were first established in 2019.

A Bosmans informed Members that they could subscribe to ICCAN's newsletters and updates via their website at <https://iccan.gov.uk/>

A Tolhurst reported that he would invite ICCAN to attend a future ACC meeting, when face-to-face meetings recommence.

RESOLVED – That the contents of the ICCAN's Corporate Strategy 2019-2021: Progress Report be noted.

9 SHEFFIELD CITY REGION LOCAL ENTERPRISE PARTNERSHIP'S REPORT ON THE SCR ECONOMIC RECOVERY PLAN

The Committee noted the contents of a Sheffield City Region (SCR) Local Enterprise Partnership's report on the SCR Economic Recovery Plan.

The report detailed the economic implications of Covid-19 and presented an update on the SCR Economic Recovery Plan.

A Tolhurst queried if DSA was a member of Mayor Jones' Covid-19 Recovery Group.

C Hall agreed to check membership of the Group with the Mayor's Office. **ACTION: C Hall**

RESOLVED – That the Committee noted the contents of the Sheffield City Region (SCR) Local Enterprise Partnership's report on the SCR Economic Recovery Plan.

10 ANY OTHER BUSINESS

i) Storage of Mayflower Model

Councillor Greenhalgh reported that he had asked the airport if they would be able to store a large model of the Mayflower onsite.

K Stow replied that an airport response would be sent to Councillor Greenhalgh later today, together with the airport's proposed monthly fee for storing the model.

ii) Thank you to Members of the Airport Consultative Committee

K Stow thanked Members for their continued engagement with the airport and for all their contributions at today's meeting.

iii) Vulcan Visitor Centre

Town Councillor Cropley asked if there had been any recent progress with regards to the construction of the Vulcan Visitor Centre at DSA.

G Finch replied that the Vulcan to the Sky Trust was still in the process of obtaining funding for the build. He highlighted that, planning permission for the site would expire in December 2020. Conversations were currently taking place with the Trust around maintaining the planning consent onsite.

iv) Doncaster MBC's Local Plan

C Hall reported that examination of Doncaster MBC's Local Plan had been delayed due to the Covid-19 pandemic. It was anticipated that examination of the Local Plan would take place later this year.

G Finch added that Peel Land and Property had been working with Doncaster MBC's Planning Department on the Local Plan and producing a Statement of Common Ground and replying to the Inspectors questions.

v) Community Sports Facility at Hayfield Green

G Finch reported that work was almost complete onsite and that the freehold of the land would be transferred shortly to Auckley Parish Council. A dowry from Peel Land and Property would be in place to ensure that the playground was maintained in the future.

G Finch thanked Members of the ACC and the Parish Council for all their contributions.

vi) Wider Airport Site – Investment Opportunities

In response to a question from Councillor Pidwell, G Finch provided Members with an update regarding the developments taking place on the wider airport site.

11 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the ACC be held on Thursday 15th October 2020 at 10:00 am.

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Actions arising from the Airport Consultative Committee held on 16th July 2020

Minute No	Agenda Item	Action / Issue	Officer(s)	Status/Update
5 (ii)	Matters/Actions Arising	<p><u>Airport's Perimeter Hedge</u></p> <p>The airport's perimeter hedge on Bank End Road, Blaxton now required trimming back.</p>	G Finch to raise with D Thomas	
5 (iii)	Matters/Actions Arising	<p><u>Questions and Answers Briefing Note on DSA's Airspace Changes, Noise and Environmental issues</u></p> <p>The Committee was asked to submit any frequently asked questions on DSA's airspace changes, noise and environmental issues to the Committee Secretary for inclusion in the document.</p>	ACC Members	
5 (iii)	Matters/Actions Arising	<p><u>Update on DSA Airspace Changes</u></p> <p>A Tolhurst requested that an update report be presented at the September meeting of the Noise Monitoring and Environmental Sub-Committee on the impact of the recent Airspace Changes at DSA.</p>	A Shirt	<p>Added to the NMESC agenda for September.</p> <p>ACTION COMPLETE</p>
5 (iv)	Matters/Actions Arising	<p><u>SCR LEP Board Report on GatewayEast Economic Blueprint</u></p> <p>GatewayEast Economic Blueprint report to be circulated to ACC Members.</p>	A Shirt	<p>Report circulated to ACC Members by email on 16th July 2020.</p> <p>ACTION COMPLETE</p>

5 (iv)	Matters/Actions Arising	<p><u>Presentation on employment opportunities at DSA and the wider airport site</u></p> <p>A presentation on employment opportunities at DSA and the wider airport site to be delivered at a future ACC meeting.</p>	K Stow	
6	Airport Activities Update Report	<p><u>Nick Fletcher MP - Briefing document on the Freeport consultation</u></p> <p>Briefing document on the Freeport consultation produced by Nick Fletcher MP be circulated to ACC Members.</p>	Cllr Cox via A Shirt	<p>Briefing document circulated to ACC Members by email on 16th July 2020.</p> <p>ACTION COMPLETE</p>
9	Sheffield City Region Local Enterprise Partnership's Report on the SCR Economic Recovery Plan	<p><u>Query regarding DSA's membership of Mayor Jones' Covid-19 Recovery Group</u></p> <p>C Hall agreed to check if DSA was a member of Mayor Jones' Covid-19 Recovery Group.</p>	C Hall via A Shirt	<p>Email sent to C Hall on 29.07.20 requesting an update to be provided.</p> <p>Update received 04.08.20 – sent to A Tolhurst, K Stow & G Finch.</p> <p>ACTION COMPLETE</p>

The Rt Hon. Boris Johnson MP
Prime Minister
Office of the Prime Minister
10 Downing Street
London
SW1A 2AA

5th September 2020

Dear Prime Minister,

Covid 19 and Airports

Since the AOA last wrote to you on 17th July 2020, highlighting the immense impact of COVID-19 on the UK aviation industry and the support that is much needed for the sector, the outlook for our country's airports has grown more bleak. The lack of a regional approach to the quarantine policy, and slow progress in introducing a testing regime for travellers to the UK has exacerbated an already negative consumer confidence picture: few people are willing to fly away for their holidays or for business purposes and thus industry has lost the revenue of the critical summer period. UK aviation has not received the same level of support as in other countries. As a reminder, the position across the sector is not a positive one:

- Our best estimates put UK airport lost revenue for 2020 at almost £4 billion so far.
- Up to 110,000 jobs are now at risk at UK airports and their supply chains.
- A full recovery in passenger traffic to 2019 levels is now only expected by 2024.

Over the summer we have unfortunately witnessed announcements from airlines, airports, ground handlers and aerospace manufacturers, detailing their struggles and their need to make wide-ranging redundancies. Unfortunately, we cannot currently envisage an end to this struggle, and without robust Government support there is real possibility of irreparable damage being done to our once world-beating aviation sector.

Global Britain

As we mentioned previously, we see airports as a vital component in the Government's ambitions for the UK to be a global trading nation, they are the essential infrastructure through which much of this trade will be conducted. As we have witnessed during the COVID-19 crisis, air freight has proved a lifeline to us as an island nation. Airports are also the key nodes of a national network, spread across the UK's regions, of economic enablers which will accelerate the Government's levelling up agenda. Other nations have recognised the essential contribution of aviation to their economies and have supported their industries, and the UK risks losing out to trading competitors if it does not take similar action.

We ask that you recognise the key role of our airports as critical national infrastructure and provide support to our businesses, so that they can rebuild, maintain vital services and continue to support high-skilled jobs for many thousands of UK residents.

Risk Appetite

We are concerned there is a disconnect between levels of risk tolerated in easing lock down at large in society, and that for aviation. In our view the approach in aviation should be a risk-based assessment on a par with other actions for retail and leisure, not a zero-risk standard.

Managing International Travel

Specifically, we would ask you to make a decision this week on introducing testing for international travellers (to reduce the use of quarantine), and also commit to regionalising quarantine requirements where possible in key markets.

Financial Support

It is also necessary to provide a meaningful package of support for UK airports, so that we can continue to serve this country to the best of our capacity. Such support would include:

- Business Rates Relief for English airports for 12 months, bringing them into line with their Northern Irish and Scottish counterparts, and the hospitality and retail sectors. We call on the Welsh Government to take similar action for Welsh airports.
- Extending corporate fiscal support measures, or a new equivalent of them, on a sectoral basis. This would include support with employment costs beyond the October end of the Job Retention Scheme, but also general finance measures such as the CCFF and CBILs.
- Funding the aviation sector's regulator, the Civil Aviation Authority, for the 2020/2021 period.
- Temporary suspension of Air Passenger Duty, thus incentivising air connectivity in the recovery phase.
- Working with industry to agree a funding solution for the airspace modernisation programme.

Conclusion

As a sector we have engaged openly and constructively with Government across a wider range of departments. Yet despite this, we see little evidence that Government fully grasps the implications for the wider UK economy of allowing the aviation sector to continue to decline as it is currently. Without a successful aviation sector, your Government's ambitions to level-up the regions of the UK and to deliver a global trading Britain post-Brexit will be simply unachievable. We urge you and your Cabinet colleagues to act urgently to address this.

Yours sincerely,

Baroness Ruby McGregor-Smith, Chair, Airport Operators Association
Karen Dee, Chief Executive, Airport Operators Association

Derek Provan, Chief Executive, AGS Airports
Brian Ambrose, Chief Executive, Belfast City Airport
Graham Keddie, Chief Executive, Belfast International Airport
Nick Barton, Chief Executive, Birmingham Airport
Dave Lees, Chief Executive, Bristol Airport
Spencer Birns, Interim Chief Executive, Cardiff Airport
Steve Frazer, Managing Director, City of Derry Airport
Robert Hough, Chairman, Doncaster Sheffield Airport
Gordon Dewar, Chief Executive, Edinburgh Airport
John Holland-Kaye, Chief Executive, Heathrow Airport
Deborah Zost, Managing Director, Humberside Airport
John Irving, Chief Executive, Liverpool Airport
Robert Sinclair, Chief Executive, London City Airport
Stewart Wingate, Chief Executive, London Gatwick Airport
Alberto Martin, Chief Executive, London Luton Airport
Charlie Cornish, Chief Executive, Manchester Airports Group (MAG)
Nick Jones, Chief Executive, Newcastle Airport
Andrew Bell, Chief Executive, Regional & City Airports
Glyn Jones, Chief Executive, Stobart Aviation

CC: Rishi Sunak MP, Chancellor of the Exchequer

CC: Grant Shapps MP, Secretary of State for Transport

Government Response to the HoC Transport Committee's second report on:

"The impact of the coronavirus pandemic on the aviation sector: Government and Civil Aviation Authority Responses to the Committee's Second Report" – [click here](#) to see full report.

The key points to note from the Government's response are:

- recognition that the aviation sector is of national importance, and that prior to the Covid-19 pandemic, air transport contributed at least £14 billion to national GDP, and more than 130,000 direct jobs across the UK with air freight exports valuing £95 billion to non-EU countries in 2018.
- the Government has established the Expert Steering Group to work with the aviation industry on the immediate issues around restarting the sector and its longer-term growth and recovery. A longer-term strategy for recovery of the sector out to 2025 is being developed and is expected to be published this Autumn. It is expected to cover:
 - the return to growth of the sector;
 - workforce and skills;
 - regional connectivity and freight;
 - innovation and regulation;
 - consumer issues;
 - climate change and decarbonisation;
 - health, safety and security; and
 - the critical role that UK aviation plays in retaining the UK's global reach.
- The Government has already announced the formation of a **new 'Jet Zero Council'**, which will bring together Government, industry and environmental groups to make net zero emission flights possible. There is a real determination within the industry to make this a part of the restart and ensure that the recovery is as environmentally sustainable as possible.
- **Travel corridor** measures came into effect on 10 July and apply to England only, however, the devolved administrations have taken similar steps. The list of exempt countries and territories remains under constant review. The Government also states it will continue to consider whether other policy options could be used to further ease self-isolation requirements such as testing at the border.
- The DfT continues to discuss **Business Rate Relief** for airports in England and Wales and is working with HM Treasury to consider the points raised by airports.
- **APD** - there will be a consultation on aviation tax reform. As part of this consultation, the Government will consider the case for changing the APD treatment of domestic flights, such as reintroducing a return leg exemption, and for increasing the number of international distance bands. HM Treasury are keen to engage widely as part of this consultation, and would welcome input from businesses, individuals, trade and professional bodies and other interested parties.
- **Regional connectivity** – The DfT is working closely with industry through the Expert Steering Group to consider the most effective and deliverable interventions to support regional connectivity in both the short and medium term. Workstreams focusing on regional connectivity will continue beyond the publication of the Autumn recovery strategy and is supported by a permanent team in the Department. A £5.7million funding package of measures was announced in May temporarily supporting two airlinks, from Belfast and Londonderry to London, and associated airport services at City of Derry Airport and Belfast City Airport.
- **Slots** - The Government welcomed the EU's suspension of the 80:20 slot usage rules for the summer 2020 season, due to the impacts Covid-19 had on demand in the aviation industry. The EC is considering whether an extension to this waiver is necessary for the winter 2020 season (mid-September review of the position). The SoS has asked the EC whether they could give an earlier indication of their intentions, to allow industry to plan for the next season. The Government continues to closely monitor the situation and remains open to further discussion with industry. The CAA has no role in allocating slots at UK airports, a responsibility that sits with Airport Coordination Limited (ACL). Ultimate responsibility for changes to the policy relating to slot allocation sits with the UK Government. The CAA is working with the Government on the development of the aviation recovery strategy.
- **CAA's response to the Committee** – is set out at the end of the report from page 17.

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UK Airport Consultative Committees

Liaison Group

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BY EMAIL

Rt Hon Rishi Sunak MP
Chancellor of the Exchequer
11 Downing Street
London, SW1A 2AA
rishi.sunak.mp@parliament.uk

17 July 2020

Dear Mr Sunak,

The impact of the COVID-19 pandemic on UK airports

I wanted to bring to your attention a recent letter I have sent to the Secretary of State for Transport, Rt Hon Grant Shapps MP (letter attached), highlighting the work of UKACCs and our thoughts on the Government's COVID-19 aviation recovery strategy, including the opportunity represented by the crisis to "build back better".

You will note that amongst the range of matters we have raised with Mr Shapps is the need for continued Government support for the aviation sector. What is clear is that the aviation industry is unlikely to recover quickly from the current crisis given the on-going global public health emergency which continues to impact on the industry. UKACCs supports the Government's continuing negotiations on the possible establishment of other international travel corridors which we view as an essential component of the aviation recovery strategy and which will in turn help to ease the wider economic downturn. Re-building passenger confidence is also a major contributor to the aviation recovery strategy.

UKACCs is aware that there have been suggestions of an aviation sector specific support package but none has yet been forthcoming. There is a need therefore for the Government to continue to assess and discuss what further business support measures are needed to help airports and their regional economies through the period of recession particularly where demand for air travel remains low and in a way that ensures that as demand returns the workforce needed to support an airport's operation, including air traffic controllers, handling agents as well as UK airlines, is on hand to respond quickly.

Whilst your recently announced job retention bonus for employers who bring back furloughed staff and job placement schemes for young people are commendable, UKACCs questions whether, given the on-going restrictions on air travel, a flexible sector specific job retention scheme is needed.

UKACCs also acknowledges this week's call from the Airport Operators' Association for Government to extend the temporary business rates relief scheme to airports similar to those temporary relief schemes now in place in Scotland and Northern Ireland. Such an approach is supported provided local authorities who grant this relief can be fully reimbursed so as to preserve local authorities' own income and budgets which are already impacted by the pandemic.

We realise that any such scheme needs to be carefully managed and balanced to adjust to what the new normal would be with a timescale attached. Scottish and Northern Ireland airports are fortunate in receiving assistance via rates relief which is not the same as in the rest of the UK but there clearly needs to be recognition of the value of the UK airports as employers, key economic drivers for their region and their significant contribution to GDP generally.

However the imperative to rebuild aviation must not be at any cost and the opportunity must also be taken by Government to bring forward, as part of the national recovery strategy, revised sustainable growth measures particularly in respect of addressing the environmental and other negative impacts of an airport's operation, such as seeking faster reductions in carbon emissions, reduction in noise and reduced air pollution.

UKACCs therefore urges you and your colleagues across Government to consider a joined-up approach to support the recovery of the UK's aviation industry and to "build back better".

I look forward to hearing from you.

Yours sincerely



Colin Flack
Chair
UKACCs

Copy to:

Rt Hon Alok Sharma MP,
Secretary of State for Business, Energy and Industrial Strategy
alok.sharma.mp@parliament.uk

Rt Hon Steve Barclay MP
Chief Secretary to the Treasury
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UK Airport Consultative Committees

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BY EMAIL

The Rt Hon. Grant Shapps MP, Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

9 July 2020

Dear Mr Shapps,

The impact of the COVID-19 pandemic on UK airports

I would like to take this opportunity of introducing you to the work of UKACCs – the Liaison Group of UK Airport Consultative Committees. The Group represents 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).

Our member ACCs are acutely aware that the COVID-19 outbreak has had an unprecedented impact on national and local economies across the UK with all sectors of the economy facing very uncertain and challenging times ahead. The UK's airports face a long and challenging road to recovery so it is vitally important that all affected parties should work alongside Government.

Given the breadth and reach of an ACC's membership and the independence of their Chairmen, they are well placed to assist in helping to create a more sustainable aviation industry at a local level as well as at the national level through UKACCs' participation and collaboration in the Government's work. ACCs individually, and UKACCs collectively, provide a unique independent platform for dialogue across a wide range of interests around the UK's major airports which can help shape recovery plans. ACCs are always conscious of the need to ensure a balance is struck and, using their experience of mediating conflicting interests, can assist in building a common understanding on realising how a healthy aviation sector can work in harmony with local communities.

The Government has required airports to provide consultation facilities at their airport. In practice this has resulted in airports establishing an ACC bringing together a wide range of interests (including local community, environmental, local authority, economic, business, air passengers, tourism, employees and the aviation industry) to develop a mutual understanding and find a common view on a range of matters. As you can imagine the Independent Chairs of ACCs have the difficult task of ensuring all

views, which are often conflicting, are discussed and a balanced approach to addressing issues is achieved. UKACCs brings together the Chairs and Secretaries of the ACCs from the largest UK airports to share best practice and to discuss matters of common interest which enables us to provide an independent, collective voice to Government, the CAA and other key stakeholders on strategy and policy development. This spread of airports has enabled UKACCs to represent national together with regional views. The combination of ACCs which are truly representative of their local demographic and their Independent Chairmen provides a powerful voice to assist your Department in its policy and strategy development.

The COVID-19 crisis has brought international aviation to a near-standstill not only impacting on the aviation and travel industry but also the regional economies around our airports which benefit directly and indirectly from an airport's operation. As you are aware aviation plays a significant role in the economy especially trade, cargo, tourism and hospitality. Those regions/areas around airports appear to be hardest hit by the dramatic downturn as revealed by the [Centre for Cities](#) work on the impact of COVID-19. UKACCs recognises that regional and sectoral variances need targeted support as highlighted in the Chancellor's recent summer budget announcement. It is clear however that a strong aviation recovery plan is key to support regional recovery, particularly those that rely on the connectivity (domestic and international) and trade opportunities airports bring to their region.

It is vitally important that all affected parties should work alongside Government in developing the strategies for recovery of not only the aviation industry but also the wider economy. The active engagement and partnership working with airports, local authorities, local economic partnerships and businesses should help ensure that a collaborative approach is adopted in planning the next steps to recovery and identifying what additional support is needed during the recovery of airport operations and reviving the national, regional and local economies around our airports. ACCs, led by their Independent Chairmen, have a key role in engaging with local authorities and communities, including business groups, LEPs and environmental groups in helping airports identify steps needed to support the recovery of local economic wealth.

Given the breadth and reach of an ACC's membership and the independence of their Chairmen, they are well placed to assist in helping to create a more sustainable aviation industry at a local level as well as at the national level through UKACCs' participation and collaboration in the Government's work. ACCs individually, and UKACCs collectively, provide a unique independent platform for dialogue across a wide range of interests around the UK's major airports which can help shape recovery plans.

UKACCs welcomes the recommendations of the House of Commons Transport Committee's report on the impact of the coronavirus pandemic on the aviation sector and likewise urges the Government to resume as a matter of urgency its review of regional connectivity with a view to publication by the end of 2020.

Your recent announcement on lifting the quarantine requirements in England for lower risk countries in time for holidays this summer is also welcomed. UKACCs hopes that the Government can continue to engage with the devolved administrations to bring about a similar lifting of quarantine arrangements at the safest and earliest possible time. UKACCs also agrees that continuing negotiations on the possible establishment of other international travel corridors is an essential component of the aviation recovery strategy which in turn will help to ease the wider economic downturn. What is clear however is that the aviation industry is unlikely to recover quickly given the on-going global health emergency. There is a need therefore for the Government to continue to assess and discuss what further business support measures are needed to help airports and their regional economies through the period of recession particularly where demand for air travel remains low in a way that ensures that as demand returns the workforce needed to support an airport's operation, including air traffic controllers, is on hand to respond quickly.

The continuation of the Government's furlough scheme for the aviation sector is important and needs to offer flexibility. Whilst the Chancellor's recently announced job retention bonus for employers who bring back furloughed staff and job placement schemes for young people are commendable, UKACCs questions whether given the on-going restrictions on air travel a sector specific job retention scheme is needed. UKACCs also acknowledges the calls for extending the temporary business rates relief scheme to airports similar to those temporary relief schemes now in place in Scotland and Northern Ireland. Such an approach is supported provided local authorities who grant this relief will be fully reimbursed so as to preserve local authorities' own income and budgets which are already impacted by the pandemic.

The desire to rebuild aviation swiftly and efficiently must not however be at any cost and the opportunity should be taken to review, as part of the national recovery strategy, sustainable growth measures particularly in respect of addressing the environmental and negative community impacts such as seeking faster reductions in carbon emissions, better noise management and improved air pollution (including the need for standards on ultrafine particles). This effective re-start of the aviation industry provides an unique opportunity to seek to better balance of the positive and negative effects of the aviation industry.

ACCs are acutely aware of the need to ensure a balance is struck and can assist in building a common understanding on realising how a healthy aviation sector can work in harmony with local communities. As part of the Government's work opportunities could be taken to explore the need for a better balance of real capacity at our airports and in the skies which reflects a sensible margin for system resilience. Such as how airports achieve maximum use of scarce runway resource; airlines scheduling unachievable turnaround times to maximise aircraft utilisation; reorganisation and better demand management of the airspace system; establishing national KPIs that reduce extended aircraft arrivals routings and departure delays; and improved environmental performance, other KPI monitoring and reporting. Such measures would provide steps towards improved environmental performance, benefitting airlines, airports and local communities, thus helping to build trust between the industry and communities.

The Government's establishment of the Net Zero Transport Council to advise on how to eliminate carbon dioxide emissions from the transport sector is a commendable initiative and UKACCs hopes that as the work of the Council progresses, there will be an opportunity for us to participate in the Council's work in respect of how airports can develop and accelerate their net zero targets. Needless to say, UKACCs is ready to participate in any specialised groups that may be established.

I hope you can take into consideration the important points I have raised and I would welcome the opportunity to discuss with you and your Minister for Aviation, ways in which UKACCs can use its unique position and assist in the recovery plans for aviation.

I look forward to hearing from you.

Yours sincerely



Colin Flack
Chair
UKACCs

CC. Minister for Aviation

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NEWS

Lack of action risks the demise of UK aviation

Thursday 24th September 2020

Following the Chancellor's statement unveiling the Winter Economic Plan, **AOA Chief Executive Karen Dee** said:

"Once again the Government has failed to recognise the dire situation facing UK airports and provide much needed financial support. For months and months the aviation industry has called for targeted support, but still nothing is forthcoming. The Government appears blind to the scale and urgency of the crisis facing the UK's airports.

"Over the course of the pandemic, UK airports have been forced to effectively shutdown to commercial traffic, leaving them with – at worst – 99% fewer passengers almost overnight. Even with the existing Government support, the loss of revenue is enormous:

- Heathrow has reported pre-tax losses for the first six months of 2020 of £1.1bn
- Gatwick has reported pre-tax losses the first six months of 2020 of £343m
- Significant financial and job losses throughout the UK's network of regional airports
- Projections by the AOA show that up 110,00 airport and airport related jobs are at risk

"Our industry is on its knees and we need the promised Aviation Recovery Package of support now. This must start with the introduction of testing and other mechanisms that allow aviation to open and operate. The continued dithering and delay on testing by Government must end with the introduction a robust testing system without any further delays.

"Airports across the UK need help now to survive the challenging winter months including business rates relief for airports in England and Wales, continuation of VAT-free sales airside, funding for the CAA, a temporary suspension of APD and a longer term package of financial support that promotes, protects and enhances our global connectivity as our sector looks towards the long journey to recovery.

"The future of UK connectivity and global Britain is being put at risk by the continued lack of action from the Government it is essential that they deliver this support and deliver it now."

ENDS

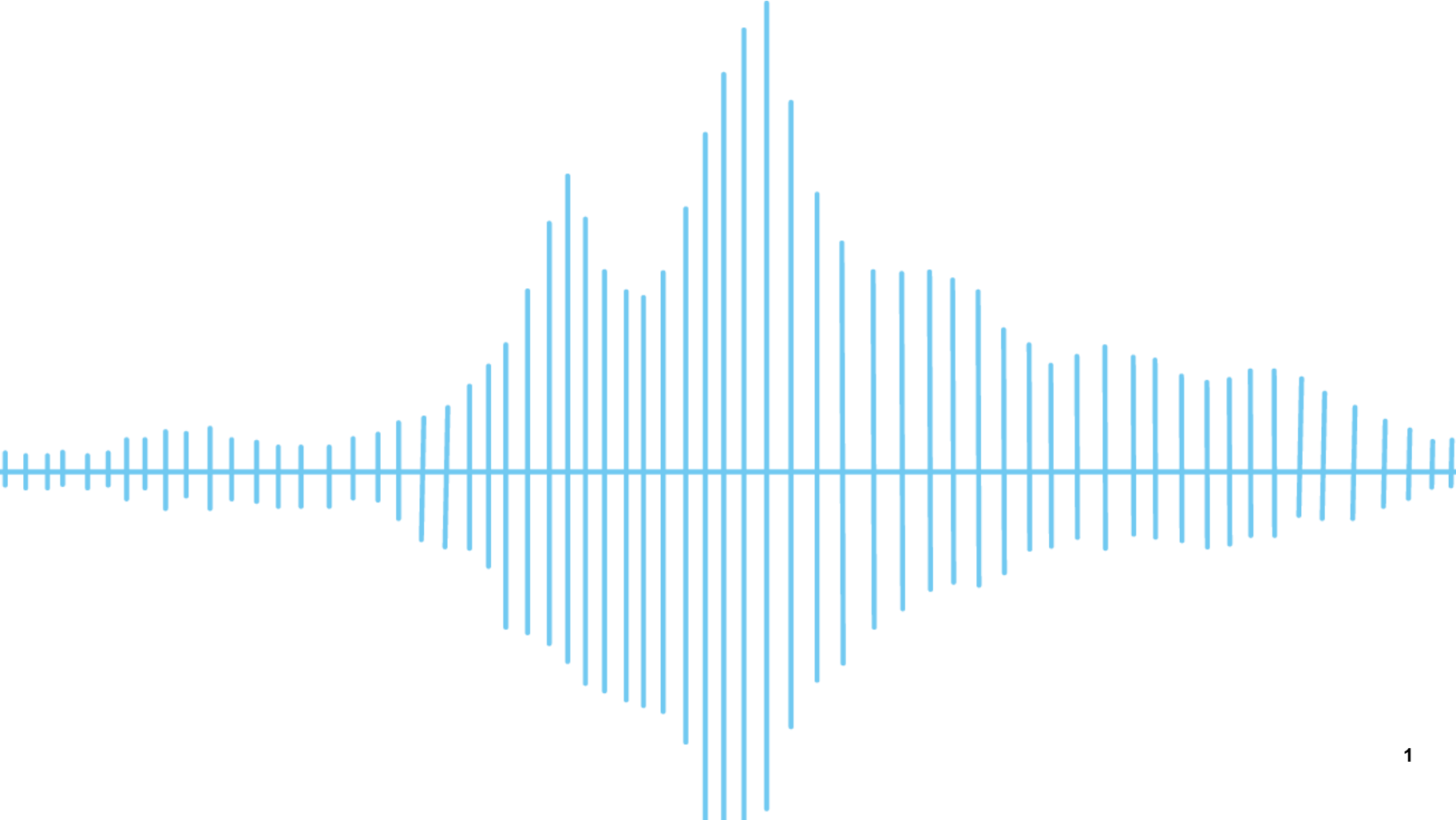
<https://www.aoa.org.uk/lack-of-action-risks-the-demise-of-uk-aviation/>

Aviation Noise and Public Health

Contents

This note accompanies a report produced for the Independent Commission on Civil Aviation Noise (ICCAN) by the National Centre for Social Research (NatCen), called '**Aviation Noise and Public Health: a rapid evidence assessment**' (NatCen, 2020).

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About ICCAN

Established in 2019, the Independent Commission on Civil Aviation Noise (ICCAN) is an independent non-departmental body, with the objective of being the impartial voice on civil aviation noise and its impact on communities. Our first two-year aim is to improve public confidence and trust in the management of aviation noise by building our expertise, credibility and profile across the UK. We have conducted a number of pieces of research and work, all of which can be found on ICCAN's website.

The need for robust evidence on the relationship between aviation noise and health

Disturbance from aviation noise is an inherently personal experience. Having engaged with many people and communities living with it, we know the effects can be substantial and may have a detrimental impact on people's quality of life, health and wellbeing. A robust evidence base on the relationship between aviation noise and health is crucial to fully understanding these impacts. To make any recommendations on the future of aviation noise management, including potential changes to the way it is regulated, an evidence-based understanding of the impacts of aviation noise is essential.

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Previously, evidence on the relationship between aviation noise and health has been compiled and assessed predominantly as part of larger reviews on the health effects of environmental noise. The studies reviewed cover a range of noise types, health outcomes and research methods used. The World Health Organisation (WHO) published a series of systematic reviews on environmental noise and health that underpin its 2018 guidelines on environmental noise (WHO, 2018) and the Department for Environmental, Food and Rural Affairs (Defra) commissioned two reviews, one by National Institute for Public Health and the Environment (RIVM, 2019) and the other by Arup (Arup, 2020). These gathered evidence on noise and health, including aviation noise. Since these reviews have been completed, more studies have been published, adding to the aviation noise and health evidence base.



ICCAN's approach

To better understand the quality of the evidence relating to aviation noise specifically and identify gaps in the evidence base, ICCAN commissioned the National Centre for Social Research (NatCen) to

conduct a rapid evidence assessment (REA), which systematically reviews the existing evidence in this fast-developing subject area. This included the evidence on aviation noise and health from the WHO and Defra reviews, as well as any studies subsequently published. NatCen's review summarises the health effects of aviation noise together with a rigorous assessment of the quality of the evidence relating to a wide range of health outcomes, measurement metrics and research methodologies.

For each health outcome, the technical quality of the evidence base was assessed through a formal rating system (GRADE) by the WHO and Defra reviews, as well as by NatCen for ICCAN. 'Quality' is a technical measure of the uncertainty of the study evidence as a predictor for the effect being studied. NatCen concluded that the quality of the evidence for most health outcomes is 'very low' or 'low', while only some are 'moderate'. 'Moderate' or 'high quality' ratings are based on a demanding evidence threshold, which requires a body of evidence with several high-quality studies involving longitudinal designs (study repeated over time) and large sample sizes. These are costly and resource intensive methods.

An initial study might prove to be useful, informative or of significant value, but GRADE will have classified it as being of 'very low' quality until it has been supported by additional studies over time. The evidence grading does not lessen the potential value of conclusions which may demonstrate how aviation noise impacts on health; rather it is a reflection of the complexity of research required to give a high level of certainty.

NatCen used the findings of its assessment to identify gaps in the evidence and suggest possible future studies to develop the evidence base. Both the approach taken by NatCen, and its final report, were reviewed by two members of ICCAN's expert panel. This review is ICCAN's first step in exploring potential future areas of health research and how it might take this forward in its work programme.

Key findings

1. For most health outcomes, the evidence on the effects of aviation noise is of 'low' or 'very low' quality (GRADE rating). This indicates that further research on these outcomes is very likely to have an important impact on the certainty of the health effects. This includes birth and reproductive outcomes, diabetes, hypertension, some aspects of sleep, and wellbeing. There was also little or no evidence for some areas of health, including dementia and other neurodegenerative outcomes, auto-immune disorders and other cancers. Therefore, in these areas there are no specifically defined gaps in the evidence base that indicate a clear focus for future research.

2. There were limited health areas where there is 'moderate' quality evidence (GRADE rating). For example, reading comprehension and stroke incidence. 'Moderate' evidence was the highest identified grading from all the health outcomes.

3. However, selected health outcomes could be prioritised for further research in short to medium term. For example, on the basis of the NatCen work and existing evidence, our noise and health expert advisors identified sleep, diabetes, wellbeing, depression and anxiety as potential high-priority areas for future research, with possible research methods including self-reported studies and physiological measurements.

4. NatCen suggested a range of study designs which could be used to build the evidence base on health and aviation noise together with an assessment of their strengths, weaknesses and resource implications. Shorter-term approaches include re-analysis of existing data, such as linking noise data to current health cohort studies or using meta-analyses to systematically assess the results of previous research to derive conclusions about the strength of the evidence across studies. Longer term, more resource intensive approaches involve designing new studies such as a specialist cohort studies.

5. Further work is needed to develop a strategy for delivering research in the short- and long-term. This will include identifying health areas for future research, how this should be undertaken and careful consideration when selecting what noise metrics should be used.



ICCAN's next steps

Our review has shown that there is no single clearly defined evidence gap in the health research; rather that many areas are ripe for further research. Different health effects may need different research approaches. We will build on this review to develop a strategy for how best to both expand and improve the existing evidence base. As the aviation industry recovers following the COVID-19 pandemic, it will be even more crucial to measure the health impacts of the return of aviation noise, at whatever pace it happens. This strategy will enable ICCAN to concurrently plan studies addressing the identified health outcomes while investigating broader policy prioritisation. We will continue to engage with noise and health experts and other stakeholders (including academics, industry experts, government and communities) to refine our strategy and develop robust research designs. We intend to have identified and initiated our first set of priorities for research in time for the publication of our second corporate strategy and work programme, in April 2021.



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Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

24 SEPTEMBER 2020 – VIRTUAL MEETING

PRESENT: A Tolhurst OBE (Chair)

Parish Councillor J Baker (Wroot Parish Council), C Barnes (Doncaster Sheffield Airport / Liverpool John Lennon Airport), A Bosmans (FODSA), Town Councillor N Cannings (Tickhill Town Council), Parish Councillor J Clarke (Finningley Parish Council), Councillor S Cox (Doncaster MBC), Town Councillor A Cropley (Bawtry Town Council), Councillor L Curran (Doncaster MBC), A Dutton (Doncaster Sheffield Airport / Liverpool John Lennon Airport), Parish Councillor P Edwards (North East Bassetlaw Forum / Misson Parish Council), Councillor M Greenhalgh (Doncaster MBC), G Levett (Doncaster MBC), K Moran (Doncaster Sheffield Airport), Parish Councillor J Scutt (Substitute Member for Blaxton Parish Council), A Shirt (Committee Secretary), Parish Councillor I Swainston (Auckley Parish Council), D Thomas (Doncaster Sheffield Airport) and Councillor F Tyas (Doncaster MBC)

Apologies for absence were received from Parish Councillor S Crawford (Austerfield Parish Council), Parish Councillor N McCarron (Blaxton Parish Council), Parish Councillor S Petherbridge (Blyth Parish Council), K Stow (Doncaster Sheffield Airport) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

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

An extended welcome went to Keith Moran, Head of Compliance and Airside Operations at Doncaster Sheffield Airport.

Apologies for absence were noted as above.

The Committee extended its best wishes to Parish Councillor McCarron for a full and speedy recovery, following a break to her shoulder.

2 ANNOUNCEMENTS

A Tolhurst opened the meeting making reference to the unprecedented times and changes to everyone's life which had occurred over the last 6 months due to the Coronavirus pandemic.

Referring to the travel industry and the recent announcement by the Chief Executive of Heathrow Airport that its frontline staff had been told they face the stark choice of either accepting pay cuts or suffer job losses was leading to both airlines and airports considering further changes to the ones which they had already made.

Airlines would also need to position themselves to the realities of the market if they are going to survive in the longer term. This could include reducing fleets, revising and realigning business models, all of which must be a top priority.

Every part of society and the economy has been affected by the Coronavirus pandemic and aviation is not exceptional in that regard. A Tolhurst hoped that Government would find a way to support aviation and tourism, due to them being such an important contributor to the economy.

Meanwhile, Boeing continued to receive large amounts of negative publicity and the outlook for Airbus was currently very uncertain.

Despite this, it was not all bad news, Wizz Air had recently announced plans for further expansion of its operations at DSA, with a second aircraft being based at the airport and six new routes.

3 MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 5TH DECEMBER 2019 AND ACTIONS UPDATE

RESOLVED – That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 5th December 2019 be agreed as a correct record.

4 MATTERS ARISING

i) Briefing Note on DSA's Airspace Changes

D Thomas reported that DSA's appointed Airspace Change consultants had been asked to produce a one-page briefing note to help explain what Airspace Change is.

Parish Councillor Edwards asked if the note could include a diagram to show the training circuits undertaken by aircrafts at DSA.

D Thomas acknowledged the request. She added that, to manage the Committee's expectations, it may not be possible to include this information.

A Tolhurst added that there was a risk for this information to be interpreted wrongly.

A Dutton informed the Committee that the training circuits were not part of DSA's Airspace Changes. He agreed to explore the possibility of producing a document to show the circuits undertaken by training aircraft at DSA. **ACTION: A Dutton**

ii) Queries Re: Planning Issues

Councillor Cox reported that flooding issues on First Avenue were still of concern to him. He had reported these issues to L Askham at Peel Airports, with no response to date.

Councillor Cox also reported that the new community facility at Hayfield Lane still remained unopened.

D Thomas agreed to follow-up progress with K Stow. **ACTION: D Thomas**

5 ELECTION OF 3 PARISH AND TOWN COUNCIL REPRESENTATIVES TO THE ACC

In accordance with paragraph 8 of the Airport Consultative Committee's Constitution, an election was required to be undertaken to fill three places on the Airport Consultative Committee from Parish and Town Council representatives of the Noise Monitoring and Environmental Sub-Committee for the 2020 calendar year.

RESOLVED – That Councillors Cropley, McCarron and Worthington be elected to fill the three places on Airport Consultative Committee for the 2020 calendar year.

6 AIRPORT ACTIVITIES UPDATE REPORT

D Thomas provided the Committee with a verbal update on Airport activities.

The following key points were noted:-

- It was anticipated that today would be Andrew Dutton's last meeting.

On behalf of the Committee and DSA, D Thomas thanked Andrew Dutton for all of his hard work and effort in managing environmental and noise issues at both Liverpool John Lennon Airport and at DSA.

In the interim period, K Moran would be presenting the Air Transport Movements and Quiet Operations Policy report at future meetings.

It was expected that an Environment and Sustainability Manager would be recruited next year, when operations returned to normal.

- In the middle of the Covid-19 crisis, DSA had received the news that Wizz Air was fully committed to the airport and had announced plans for further expansion of its operations at DSA, with a second aircraft being based at the airport and six new routes.

It was noted that the announcement aligned to DSA's Business Plan to base 4-5 aircrafts at DSA in the future.

Members commented that this was excellent news for DSA, the regional economy and for the UK and European aviation sector by stimulating growth. It was also

good news to note that DSA's Business Plan had not changed in response to the Covid-19 crisis.

- DSA and the global aviation sector were currently in exceptionally difficult times. The amount of passengers expected at the airport was very difficult to predict, due to restrictions on travel corridors and destinations.

The challenge for DSA would be coming through the Winter season. DSA would focus upon retaining the skill sets of all its employees, in order that when Summer 2021 arrives and the country has recovered, DSA has retained its skill sets.

- DSA was excited to hear the Chancellor's statement later today on financial support which would be available, as it could protect jobs throughout what was expected to be a very challenging Winter.
- In relation to Cargo Operations, at the start of the Covid-19 crisis, the airport had been responsible for handling cargo containing perishable goods and vital Personal Protective Equipment (PPE).
- K Moran added that, 13,000 tonnes of cargo had been handled by DSA throughout the Covid-19 crisis. This was an uplift of 50-60% in DSA's cargo handling operations processing half a billion items of PPE for the NHS. DSA was almost close to delivering 44 million litres of jet aviation fuel.

DSA had managed to facilitate cargo flights throughout the Covid-19 crisis and earned credibility with its clients.

RESOLVED – That the update be noted.

7 UPDATE ON AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY

A Dutton delivered a presentation which provided the Committee with a comparison of aircraft movements at DSA on the 1st day of the month of April to September 2019, in contrast to the 1st day of the month of April to September 2020.

The presentation highlighted the vast difference in the number of aircraft movements in April to September 2020, compared to those in April to September 2019.

Members commented that the presentation was very useful to highlight aircraft movements at DSA. Members asked if future presentations could contain this comparison.

It was agreed that the presentation together with the Air Transport Movements and Quiet Operations Policy reports would be circulated to Members after today's meeting.
ACTION: A Dutton via A Shirt

A Dutton reported that DSA had received a large number of complaints regarding flights operated by 2Excel Logistics on behalf of the Maritime and Coastal Agency. It was noted that 2Excel Logistics were using either a Beechcraft Super King aircraft, or a Piper Navajo aircraft during the night.

The complaints received were in relation to the noise of the aircraft running on the ground, rather than the airborne noise. On average this was between 9-12 minutes and was understood to be part of the aircrafts pre-flight checks, prior to take-off.

RESOLVED – That the presentation be noted.

8 UPDATE FROM INDEPENDENT COMMISSION ON CIVIL AVIATION NOISE (ICCAN)

The Committee noted the contents of an update from the Independent Commission on Civil Aviation Noise (ICCAN).

RESOLVED – That the update be noted.

9 AIRPORT OPERATORS ASSOCIATION (AOA) LETTER TO THE PRIME MINISTER REGARDING COVID 19 AND AIRPORTS

The Committee noted the contents of a letter from the Airport Operators Association (AOA) and its member airports who had written to the Prime Minister on 3rd September 2020 to call for further Government action to support the UK aviation sector during the Covid-19 crisis.

Members noted that Robert Hough (Chairman of Peel Airports) had signed the letter on behalf of DSA. K Stow and D Thomas had contributed towards some of the “asks” contained in the letter to the Prime Minister.

D Thomas reported that the AOA had been very proactive, highlighting to Government the immense impact Covid-19 was having on the UK aviation industry. However, unusually, the lobby was not moving forwards.

The airport anticipated that the Chancellor’s announcement being made later today, could offer different packages of support for different industries.

Councillor Cox added that, Nick Fletcher MP was actively talking to the Prime Minister and presenting DSA’s case.

A Bosmans expressed his opinion that, airports should continue to lobby Ministers, due to them being a significant contributor to the economy.

D Thomas added that, DSA was also part of the Regional and Business Airports Group (RABA), who’s “asks” to Government were around Air Passenger Duty (APD), business rates relief and retention of skill sets within the industry. Assurances were provided that DSA would continue to lobby Government and volunteer to sit on expert Steering Groups to ensure DSA’s opinions were heard.

RESOLVED – That the Committee noted the contents of the Airport Operators Association (AOA) letter to the Prime Minister.

10 GOVERNMENT RESPONSE TO THE HOC TRANSPORT COMMITTEE - IMPACT OF THE CORONAVIRUS PANDEMIC

The Committee noted the contents of a UKACCs Briefing Note which summarised Government's response to the HoC Transport Committee's second report on the impact of the Coronavirus pandemic.

The Committee also noted the contents of UKACCs' letters to the Secretary of State for Transport and to the Chancellor of the Exchequer, setting out UKACCs' concerns regarding the impact of the Covid-19 pandemic on UK airports.

RESOLVED – That the Committee:-

- i) Noted the contents of a UKACCs Briefing Note which summarised Government's response to the HoC Transport Committee's second report on the impact of the Coronavirus pandemic.
- ii) Noted the contents of UKACCs' letters to the Secretary of State for Transport and to the Chancellor of the Exchequer.

11 ENVIRONMENTAL REPORT

No update was available for today's meeting.

12 COMMUNITY ACTIVITIES

13a Community Investment Fund Applications

No update was available for today's meeting.

14 FEEDBACK FROM SUB-COMMITTEE MEMBERS

i) Mayflower 400 Event

Councillor Greenhalgh reported that due to the Covid-19 crisis, the Mayflower 400th anniversary event had been postponed until next year.

Councillor Greenhalgh had asked the airport previously if they would be able to store a large model of the Mayflower onsite. Discussions had taken place with K Stow.

ii) Routes of Cargo Aircraft

Parish Councillor Swainston commented that residents had observed cargo aircraft flying directly over the airport and not following the official route.

iii) Thanks to the Noise Monitoring & Environmental Sub-Committee

A Dutton thanked the Committee for its support over the last year and wished K Moran all the very best in undertaking the noise monitoring role at the airport.

On behalf of the Committee, A Tolhurst thanked A Dutton for all his hard work.

iv) Complaints from Gringley on the Hill Resident

Parish Councillor Edwards reported that Misson Parish Council had received complaints from a Gringley on the Hill resident regarding aircraft flying over the village. It was suspected that aircraft were departing from Gamston Airport and not from DSA.

A Dutton confirmed that he had spoken to a Gringley on the Hill resident to explain DSA's operations.

v) Friends of Doncaster Sheffield Airport (FODSA)

A Bosmans commented that it had been a very quiet year for FODSA. The age profile of its membership had resulted in a number of FODSA Members self-isolating during the Covid-19 pandemic.

It had also been difficult to operate its Ambassador service due to the level of business currently being operated at the airport. FODSA were looking forward to the 2021 summer season, when hopefully operations would resume fully.

D Thomas thanked the FODSA Team for assisting airport colleagues in undertaking a Foreign Object Debris (FOD) walk to clear any Foreign Object Debris from the runway which was undertaken during lockdown.

vi) Future Meetings of the Noise Monitoring and Environmental Sub-Committee

D Thomas reminded Members of the importance of the Noise Monitoring and Environmental Sub-Committee moving forwards. She added that, when the UK came out of Covid, traffic would increase at DSA and noise would be a high priority.

The importance of this meeting moving into December would be significant. The airport would require support from local Councillors to work with the airport to find the correct balance of growth with the local community.

A Tolhurst thanked D Thomas for reminding the Committee of the important role Members of the Noise Monitoring and Environmental Sub-Committee undertake. He wished to remind Members that, the Committee was not a final arbiter of complaints, but a facilitator to help the airport.

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 3rd December 2020 at 10:00 am.

CHAIR

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Proposed Schedule of Meetings 2021

Airport Consultative Committee

Thursday 28 January 2021 (AGM and Ordinary)

Thursday 22 April 2021

Thursday 15 July 2021

Thursday 14 October 2021

All meetings will commence at 10:00 am.

Members will be notified of the meeting arrangements in advance of the meeting.

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