

EAST DEVON DISTRICT COUNCIL

Minutes of the meeting of Exeter Airport Consultative Committee held at Exeter Airport on 24 September 2019

Attendance list at end of document

The meeting started at 3.15 pm and ended at 4.35 pm

18 Declarations of interest

Councillor Phil Twiss – Minute 25
Interest: Disclosable Pecuniary Interest
Reason: Owns a travel business

Councillor Dean Stewart – minute 25
Interest: Disclosable Pecuniary Interest
Reason: Works for Flybe

Richard Bartlett – minute 21
Interest: Personal
Reason: Past member of Woodbury Parish Council

19 To confirm the minutes of the meeting held on 11 July 2019

The minutes of the meeting held on 11 July 2019, were confirmed and signed as a true record.

20 Matters arising

Resignation of Angela Fletcher

The Chairman, Richard Bartlett reported, with regret, on the resignation of the Vice Chairman Angela Fletcher due to work and home commitments. The Committee wished to thank Angela for her contribution to the Consultative Committee over the years. A request was made for nominations to take over this position for the rest of the year.

RESOLVED that Chris Daly be appointed as Vice Chairman.

21 Review of Membership in line with the ACC Constitution

Members welcomed Councillor Richard Ball who was representing Woodbury Parish Council to the meeting. Both the Constitution and the DfT guidelines on ACC's had been circulated to members. The Committee were mindful that they did not want the membership to become too big or unmanageable. It was acknowledged that the work of the Committee would become more challenging and visible to the public in the coming years.

The Constitution, which had been updated in 2015, stated that membership was open to "any local authority (other than such authority having the management of the airport) in whose area the airport or any part thereof is situated or whose area is in the neighbourhood of the airport." It was considered that this could be interpreted as technically excluding Woodbury Parish Council from qualifying to sit on the Committee under the definition of "neighbourhood of the airport". However, the importance of including other local authority representatives, such as Exeter City Council, Ottery St

Mary Town Council and West Hill Parish Council was acknowledged who did not meet the qualification for membership according to our Constitution but nevertheless should be included due to their proximity to the final approach path to both runways. Members then discussed whether Woodbury Parish Council should continue to be a member of the Committee. Councillor Richard Ball, representing Woodbury Parish Council, confirmed that his Parish Council wished to remain as members of the Committee as the parish was affected by transport aircraft overflights. He also claimed that aircraft noise levels of 57db had been recorded in Woodbury.

Councillor Chris Daly, Vice Chairman, volunteered to represent and report back on the interests of Woodbury Parish Council at future meetings.

RESOLVED that in order to keep the size of the Committee manageable and effective there would be a fixed declared membership limited to those local authorities whose area is in the neighbourhood of the airport and those that lie beneath the final approach path for both runways, which would exclude Woodbury Parish Council.

22 Report on the meeting with the Independent Commission Civil Aviation Noise (ICCAN)

Members noted that Matt Roach, Managing Director, EDAL had hosted a visit from the Head Commissioner of the Independent Commission on Civil Aviation Noise (ICCAN) in July to which the Chairman of the Committee, Richard Bartlett, had been invited to attend. Richard Bartlett, then reported back on the results of this meeting.

The Commission was set up by the Department of Transport (DfT) in January 2019 to establish a better understanding of the effects of civil aviation noise on the population at large. They have already found that the level of communication between the public, airlines and airports was 'in negative territory' and a significant improvement in this area is fundamental for future progress. The methodology of measuring the impact of aircraft noise within both urban areas and the open countryside will be standardised and used throughout the UK. Ultimately the aviation industry will be expected to take the necessary steps to protect the general public from the potentially harmful aircraft noise. Should this voluntary approach fail to achieve satisfactory results, the Commission may be given statutory powers of enforcement.

Communication:

Members also discussed the need to increase the level of information on the Consultative Committee's work to the public. Particularly bearing in mind the additional scrutiny under which the Consultative Committee's work would come in future years. Councillor Skinner suggested that the ACC maybe able to improve communications with the general public by requesting a new section on the East Devon District Council's website. It was decided that this suggestion should be followed up.

Aircraft noise:

It was noted that the situation in Clyst St Mary with regard to overflights from aircraft departing from R/W 26 requires further investigation with regard to their adherence to the published departure noise abatement procedure.

It was important that the Consultative Committee need to ensure that the arrival and departure tracks for aircraft avoid built up areas if possible. The importance of the Airport to the future growth of the area was emphasised.

Dave Montgomery reported that light aircraft were turning over Clyst Honiton at a very low level. The rules of the air are quite specific as follows:

1. Except with the written permission of the CAA, an aircraft shall not be flown closer than 500' to any person, vessel, vehicle or structure.
2. Any aircraft shall be exempt for the 500' rule when landing or taking-off in accordance with the normal aviation practice.

Normal aviation practice is to climb straight ahead to 500' before commencing any turn. An engine failure below 500' does not provide sufficient height to manoeuvre the aircraft clear of 'any person, vessel, vehicle or structure' below 200' a forced landing without power is confined to about 20 degrees either side of the take-off path. Engine failure at a low level in a turn is a critical situation as the stalling speed is much higher.

Les Bayliss, Cranbrook Town Council, reported that he had received a number of complaints from residents on the impact of noise from ground engine runs from Flybe Engineering. He himself had been woken up twice by these events. Matt Roach, EDAL Managing Director reported that there had been an unusual number of ground engine runs recently. This was because at the moment all of the Flybe engineering work was coming through Exeter. He confirmed that ground engine runs only received permission from the Airport when there was an operational necessity. This meant the aircraft being tested was needed for the first wave of flights that morning.

RESOLVED that the report be noted.

23 Report on Exeter Airport Airspace Change Proposal: Design Principles - Supplementary Questionnaire.

Members noted that there continued to be a good level of support for the Airspace Change Proposals. The Airport is working in line with CAA guidance CAP1616, there are a number of gateways to be achieved and the process could take up to 2-3 years to complete. One of the priorities that the Civil Aviation Authority consider as part of a complex process is air safety which is paramount in any application that the airport submit. The Civil Aviation authority had confirmed that air safety would be paramount in any decision.

Members discussed the possibility of establishing defined arrival and departure routes to both runways and wished to take an active part in deciding on the best options available. Richard Bartlett, Chairman confirmed that he would continue to look at the radar traces with David Burrows, ATC regarding the profile of Aircraft flying over Clyst St Mary.

RESOLVED that the report be noted.

24 Planning Applications 19/1920/FUL and 19/1430/MOUT

Richard Bartlett, Chairman, reported that he had received details of planning applications 19/1920/FUL and 19/1480/MOUT. There were no safeguarding issues regarding either of these applications as neither effected the operation of the Airport and neither needed further comments.

25 Report of the Managing Director EDAL

Consideration was given to the report of Matt Roach, Managing Director, EDAL.

The Consultative Committee noted that passenger numbers for June were 12% up on previous year and July passenger numbers were 15% up on previous year. August 2019 passenger numbers were also 15% higher than last year. Passenger numbers for 2019/20 were now over 1 million year for the rolling 12 months.

Matt Roach, Managing Director, EDAL, reported that the airport's terminal improvements were now complete, with a new Gate 5, new domestic arrival overflow and enhanced international arrivals facilities. Almost £1M had been spent on terminal improvements.

Other developments were:

-) The Silverdown Lane element of the Long Lane road improvement project had received planning permission and was due to start in the autumn.
-) The CAA had given the Airport a rating of very good for disability access.
-) A recent Which? Survey had placed the airport fourth for customer satisfaction for similar sized Airports.

Members commented on the recent demise of the Thomas Cook travel business and Matt Roach reported that this would have little direct impact on Exeter as the operator had only one flight a week to Exeter and this had ended on Sunday for the summer season. However, it did offer opportunities for other operators such as TUI, who used the Airport more extensively. Richard Bartlett, Chairman, reported that Thomas Cook were essentially a German company and the German government had agreed that they would continue to fly in Germany until the end of the summer season.

In response to a question on the impact of Brexit, Matt Roach reported that it would be very much business as usual at the Airport.

RESOLVED that the report be noted.

26 Report from Flybe representative

There was no Flybe/Connect Airways representative available to give a report.

27 Complaints handling

There had been twelve complaints since the last meeting, mainly due to the unusual amount of ground engine testing and also complaints around the Royal Mail flights. All complaints had been responded to.

The Clyst Honiton Parish Council representative reported that he had received complaints about the noise from low flying helicopters, particularly at night. It was possible because of the DAAT now operating at night.

RESOLVED that the report be noted.

28 Date of meeting in 2019 - 4 December - 3.15pm

Wednesday 4 December 2019. Also noted that the first meeting in 2020 would be held on Wednesday 29 January.

Attendance List

Present:

Richard Bartlett (Chairman)
Les Bayliss, Cranbrook Town Council
Chris Daly, Aylesbeare Parish Council
Margaret Hall, West Hill Parish Council
Dave Montgomery, CHCA
Matt Roach, EDAL
Chris Scanes, Bishops Clyst Parish Council
Chris Lane, EDDC (Minutes)
Jerry Wollen, Rockbeare Parish Council
P Twiss, Devon County Council
Anne Michard, Aviation South West
Philip Skinner, EDDC
Grant Harrison, Clyst Honiton Parish Council
Dean Stewart, Ottery St Mary Town Council

Also Present:

Richard Ball, Woodbury Parish Council

Councillor apologies:

Ian Payne, Devon Air Ambulance
Andy Wood, EDDGP

Chairman

Date: