

Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

ANNUAL GENERAL MEETING

30 JANUARY 2020

PRESENT: A Tolhurst OBE (Chair)
A Bosmans (FODSA), S Buckley (Doncaster Chamber), Councillor M Cooper (Doncaster MBC), Councillor S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), Councillor R Franklin (Barnsley MBC), Councillor M Greenhalgh (Doncaster MBC), C Hall (Doncaster MBC), County Councillor C Pearson (North Yorkshire County Council), Councillor D Pidwell (Bassetlaw District Council), M Di Salvatore (West Lindsey District Council), M Sewell (Doncaster MBC), A Shirt (Committee Secretary), K Stow (Doncaster Sheffield Airport), D Thomas (Doncaster Sheffield Airport) and Y D Woodcock BEM (Ex-Officio)

Noise Monitoring & Environmental Sub-Committee representatives:-
Town Councillor A Cropley (Bawtry Town Council) and
Parish Councillor N McCarron (Blaxton Parish Council)

Apologies were received from: Councillor D Lelliott (Rotherham MBC), Councillor J Milne (West Lindsey District Council), Councillor B Mordue (Doncaster MBC), Councillor C Rosling-Josephs (Sheffield City Council) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

The Chair welcomed Members to the fourteenth Annual General Meeting of Doncaster Sheffield Airport Consultative Committee.

An extended welcome went to Dee Thomas, the newly appointed Director of Operations, DSA, Chris Hall, Principal Planning Officer, Doncaster MBC, Mark Sewell, Principal Planning Officer, Doncaster MBC and to Stephen Buckley, Membership Executive, Doncaster Chamber.

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

2 MINUTES OF THE ACC ANNUAL MEETING HELD ON 24TH JANUARY 2019

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

3 MATTERS ARISING

There were no matters arising from the Annual General Meeting held on 24th January 2019.

4 CHAIRMAN'S ANNUAL REPORT

The Chair introduced his Annual Report, stating that, 2019 had been an incredible year for aviation. There was much to report, but the Chair had selected just a few items to give a flavour of a busy year.

Boeing 737 Max

Two issues in particular drew most media attention: the Boeing 737 Max accident and the collapse of Thomas Cook.

The second fatal crash involving a Boeing 737 Max just ten months after the Lion Air disaster came as a tremendous shock.

Boeing's response to revelations about the aircraft's safety systems had been protracted with the company putting ever-more pressure on the FAA to return the 737 Max to service.

The delay in producing a fix for the system fault has taken a long time and we still do not know when the return to service will be agreed. Meanwhile, hundreds of 737 Max aircraft are grounded, with about 400 stored at the manufacturer.

The consensus is that Boeing's handling of the issue, in particular the CEO's poor performance before Congress, has provided a classic lesson in "how not to do it". And now we hear about another safety flaw with the wiring to the tail unit.

Thomas Cook

The other notable item was the collapse, amongst some 20 carriers, of Thomas Cook. And this was just two years after Monarch entered administration.

Thomas Cook was one of the largest holiday businesses with total liabilities of £9bn including some £600 million being owed to customers.

While some 300,000 cancelled holidays were ATOL protected, refunding customers took much longer than the CAA had anticipated and was completed only just before the year end.

The incident poses the government a significant challenge: to develop a system which will ensure holidaymakers are not left picking up the pieces when holiday firms or airlines collapse.

And of course the current year has started badly for Flybe with a bail out required to maintain operations.

But it's not all bad news as the government is having to reconsider its Air Passenger Duty (APD) policy, which the Aviation industry has been calling for over several years.

London Heathrow Expansion

A couple of weeks ago it was announced that, given the cap on the project spending plan, there would be an 8-week consultation from April to June to finalise the expansion proposals.

At present and assuming no major problems, the third runway is expected to become operational at the latest in 2029.

Meanwhile the government faces a quandary about the future of HS2. The cost of which is forecast to be about “£100+ billion”. And more delays to the Crossrail project probably cannot be ruled out.

Hopefully, for tomorrow, “liberation day” there will soon be clarify over large scale infrastructure projects: and we might even see a boost for the DSA railway station plan.

BA/Ryanair

Last year two iconic British airlines faced industrial problems which they could have done without. Both BA and Ryanair faced pilot strikes costing the companies dearly.

In BA’s case, it’s estimated that the strike cost the company £137m. Added to this, the disclosure of passenger information as a result of an IT failure is still causing ructions.

As for Ryanair, the industrial action was compounded by fatigue cracks being found in its older B737 aircraft and customers’ anger at the time the company was taking to settle compensation applications.

But it was not all bad news as EasyJet profited from the industrial action as well as from the collapse of Thomas Cook.

Policies/Strategies

It was a busy year for the policy and strategy writers. Hardly any time seemed to pass before another, new CAA or DfT document was published for consultation, as well as reports on follow up action on the Airspace Modernisation Strategy and the Aviation Strategy.

Locally, the Noise Monitoring and Environmental Sub-Committee continued to be engaged with local airspace change proposals: and in December the Committee heard the changes had been approved by the CAA.

The Chair thanked all Members who contributed to the process and to all who had kept residents informed.

The CAA commented that the consultation returns on the local changes far exceeded those for similar proposals elsewhere.

Airport Masterplan

In mentioning changes, the Airport Masterplan, with its positive growth proposals including development of a DSA railway station, continued to be publicised widely.

The Local Authority, TfN and local communities maintained their support for the plan and the Committee had received regular updates at its quarterly meetings.

The Chair thanked all Members who had attended the briefing in May at the Mount Pleasant Hotel. It was good to see so many local influencers present and to get positive feedback on the plans.

Again, it was pleasing to note that the local response to the proposals far exceeded expectations.

Training Flights

As we all know the flights paths of training aircraft at DSA had been a concern to local residents, but the Airport's response in January last year was most welcome, especially in Bawtry.

Restricting the number and frequency of training flights during the week and attempts to vary tracks received many "Like" responses with residents expressing their appreciation for the sensitive way in which DSA had handled the complaints.

Looking Ahead

The focus on the future of the planet and concerns on climate change are bound to have an impact on Aviation.

As the future Aviation Strategy highlights, and we have frequently commented, the industry must find ways to reduce environmental impacts and make better use of the limited UK airspace.

Already there has been significant progress with engine development including, for example, the use of bio-fuels, and in managing noise. But limiting the environmental impact is a long road to how.

One encouraging development last year was the first test flight of an aircraft powered by electricity and designed to carry fare-paying passengers.

It is hoped that the birth of electric planes will bring quiet, low cost and zero carbon flights; and the large commercial aircraft manufacturers are already developing small electric passenger aircraft for short-haul routes.

Conclusion

The Chair stated that this had been a very short canter across the Aviation course. He did hope that his report had given Members' a flavour of a busy year.

The Chair added that, he could not conclude his report, without a word of praise for and congratulating the DSA management team and staff on the Airport being rated once again by Which? the best UK airport, and, on being in the top 10 airports in Europe.

Finally, the Chair thanked all ACC and Noise Monitoring and Environmental Sub-Committee Members for their engagement and support last year.

Members joined the Chair by thanking Andrew Shirt, the Committee's hard-working secretary, for consistently keeping the Committee well informed and for putting Members' discussions into form for us and others to understand.

Y Woodcock, on behalf of all Members' thanked A Tolhurst for his Annual Report and for his continued work on behalf of the Airport Consultative Committee.

On behalf of the Airport, K Stow thanked A Tolhurst and Members for their continued support.

5 ANNUAL MEMBERSHIP UPDATE

A report of the Committee Secretary was presented setting out the current membership of the Airport Consultative Committee and the Noise Monitoring and Environmental Sub-Committee.

A Tolhurst highlighted that, discussions at meetings could often be of a technical nature and thus, the continuity of membership of the Committee was important to allow Members to build a body of knowledge and understanding of aviation and airport operations.

RESOLVED – That the Committee notes the current membership of the Airport Consultative Committee and Noise Monitoring and Environmental Sub-Committee.

6 SCHEDULE OF MEETINGS 2020

RESOLVED – That the following schedule of meetings be agreed:-

Airport Consultative Committee

Thursday 30 January 2020 (AGM and Ordinary)
Thursday 23 April 2020
Thursday 16 July 2020
Thursday 15 October 2020

Noise Monitoring and Environmental Sub-Committee

Thursday 26 March 2020
Thursday 25 June 2020
Thursday 24 September 2020
Thursday 3 December 2020

All meetings will commence at 10:00 am, in the Ambition meeting room in Heyford House, Doncaster Sheffield Airport, unless stated otherwise.

CHAIR