

EAST DEVON DISTRICT COUNCIL

Minutes of the meeting of Exeter Airport Consultative Committee held at Meeting room, Airport House, Exeter Airport on 4 December 2019

Attendance list at end of document

The meeting started at 3.15 pm and ended at 4.45 pm

29 Declarations of Interest

Councillor Phil Twiss – Minute 34
Interest: Disclosable Pecuniary Interest
Reason: Owns a travel business

Councillor Dean Stewart – Minute 34
Interest: Disclosable Pecuniary Interest
Reason: Owns a consultancy business which will tender for Flybe contracts and has in the past carried out projects for Flybe

30 To confirm the minutes of the meeting held on 24 September 2019

The minutes of the meeting held on 24 September 2019, were confirmed and signed as a true record.

31 Matters Arising

Richard Bartlett, Chairman, reported that there had been two planning applications since the last meeting. Neither had raised safeguarding issues with the Airport.

14/2945/MOUT
19/1590/MFUL

32 Controlled Airspace Survey - Presentation by Dave Burrows (ATC Manager) on the proposed changes to the airspace around the Airport

Members received a presentation by Dave Burrows (ATC Manager) on the proposed changes to the way the airspace around the Airport was controlled. Members noted that at present Exeter Airport was surrounded by uncontrolled airspace. This could lead to conflicts with unknown aircraft. The Airport had identified a requirement to adopt the airspace around Exeter Airport to assist the ATC in providing enhanced levels of information to aircraft using the airport and in the local area.

The aim was to create a "Known Environment". This was a lengthy process that involved an application to the Civil Aviation authority (CAA) and could take 130 weeks. Stage 1 had taken 24 weeks and the Gateway had been passed on 31 October 2019. It was likely that Stage 2 would take at least 30 weeks. If given approval by the CAA, implementation was planned for Spring 2022.

It was noted that some light aircraft users still saw the introduction of controlled airspace as a threat to their operation. Members were unanimous in their support of the introduction of controlled airspace and also all aircraft carrying transponders.

Dave Burrows, ATC Manager, was thanked for his informative presentation.

RESOLVED that Richard Bartlett, Chairman, draft a recommendation that the Airport application to the CAA for controlled airspace is pursued as a matter of safety.

33 Noise Abatement Procedure (NAP)

Members considered aspects of the Noise Abatement Procedure, discussion of which had started following a complaint about noise nuisance from a resident of Clyst St Mary.

Richard Bartlett, Chairman, reported that the published Noise Abatement Procedure (NAP) for runway 26 (westerly) which was designed to protect the residents of Exeter City from aircraft noise was not having the desired effect. The official wording was:

TAKE-OFF (refers to aircraft with Max Total Weight Authorized exceeding 5700 kg & all turbo-jet aircraft):

Runway 26: Climb on runway heading with maximum rate compatible with safety to 1000' AAL, then turn as soon as possible to avoid overflying the city.

Richard Bartlett, Chairman, after examining the radar data for September found that it would appear that the majority of jet departures did not turn immediately at 1000' but continued climbing with take-off power to anything between 1000' and 2000'. Travelling at around 180mph towards the City Centre which was not the desired outcome

It was noted that there were very few noise complaints from City residents and the conclusion could be reached that they were so used to aircraft noise mixed with ambient noise that it was considered all part of living in a city and near an airport. In addition, departing aircraft turning at different geographical points did spread the 'noise footprint' over a larger area.

Richard Bartlett, Chairman, reported that if the wording of the NAP for runway 26 was changed to 'then commence an immediate turn' to avoid overflying the City, it would keep most departures away from the eastern suburbs but result in those aircraft turning left passing between Clyst St Mary and Topsham above 2000' (worst case scenario) but lower than if they had overflowed the City. Similarly, a right turn to the north would have the same effect on the residents on the east side of Whipton. Were members of the Consultative Committee able to recommend to the Airport Management that the wording of the NAPs are changed and were more rigorously enforced?

In addition it was noted that not flying the shortest route was damaging to our environment as it caused unnecessary noise and pollution. It was also very expensive for the airlines.

On a less contentious area of the published NAPs there was the possibility that the Committee could support ATC by slightly changing the wording of the easterly departures.

Runway 08: Climb with maximum rate compatible with safety to 1500' AAL before turning.

It may be possible to reduce the height to 1300' which will result in jet aircraft turning slightly earlier between West Hill and Ottery St Mary and keep the northbound departures further to the west of Dunkeswell's parachute dropping and light aircraft operations.

Aircraft were not keeping to the current Noise Abatement Procedures which were designed when aircraft were not so powerful. Aircraft rarely took off at full power.

During discussions the following points were noted:

-) It was a legal requirement for pilots to not be a nuisance to the public.
-) Future proofing was important to both the Airport and residents of Exeter and East Devon.
-) There would have no effect on military flights of any changes to the NAP.

RESOLVED: that the Committee recommend to Airport Management that the wording of the NAP for runway 26 be changed to 'climb on runway heading to 1000' aal and then commence an immediate turn to avoid overflying the City or as directed by ATC.

34 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 September were 11% up on previous year and October passenger numbers were 6% up on previous 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 customer service project was proceeding and included a covered walkway for airport arrivals. The summer 2020 schedule was well advanced and included a record number of TUi seats. Ryanair were continuing with their current capacity. The Airport was currently talking to Flybe about their programme. Matt Roach, Managing Director, EDAL, also reported that he had been appointed Chairman of the Exeter Chamber of commerce.

RESOLVED that the report be noted.

35 Report from the Connect Airways representative

Chris Smith, Flybe reported that the official rebrand to Virgin Connect would start in April. The financial backing for the new airline was substantial, which was good news for the South West.

36 Complaints Handling

There had been four complaints since the last meeting, two due to ground engine testing for early morning flights the following day and two complaints around the Royal Mail flights. All complaints had been responded to.

RESOLVED that the report be noted.

37 Dates of meeting in 2020 (all Wednesdays) - 29 January, 13 May (AGM), 9 September and 9 December - 3.15pm.

The meeting on 29 January would involve an early start and would include a visit to Airport facilities and an opportunity to meet with Airport staff at a lunch.

Attendance List

Present:

Richard Bartlett, (Chairman)
Chris Daly (Vice Chairman)
P Skinner. East Devon District Council
P Twiss, Devon County Council
Margaret Hall, West Hill Parish Council
Matt Roach, EDAL
Chris Smith, Flybe
Janet Wallace, EDDC, Environmental Health
Dean Stewart, Ottery St Mary town council
David Harvey, Exeter City Council
Chris Lane, EDDC (Minutes)

Councillor apologies:

Ian Payne, DAAT
Andy Wood, EDDGP
Jerry Wollen, Rockbeare Parish Council
Henry Gent, Broadclyst Parish Council
Victoria Hatfield, Exeter City Council
Les Bayliss, Cranbrook Town Council

Chairman

Date: