

Southampton Airport

Technical Working Group

Monday 14th January 2019

1400 – 1530

Spitfire Meeting Room, Terminal, Southampton Airport

Present:

Neil Garwood (NG)	Southampton International Airport Limited
Nichola Shaw (NSh)	Southampton International Airport Limited
Amy Le Vieux (ALV)	Southampton International Airport Limited
Godfrey Olson (GO)	Chair of Consultative Committee
David Airey (DA)	Eastleigh Borough Council
Gavin Derrick (GD)	Southampton City Council
Abby Toms (AT)	Winchester City Council
Dan Townsend (DT)	Southampton International Airport Limited
Nigel Spence (NS)	Southampton International Airport Limited

Julie Stirling (JS) - minutes Southampton International Airport Limited

Apologies:

There were no apologies.

<u>Description</u>	<u>Action Owner</u>
<p><u>Welcome and Apologies</u> NG welcomed all to the forum and introductions were given around the table. No apologies had been received prior to the meeting. GD explained Martin Lowe will not be attending in future and GD would instead. Invite to be sent to Flybe for Technical Working Group.</p> <p><u>Review of Previous Minutes</u> The previous minutes were reviewed and no actions were incomplete or required to be carried forward. No further queries arose from the minutes. NS – will do live demonstration of noise desk at Consultative Committee. ALV – Emissions from different aircraft. There was nothing to add to what was already reported. Would be held until air quality survey was undertaken.</p> <p><u>Airport Business Update (NG)</u> NG reported that the 2 million passenger mark had been reached at end of year. Flybe had less movements but more people on aircraft (higher load factors). A new route had opened with Flylolo with more this year. GO queried the confidence of operators. NG reported they were providing routes that were wanted and SIAL was giving every support. DA noted the timing on the television advert and inability to read all the information. NG acknowledged this point adding that Flylolo routes were a late addition and the advert did direct people to the website for more information</p> <p>Awards were received in 2019 for the best use of technology (drone bird-scarer) and for corporate social responsibility.</p> <p>Looking ahead 2019 – KLM announced it was pulling out of the Amsterdam route at the end of March. They were not seeing connective traffic, just point to point. Time slots at Schipol were also challenging. The announcement had been made that</p>	<p>JS to invite to Flybe base captain to the TWG.</p>

Flybe had been acquired by Connect Airways which was a consortium of Cyrus (US investment firm), Virgin and Stobart. This gave short to medium term financial stability. Short haul ambitions by Virgin had been discussed, but were unknown at this time

Regarding Brexit, a level of reassurance had been received that in a no-deal scenario, flying would still continue in and out of the EU. This was good for confidence but there would be no growth in a no deal scenario, due to a capacity freeze on UK airports. The masterplan had been completed and a planning pre-application had been submitted. 400 pieces of feedback had been received.

Masterplan Update

NG gave a brief recap. It was planned to extend the runway within the site and increase employment by 50% over the next 20 years. This allowed operators to do more, offering higher load factors with more seats. Four drop-ins had been held in September for members of the public. With the 400 pieces of feedback, 62% were positive. 38% were negative and this was mainly due to concerns around noise, air quality and local transport infrastructure. NG showed a postcode map demonstrating where the positive/negative comments had been received. Commitments had been made on noise. Outcomes of air quality surveys would be taken to the local community offering transparency. There was a commitment to working with the LA's road structure. Route requests had been received even though they were not part of the consultation.

Commitments - NS reported a noise action plan had been submitted to Defra and a response was awaited, hopefully by the end of January. A noise insulation policy was being written with further details for the next TWG. Noise monitoring would be part of an environmental impact assessment. ALV added this was being looked at as a wider whole picture with more than the planning application needed. A solid set of data would be given, over and above what was required which was what people wanted to know.

Air Quality Strategy – ALV reported this was to be released this year. It was to ensure Itchen Valley Park would have no negative impact. The airport aims to achieve airport carbon accreditation as SIAL had demonstrated year on year reductions, aiming to zero emissions in the future.

Data would be available for the public to see, being transparent and available on airport and planning websites. More events for members of the public would be held.

DA requested dates of these meetings for the consultative committee

ALV added there would also be meetings with parish councils. DA was surprised parish councils had raised this as an issue. NG felt it was important to engage at all levels.

AT - Winchester welcomed proposals but felt there was not much meat on the bones.

ALV suggested parish council meetings should help to provide the community with more information.

GO – it could be said the airport took into consideration people's comments.

DA – had received very few comments from people but they did ask about work on the runway and mitigation of noise. Also the provision of information regarding when things were happening. There were concerns here so detailed information should soon be seen.

NG agreed to take into account these comments.

Transport and road – ALV reported on the surface access strategy and how the modal split would change; types of transport and numbers of people in vehicles; and also consideration of transportation to/from the east. An airport transport forum was scheduled for March 2019. DA asked to be invited.

AT – would there be a proposal that noise would be mitigated for increased travel?

ALV to bring dates of events to Airport Consultative Committee

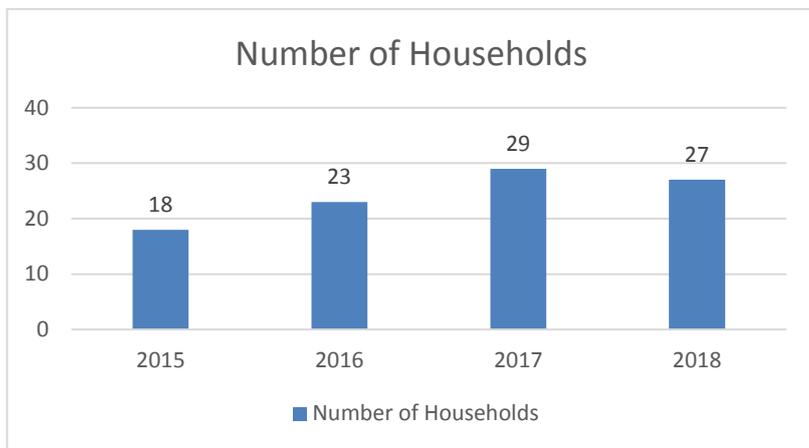
ALV to invite DA to Airport Transport Forum

ALV confirmed this was the case. AT added it would be good to show different types of aircraft for the public to know which one was which.

Noise Statistics Review (NSh)

NSh gave a round-up of 2018. There had been 33 noise complaints during the year (from 27 households). This was roughly the same year-on-year, but a slight increase in Q4.

	2016	2017	2018
Jan	0	1	2
Feb	1	0	0
Mar	0	1	0
Apr	0	1	4
May	1	2	1
Jun	4	13	3
Jul	8	7	2
Aug	11	4	8
Sep	8	0	2
Oct	5	0	4
Nov	0	0	3
Dec	0	0	4
Total	38	30	33



The complaint ratio was 3 on landing to the north and 8 on take-off from the north. 15 landing to the south and 2 take-off from the south. There had been 5 complaints about an engine ground run.

A map had been put together as requested showing noise complaints. These came from Eastleigh and scattered villages to the north – Bitterne Park to the south. Households provided a few more repeat complainers but NSh had talked to people directly wherever possible which was beneficial. One complaint in particular came from Drum Road, Eastleigh (half a km west of Swan Centre). This was off the airport’s flight path. A resident had asked for details on movements and air quality. These were provided to her together with information on what was being done to mitigate. She wished to raise disturbance by noise when working from home.

NG - these were useful comments to share with this committee. Consultation events had previously been done on the masterplan giving many opportunities to be expressed directly to the airport. AT suggested that the complainant should comment through the planning process.

GO thought residents would have more noise from road traffic, adding it was good to have these comments noted.

NS reported new software was now available to assist with tracking. There continued to be good relationships with airlines. He gave an overview of the year:

Noise pollution had been monitored from April 2018 and a graph explained route deviations. GO – why had these occurred? NS reported one was due to weather and private flights. Further work would be done with Signature (general aviation) around noise preferred routes.

GO felt in his view, this was a minimal number of complaints and asked did we recall any Vortex? NS – there was one vortex event in 2018 which was dealt swiftly by the airport.

DA – how do our noise complaints compare with airports of the same size? NS suggested this could be investigated. It could be more about where airport was situated (eg by communities) rather than size. This was discussed. GD stated he received many complaints about noise but very little were for the airport. More for noise from docks. People were now aware there was a route to complain to so this may not be an indicator. NS agreed there was a bit more of a trend since we went to consultation. AT felt communities were worried about the number of flights increasing so it may be good to give the correct message.

GO suggested reminding people that the airport had been here for 100 years. NSh noted some people write in to see if a house is under a flight path and she can advise.

Future of our airspace - NS showed a table of noise preferred routes. These depended on pilots flying the specified route, however in the future more use would be made of satellite navigation linked in to aircraft flight management systems. A map was shown demonstrating how procedures would change through the work of the Future Airspace South Implementation (FASI). SIDs (standard instrument departures) takes reliance off the pilot and relies instead on satellite navigation, but the right technology wasn't consistently available at the moment.

A video was shown to explain this. NS – there was a look to more accurate navigation but satellite wasn't available as yet.

A diagram of conventional approaches was shown but also suggested satellite navigation approaches. Part of the proposal would be to bring in satellite navigation to the north which would require much consultation with different groups. The technology exists to look at alternative flight routes. NG noted that airspace changes can alleviate noise for people, but can take some time to deliver due to CAA regulations.

Drones Update (NSh)

Drones had been very much in public eye recently but we have done substantial work. In 2018 there were three reported sightings of drones from pilots. This was relatively low compared to other airports around the UK. We now have a good process in place for drone operators and were seeing applications for drone flying. Work had also been undertaken with Hampshire police on contingency plans should there be disruption from drone activity. Work was also being done with drone detection companies.

The Government announced it would extend the space around aerodromes within which drones can be operated. There was now a substantial area around the airport, so there would be increased applications for permission but this would give us more information on those who operate. GO felt this was not our responsibility. NSh was working with safeguarded surface areas. Much good work was being done with drones, but this gave us reassurance and operators contact details. In the main, operators have CAA licences and have undertaken much training. New laws must be highlighted but were not yet published. Our website gives more information on

NS to investigate noise complaints at similar airports

<p>responsible drone use. DA – do we work with British Transport Police due to close proximity of the railway and inform them what’s going on? NSh was unsure but agreed to check. GO asked if the consultative committee would be advised? This was confirmed.</p> <p><u>Agenda Items for Consultative Committee Meeting on Friday 8th February 2019</u> Masterplan Airspace including video Drones – MD’s update Update on planning application Consultation event dates MD’s report as usual (stats)</p> <p><u>Any Other Business</u> There was no other business.</p> <p>GO gave apologies for the next meeting.</p>	<p>NSh to check on liaison work with British Transport Police re drones.</p>
<p style="text-align: center;">DATE OF NEXT MEETING Monday 13th May 2019 1400 – 1530 Spitfire Room, Southampton Airport</p>	