

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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