

## 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 30<sup>th</sup> 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 30<sup>th</sup> 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 27<sup>th</sup> 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 1<sup>st</sup> July 2020. TUI would re-commence its operations at DSA from 1<sup>st</sup> 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 14<sup>th</sup> 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 15<sup>th</sup> October 2020 at 10:00 am.





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