

ROBIN HOOD AIRPORT DONCASTER/SHEFFIELD CONSULTATIVE COMMITTEE

ROBIN HOOD AIRPORT

13 SEPTEMBER 2006

PRESENT: Alan Tolhurst (Chairman).
Robin Thomas (RAF Cranwell)
Jim Bamford (Nottinghamshire County Council),
Cllr Mick Jameson (DMBC) (Chair SYPTA), (Items 1- 4)
Cllr Barbara Hoyle (DMBC),
Reg Longhurst (Cargo Handling Centre),
Neville Dearden (Doncaster Chamber)
Tony Storey OBE (Hayfield School),
Andrew Bosmans (FODSA),
Cllr Yvonne Woodcock (DMBC) (Chair, Community Sub Committee),
John McCabe (DMBC – Environmental Health) (Vice Chair, Noise Sub
Committee),
Phil Cole (Office of Caroline Flint MP),
David Ryall, Clare Wilson (RHADS)
Martin McCarthy (South Yorkshire Joint Secretariat).

Also in attendance: Cllr Mick Summers (Bawtry Town Council),
Cllr Norma McCarron (Blaxton Parish Council), Cllr Frank Higgins
(Tickhill Town Council), Cllr Barry Bowles (Bassetlaw District Council),
Cllr Peter Farrell (Armthorpe Parish Council), Lynn Hunter (Noise Sub-
Committee), David Lindley (Finningley Parish Council), Hilary Caunt
(DMBC)

Apologies for absence were received from Michael Carnall (Nottinghamshire Chamber),
Dr. Tony Baxter (Chair – Health Impact Group), Cllr Shelia Place (Notts CC), Roger Ranson
(Bassetlaw Development Partnership), Colin Jeynes (Doncaster Strategic Partnership), Nigel
Tomlinson (Sheffield Chamber of Commerce), Cllr Chris Underwood-Frost (Lincolnshire
County Council), Cllr Barry Johnson (DMBC) and Cllr Ken Sanderson (BMBC) and Cllr Pat
Bartlett (DMBC).

MATTERS DISCUSSED

1. Presentation

The Chairman welcomed Robin Thomas from RAF Cranwell to the meeting. Robin had kindly agreed to provide the Committee and members of the two sub-committees with a “layman’s” explanation of aircraft performance and in particular the complexities of landing and taking off.

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13/9/06

Robin had formerly been based at RAF Finningley and had a good understanding of the airfield and its surrounding communities.

The presentation aimed to give non pilots a better idea of aircraft operations and of some of the restrictions placed upon aircraft operators to ensure safety. The Committee considered performance planning, the four stages of flight, the role of Air Traffic Control and local airfields and other hazards.

In conclusion members were asked to consider the following:

- Scheduled performance is essential to operate safely and efficiently
- International passenger aircraft are large, heavy and in the landing configuration are not very manoeuvrable
- Aircraft need to land and take off into wind
- Aircraft on instrument approaches need to fly a non deviating course
- Aircraft on the approach to land have restricted downward visibility

The Committee thanked Robin for his excellent presentation which had given everyone a clearer understanding of the many considerations associated with safe air flight.

Robin explained what “drift corrections” a pilot would need to make to ensure a safe landing in high wind. The point was made that an aircraft would have to “crab” (come in at an angle) when landing and as such, in a strong wind, this was likely to carry noise in directions that were not the norm.

Members considered the Air Space Policy around Robin Hood Airport and in particular noted the difficulties for both pilots and air traffic controllers in not only dealing with air traffic in and out of Robin Hood Airport, but also air traffic from smaller aerodromes in the region and larger airports such as Leeds/Bradford, Humberside and Nottingham East Midlands. On this particular point, it was agreed that Robin be invited to a future meeting of the ACC to focus on airspace policy and the types of airspace.

Members agreed that in improving their level of understanding of aircraft operations, the presentation would assist them in dealing with queries from the general public.

2 MINUTES

The minutes of the meeting of the Airport Consultative Committee held on 10 May 2006 were considered and agreed and the following points raised:-

The Chairman confirmed that he had received assurances from Sheffield Chamber of Commerce that they would be represented at future meetings of the ACC.

Directions Finningley had asked that the minutes of the previous meeting be amended to better reflect the work of the organisation. It was agreed they be invited to a future meeting to give a presentation on their work.

In respect of the long haul flights, David Ryall, confirmed that 2 of the 3 destinations, Florida and Mexico, were proving a success in terms of patronage, but in keeping with national trends, flights to the Dominican Republic were down.

Clare Wilson confirmed that Members of the Community Sub-Committee had considered the first round of funding applications to the Robin Hood Community Fund. £500 had been awarded to Hayfield School and a further £1000 to the St John Ambulance Brigade in Doncaster. Members of the Sub-Committee would shortly be receiving details of applications for the second round of funding.

3 AIRPORT OPERATOR'S REPORT

David Ryall, Managing Director, updated the Committee on the latest developments taking place at Robin Hood Airport.

It was pleasing to report that the Airport had recently welcomed its 1.3 millionth passenger. The Airport was now serving over 40 destinations in 23 countries and would this coming Friday announce a new long haul flight to North America. In terms of destination planning, this focussed on 3 fronts, namely, destinations to Europe, mid-distance flights to for example North Africa long haul opportunities e.g. North America, Asia.

Ryanair was to launch its scheduled operation to Pisa this coming Friday. Pisa and Doncaster were developing close ties in the field of horse racing. Pisa had a well regarded racecourse and interest had already been shown in Italy in the Northern Racing College and Blood Stock Sales in Doncaster.

On 19 September, Wizz Air would launch its flight to Katowice in Poland. Operators were confident that the flight would attract interest from both the business and tourist sectors of the market. Ryanair would commence flights to Gerona at the end of October and Flybe.com would shortly commence flights to Belfast City Airport. Discussions were ongoing in terms of developing intra UK services.

As reported at previous meetings, Robin Hood Airport had quickly developed a niche in terms of supporting the Fly Cruise industry. P&O were already selling holidays well into 2008 and as a result, it had been agreed that the Airport would support this interest by establishing a Cruise Class Product to look after these passengers and improve the holiday experience.

The Airport was working with the Sheffield Ski Village and Xscape at Castleford to promote the ski holiday market opportunities out of the Airport.

Doncaster RUFC was to fly from the Airport this coming Saturday to fulfil their fixture against Plymouth Albion. Two weeks previously the Rolling Stones and their entourage had landed at the Airport prior to their concert at the Don Valley Stadium.

The first passenger flight in Yorkshire involving a 747 had recently taken off from the Airport with pilgrims from the Hallam Diocese visiting the shrine at Lourdes. David Ryall praised his staff for their willingness to be on duty and the courteous manner in which they had supported this VIP flight.

In respect of air freight, a lot of work was going on behind the scenes to improve on business already established to date. This was a primary consideration for in terms of business development, which it was hoped given the airport's strategic location would continue to grow at a pace.

The Airport had received confirmation that they would be able to bid for ERDF monies through the Objective 1 Programme to assist in further development work on the business park on the Airport site.

As reported at previous meetings, work was developing at a pace in respect of the access road from Hurst Lane into the airport, the new railway station and the community sports centre in Auckley.

In respect of the Business Park Development, it was confirmed that a further 10,000 sq feet of development would commence shortly as would building on the hotel. It was a 100 bed hotel in the mid-price range and would be operated on behalf of the operator by the hotel chain Ramada. David Ryall reported that contractors had been suffering from incidents of vandalism and trespass on the business park development. He urged community representatives to urge parents to check on their children's whereabouts.

Prior to opening, the Airport had set itself the target of creating 1000 jobs on the Airport site upon reaching a throughput of 1m passengers. That figure was currently 960 and it was anticipated that the target would be exceeded shortly.

In answering Members questions, David Ryall confirmed that the Airport was undertaking research in respect of developing routes to India and Pakistan. Statistics suggested that in the next 3 years 20% of the total population in this region would have close ties with India and Pakistan and clearly developing services to these countries was being considered.

The Committee thanked David Ryall for his presentation.

4 BUSINESS DEVELOPMENT GROUP

Neville Dearden from Doncaster Chamber outlined the progress the Group had made since his report to the last meeting.

With the support of Renaissance South Yorkshire, representatives from South Yorkshire, Nottinghamshire and Lincolnshire, which included 9 chambers of commerce, were collaborating to ensure the Airport's economic and business potential was promoted and fully exploited. This core group had access to over 10,000 companies and as a result, interest from chambers in Northamptonshire and

Leicestershire had also been received. Three major business investors had already expressed interest in operating from the Airport and a further two were considering the option. In partnership with Doncaster MBC's Economic Development Department, further options were being considered in terms of attracting inward investment. A potent message was being communicated and it was hoped that as the Airport developed, so too would the level of inward investment.

It was however disappointing to note that two of the regional development agencies Yorkshire Forward and that operating in the East Midlands, had declined to contribute to the work of the Group and had thus far not been prepared to assist with any development funding.

With the announcement of flights to Poland, the local chamber had arranged with counterparts in Poland to each send delegations to consider business opportunities available both here and in Poland. Again it was disappointing to report that whilst the Polish delegation had been able to put together a strong programme for the party from South Yorkshire, the same was not the case for the return visit, owing to a lack of funding. Cllr Bowles who was standing in for Cllr Isard agreed to discuss this matter with him as he was closely associated with the Bassetlaw Forum.

In respect of the South Yorkshire Destinations Partnership, whilst no forum for direct communication had been established, the Business Development Group had invited the three Chief Executives of the Regional Tourist Boards to share aspirations in respect of the Airport and how it might support the growth of tourism in the region. Neville in particular congratulated representatives from Lincolnshire who had given a highly professional and polished presentation to the Group.

5 "LAST CALL" CARBON SEQUESTRATION SCHEME

It was reported at the last meeting, Robin Hood Airport was engaged in a partnership with South Yorkshire Forest to promote environmental sustainability through the planting of trees to offset carbon emissions from aircraft. A container had been placed in a prominent position within the airport departure lounge and passengers would be invited to make donations to offset carbon emissions as a result of their flight.

6 AIRPORT SECURITY

Following the recent threats of terrorist activity on airports and aircraft, David Ryall outlined the contingency planning procedures the Airport had in place to deal with such occurrences.

Following notification of the recent terrorist threat and working in partnership with South Yorkshire Police, the Airport had been able to quickly implement its contingency plans to deal with such a threat. He was pleased to report that the public had responded extremely positively and had indeed commented on the fact that they felt reassured by the procedures put in place. In addition no backlogs in terms of flights had been experienced.

David Ryall confirmed that this recent threat had hit the air industry hard in terms of reduced patronage. Operators were petitioning the Home Office to support them in addressing this loss of revenue. It was noted that elsewhere across Europe, governments did support airports when incidents of this nature occurred.

7 ROBIN HOOD AIRPORT ANNUAL NOISE REPORT

The Committee considered and agreed the Annual Noise Report for Robin Hood Airport as previously circulated.

8 MEMBERSHIP OF UK ASSOCIATION OF AIRPORT CONSULTATIVE COMMITTEES

Members considered a report which confirmed Robin Hood Airport's membership of the National Association for Airport Consultative Committees. The report included details of information that was received from the national secretariat, which included press releases and links to various websites providing information on the latest developments in the air industry.

The report incorporated a note of the visit undertaken by the Chairman and Secretary to London City Airport to see how their ACC operated.

It was resolved that the Chairman and Secretary would consider the information coming through from the national secretariat and forward information where it felt relevant to the work of this Committee.

It was also agreed that it would be interesting to hear at a future meeting from the secretary to London City Airport on his experiences of the past 10 years operations in London.

9 NOISE MONITORING SUB-COMMITTEE – 6 SEPTEMBER 2006

John McCabe provided an overview of the meeting.

The Committee noted the draft minutes of the Noise Monitoring Sub-Committee held on 6 September 2006. It was agreed that Councillor McCarron's apologies be incorporated.

10 COMMUNITY SUB-COMMITTEE – 6 SEPTEMBER 2006

Councillor Woodcock provided an overview of the meeting. The Committee noted the minutes of the Community Sub-Committee held on 6 September 2006.

11 HEALTH IMPACT GROUP

The minutes of the meeting of the Health Impact Group held on 2 May 2006 were considered.

12 AIR TRANSPORT FORUM – 27 JUNE 2006

The minutes of the meeting of the Air Transport Forum held on 27 June 2006 were considered.

13 FINNINGLEY AND ROSSINGTON ROUTE REGENERATION SCHEME

Phil Cole updated the Committee on the latest position with regard to the major link road from the M18 into the Airport (FARRS). South Yorkshire MP's had lobbied the Minister for Transport and it was hoped that a ministerial decision would be forthcoming during October 2006. Once this was forthcoming, the formal planning process could begin. Given the nature of the scheme a public enquiry would probably ensue and as a result work was not likely to commence until the summer of 2009.

Members thanked Phil for this update.

14 BUS SERVICE – SHEFFIELD TO ROBIN HOOD AIRPORT

Cllr Jameson as Chairman of the South Yorkshire Passenger Transport Authority, agreed to discuss again the provision of a direct bus service from Sheffield to the Airport.

It was accepted the issue was one of funding but it was also noted that regional development agencies in the East Midlands and North East had supported the provision of similar services to their regional airports, whilst this had not been the case with Yorkshire RDA.

15 DATE OF NEXT MEETING

The next meeting of the Robin Hood Airport Doncaster/Sheffield Consultative Committee would take on Friday 8 December 2006 at 10.30 am at the Airport.