

## **ABERDEEN INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE**

### **QUARTERLY MEETING – 7 DECEMBER 2018**

Our next quarterly meeting will be held on Friday 7 December 2018 at 11.00 in the Board Room, Aberdeen International Airport. We look forward to seeing you there.

If you are unable to attend, please let our Secretary, Maggie Mackenzie, know at [margaret.mackenzie@aiaairport.com](mailto:margaret.mackenzie@aiaairport.com) or on 01224 725757.

### **Airside tour after the meeting**

An airside tour is being arranged for after the meeting and lunch, to give members the chance to see the recently opened parts of Phase 3 of the transformation programme and to visit one or two parts of the airport that are away from the public areas that most of us never get the chance to see.

If you wish to attend, please let Maggie know. A security form will need to be completed and you must bring with you official photo-ID (either your passport or driving license).

### **For new members unfamiliar with the Board Room**

To access the board room, use the telephone on the door opposite the BA check in desks to call Maggie or one of her colleagues on extension 685757. Someone will come to escort you through the security door and upstairs. There is a lift for anyone with mobility needs.

New members will be asked to complete two forms: one under the General Data Protection Regulations 2018, to provide authority for us to contact you on your preferred email address and/or telephone number; and the other a Non-Disclosure form to signify that you will respect any issues discussed at our meetings that are in any way confidential and not use or pass on the information for other purposes. We can do this at the meeting.

Meetings invariably start at 11.00, and conclude with a sandwich lunch, normally at about 13.00. Item 13 of the agenda gives the dates for meetings in 2019.

## **AGENDA**

- 1. Apologies** for absence
- 2. Notification of and welcome** to new members:
  - a. Steve Szalay, new Managing Director AIA Ltd
  - b. Helen Gordon, ATPI, representing ABTA/SPAA, successor to Gary Hance
  - c. Trevor Stapleton, Oil and Gas UK
  - d. Ivor Stewart, Bucksburn and Newhills Community Council, successor to Michael Baker
  - e. Chris Foy, Chief Executive, Visit Aberdeenshire
- 3. Minutes** of our meeting held on 7 September – Annex 1

4. **Matters arising** not elsewhere on this agenda
5. **Constitution:** to ask members to approve a small change to the 'Membership' section of our Constitution to include a representative of Visit Aberdeenshire
6. **Managing Director's presentation and quarterly update**
7. **Noise issues**
  - a. **Quarterly noise report** – to follow
  - b. **Draft Noise Action Plan:** to note the response of the AIACC Sub Group meeting on 16 October, previously circulated to members – see Annex 2
8. **Chairman's quarterly report** – since the previous meeting the Chairman has met with Jason Stewart, AIA, to complete the website (11 September); attended the official opening of the BA Lounge (16 October); chaired a meeting of the sub group to discuss the airport's draft Noise Action Plan (19 October); met with Chris Foy, Chief Executive, Visit Aberdeenshire (12 November); and met with Derek Provan (24 October) and Steve Szalay (20 November).
9. **Government and related consultations and reports:**
  - a. to note that there are no government, CAA and related consultations at the moment;
  - b. to note that the UK government's Aviation Strategy green paper is due to be published during December. This will almost certainly have issues on which we might wish to observe, so it might be necessary to convene a special meeting of the AIACC, or sub-group, during the early part of 2019; and
  - c. to note that the Home Office has recently issued a consultation on airside alcohol licensing at international airports. However, this only applies to England and Wales, so will not require any observations from us.
10. **BREXIT:**
  - a. to note the issue by the UK government of a 'technical note' on air services in the case of a 'no deal Brexit', previously circulated and reproduced here – see Annex 3;
  - b. to note the issue by the UK government of related 'technical notes' on aviation security and aviation safety in the case of a 'no deal Brexit', previously circulated and available at <https://www.gov.uk/government/publications/aviation-security-if-theres-no-brex-it-deal> and <https://www.gov.uk/government/publications/aviation-safety-if-theres-no-brex-it-deal> respectively;
  - c. to receive an update briefing from Steve Szalay. In this regard please see Annex 4, an extract from BTN referring to an undertaking from the EU that in a 'no

deal' situation measures will be taken to ensure flights between the UK and the EU should continue as normal. See paragraphs highlighted in yellow.

**11. Procedure for the appointment of a successor to current Chairman:** to consider and approve, as appropriate, the suggested procedure for the appointment of a successor to Peter Smart, current Chairman – see Annex 5

**12. Drones:** Daryl Heaselgrave, NATS ABZ, to demonstrate the Drones Assist app

**13. Dates of future meetings** – to note the dates of meetings during 2019

15 March

7 June

6 September

6 December

**Aberdeen International Airport Consultative Committee**

Minutes of the Aberdeen International Airport Consultative Committee held on 7 September 2018.

**Present**

P Smart	Chairman
D Provan	AGS Airports Limited
Y Birch	Aberdeen International Airport Limited
G Hance	ABTA/SPAA
S Walker	NATS
I Armstrong	SCDI
G Samurai	Aberdeen City Council
N MacGregor	Aberdeen City Council
J Cox	Aberdeenshire Council
A Mackenzie	Aberdeen City Council
M Roy	Aberdeenshire Council
R Dias	Babcock
J Wood	Passenger Representative
D Murray	Nestrans
A Barclay	Access Forum

**Apologies**

E Anderson	Nestrans
D Heaslegrave	NATS
S Shand	Aberdeen & Grampian Chamber of Commerce
P Stewart	BA/AOC

**INTRODUCTION**

P Smart welcomed all present to the meeting and introduced D Provan, CEO of AGS Airports Limited and Y Birch, Head of Retail Aberdeen & Southampton, who was to present the MDs Report.

**MINUTES OF MEETING**

The minutes of the previous meeting held on 1 June were reviewed and approved with no matters arising.

**MANAGING DIRECTOR'S QUARTERLY REPORT**

YB delivered a presentation on the performance of AIAL during the last quarter which included updates on the latest passenger numbers, operational KPIs, business strategies, routes, phase 3 of the terminal transformation, Baroness Sugg's visit, the AIA Community Trust and AIAL's charity partner Befriend a Child.

YB invited DP to provide an update on AGS Airports Limited.

DP explained that AGS Airports Limited have recently gone through a restructure resulting in the recentralisation of the commercial and finance functions leaving the individual MDs to focus on the operation of their respective airports and stakeholder engagement. Recentralising the functions will provide better synergy and more leverage when liaising with airlines on new routes and retail organisations on commercial contracts. Local staff within these functions will report into AGS Airports Limited but continue to work at their respective airports. The new structure will help drive and support the business which is beginning to see some green shoots after some challenging times.

YP opened the floor for any questions arising from the presentation.

PS enquired whether the development of long haul services into Edinburgh and Glasgow had impacted on passenger numbers from Aberdeen to London and other interlining hubs. JW advised that he now travels to Edinburgh and on to Dubai where he would previously have travelled from Aberdeen. DP stated that there is not a lot of leakage although he is not suggesting there is none. He suggested that with the opening of the AWPR and the reduced travel time north, Aberdeen could benefit from people further south using the airport. YB advised that AIAL are actively marketing Aberdeen routes in Dundee to bring their business here.

GB enquired about marketing Aberdeen and Aberdeenshire as a destination. YB advised that AIAL continue to work with Visit Aberdeen and Visit Aberdeenshire. GB stated that the walk from International Arrivals could show pictorials of the region and the national park. DP stated that they would look into that and that AGS works closely with Chris Foy, the Chief Executive of Visit Aberdeenshire, and will continue to do so. GB replied that there were world class photographers that could be used to showcase the region as the airport is the gateway to the north east. Murray Ferguson is the contact. YB advised that the Northern Lights Lounge showcases the region both in produce and photography.

AM stated that there was pollution in the Farburn at Parkhill which SEPA were investigating. YB advised that it was happening within the industrial estate upstream from the airport and not the airport. GS stated that it occurs mostly at the weekends when companies were cleaning tanks, it was not caused by the airport and that SEPA were aware of this.

PS thanked both YB and DP for the worthwhile report.

## **AVIATION MINISTER'S VISIT**

PS noted that the visit had already been covered by YB. He also advised that a small group from UKACCs had had a very worthwhile meeting with Baroness Sugg and that she was now actively engaging with UKACCs on various aviation issues.

## **CHAIRMAN'S REPORT**

PS provided an overview on his report which was circulated in advance of the meeting. During the period he attended the following: the annual meeting of the UKACC Liaison Group at Heathrow; a preview of the new central search facility; a CAA Community Discussion Forum; a meeting with K Douglas at AIAL regarding PRMs and a meeting with D Provan.

## **NOISE ISSUES**

### **Quarterly Noise Report**

The Quarterly Noise Report was also circulated in advance of the meeting. The Chairman advised that noise was the main activity at the CAA Community Discussion Forum meeting, which covered the publication of the noise survey and the impact of noise on health.

It was noted that there were no significant differences within the noise report from previous reports.

### **Draft Noise Action Plan**

PS suggested that when the draft noise action plan is signed off a smaller group comprising of a couple of city councillors, a shire councillor and B Harrison could meet to review and feedback to larger audience. DP confirmed his agreement and PS undertook to follow this up.

### **PASSENGERS REQUIRING SPECIAL ASSISTANCE**

#### **Publication by the CAA of Airport Accessibility Report**

AIA has been ranked as 'very good' in the provision of services to passengers requiring special assistance for 2017-2018. This is the highest level and is a step up from the 'good' ranking received last year.

#### **Publication by the CAA of Supporting People with Hidden Disabilities at UK Airports**

A copy of this publication can be found at <http://publicapps.caa.co.uk/docs/33/CAP1629%20-%20FINAL%2007JUN2018.pdf>.

#### **Update on Special Assistance Services at AIA**

YB advised that the PRM area is currently located at the end of the ticket desks and will move to the area where the Swissport desk is at the moment. There is a lot of work to be done to relocate the facility, which will be fully visible upon entry into the terminal concourse. There are also plans to create a specific area at Gate 10/11 which will provide an bespoke service for special assistance and hospital passengers travelling to the Isles. GH enquired if this would be in the Eastern Lounge as previously advised. YB replied that was the intention and that it would be dedicated for that purpose with the correct type of seating installed.

AB advised that she was a member of Access Aberdeen Forum. Those attending have mixed disabilities. The group is facilitated by K Douglas and F Bain twice a year and a lot of good work has been done. F Bain arranged for her to come and participate in a virtual reality video that is being made.

AB then advised the committee on a number of issues where she thought the current PRM service could be improved, including the layout of the waiting area, the need for staff to be trained in British Sign language level 1, finger spelling and sight guidance. She also suggested that there should be an additional yellow phone close to the main entrance to the airport for special assistance passengers arriving by taxi or bus, and that the airport might consider the use of volunteers to 'sit' with special assistance passengers airside, to help if they needed refreshment or guiding to the washroom. YB indicated that some of these issues were already under consideration and that note was taken of the others raised by AB.

DP advised that the airport is committed to getting the service to where it needs to be. AGS employ only 10% of the total workforce and the challenge is to ensure that people are trained across the airport at all times.

PS acknowledged the assurances from DP and YB that it was all getting looked at.

AB advised that Edinburgh use an App called Meetbox in conjunction with PRM services which alerts the airport when the person is arriving and provides relevant information to assist both parties. YB advised that K Douglas was investigating this option.

YB stated that the CAA report allows AIAL to measure best practice and to look at what other organisations are doing to build on the service provided.

AB also asked whether the airlines could introduce a PRM baggage tag, similar to priority tag, so that bags could be more easily identified.

DP thanked AB for a fascinating insight into the challenges of travelling as a disabled passenger and the points raised would be fed back to the relevant department.

## **GOVERNMENT AND RELATED CURRENT AND RECENT CONSULATION REPORTS**

### **a. DfT Consultation in preparation for a possible review of the guidelines for ACCs:**

The chairman advised that following discussions on this subject at the AIACC meeting on 1 June he had sent a formal response to the DfT on behalf of the AIACC, a copy of which was at Appendix 5 of the agenda.

### **b. CAA Publication *Draft Airspace Modernisation Strategy*:** Following the publication of the draft strategy the chairman discussed the technical content with Daryl Heaselgrave, General Manager NATS Aberdeen, and prepared a suggested response which was at Appendix 7 of the agenda. The CAA document can be accessed by clicking on the link below:

[https://consultations.caa.co.uk/policy-development/draft-airspace-modernisation-strategy/supporting\\_documents/CAP1690%20FINAL%20Draft%20Airspace%20Modernisation%201807182.pdf](https://consultations.caa.co.uk/policy-development/draft-airspace-modernisation-strategy/supporting_documents/CAP1690%20FINAL%20Draft%20Airspace%20Modernisation%201807182.pdf).

### **c. DfT Consultation Taking flight: the future of drones in the UK:** Responses to this consultation were required by 17 September. Since AIACC had previously contacted the DfT on the safe operation of drones, it was agreed that a brief response be submitted welcoming the proposals. SW advised that there is an App called Drone Assist which the user can download, it uses GPS and can advise on restrictions, contacts etc. DH to give a presentation at next AICC.

The document can be viewed by clicking on the attached link.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/729458/taking-flight-the-future-of-drones-in-the-uk.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729458/taking-flight-the-future-of-drones-in-the-uk.pdf)

## **BREXIT**

Responses from Karen Dee, Chief Executive, AOA and DP regarding the Chequers White Paper were in the press recently. DP provided an update on the risk to the aviation industry stating that in a no deal situation there would have to be 44 separate air space agreements in place by March 2019. The chairman noted to follow up with the UKACC.

## **ANNUAL UKACC MEETING**

The chairman advised that the minutes of the annual UKACC meeting held at Heathrow in June were attached as Annex 8 of the Agenda.

## **AIACC WEBSITE**

The chairman met with J Stewart, AIAL, earlier that week to finalise the website and requested that all send their bios to Maggie for inclusion on the site.

## **APPOINTMENT OF SUCCESSOR**

The chairman advised of his intention to stand down from his post from December 2019. He will meet with DP to agree a process to appoint a successor in sufficient time to allow an appropriate handover period.

## **AOCB**

GH advised this was his last meeting representing ATPI as he is retiring in October. The chairman thanked him for his valued contribution to the AIACC and advised the members that he had suggested to GH that he consider taking up the vacant position of a second passenger representative on the committee. GH had agreed to this and it was put to the committee who unanimously approved the appointment.

Following discussions with DP it was suggested that Chris Foy, Visit Aberdeenshire, be invited to join the committee and requested permission to approach him. It was suggested ONE may also be invited. It was agreed to look further to see which organisation was best to represent inbound tourism.

## **DATE OF NEXT MEETING**

The next meeting will be held at 1100 hrs on 7 December 2018 in the Board Room, Main Terminal Building.



**RESPONSE TO DRAFT NOISE ACTION PLAN**

Aberdeen  
International  
Airport  
Consultative  
Committee

**CHAIRMAN**  
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5 November 2018

Noise Action Plan Consultation  
Aberdeen International Airport Ltd  
Dyce,  
Aberdeen  
AB21 7DU

By email to [ABZnap@aairport.com](mailto:ABZnap@aairport.com)

**DRAFT NOISE ACTION PLAN**

The AIACC is pleased to have been consulted on the airport's draft Noise Action Plan 2018 – 2023. A sub group of the Committee met with Dave Hindson, representing the airport, Daryl Heaselgrave and Mike Simon, NATS ABZ, and Paul Kelsall, Babcock International on 19 October, to discuss a response to the draft on behalf of the Committee.

**Formal response**

Our formal response is as follows:

1. we welcome the opportunity to discuss and submit views on the current draft NAP;
2. we thank the staff who were in attendance on behalf of the airport, NATS and the helicopter operators' association for their time and openness in discussing our questions;
3. we are aware that noise arising from the operation of the airport affects different people in different ways and appreciate the continuing attempts that AIA Ltd and the various operators on the airfield are taking to be a 'good neighbour' to residents and others affected by their operations, including regular meetings with residents in the immediate vicinity of the airport;
4. we were pleased to note those parts of the current draft that seek to improve the airport operator's commitment to noise amelioration compared with the present

NAP, including the extension of payments for noise insulation to those within the 63 – 66dBLA<sub>eq</sub> 16 hour contour;

5. we agreed to recommend to the AIACC our support for the draft NAP and the continuing role that the AIACC has in monitoring its implementation and operation.

In terms of process, this letter in draft form has been circulated to all members of the AIACC, and I am able to report that I have received no requests to alter the contents of the letter.

### **Matters that we discussed in coming to our recommendation**

In coming to our recommendation, the meeting discussed a wide range of issues, of which the following are the main ones:

1. **calculation of noise measures:** we noted that section five of the draft NAP provides an explanation as to how the average decibel measure (LA<sub>eq</sub> or ‘equivalent continuous sound level’) is calculated. We also noted that readings recently taken on the airfield indicated that the actual noise generated by an Airbus 320 on coming onto ramp is about 80 decibels, and under full thrust on take off is about 140dB, although these measures can vary depending on wind direction, temperature and operating factors. For the purposes of comparison we noted that a vacuum cleaner generates about 100dB, a petrol lawn mower about 98dB and a conversation about 60dB. We also noted that all aviation operations require a balance between noise, emissions and safety, where safety must always be paramount;
2. **helicopter visual approaches:** we discussed helicopter visual approaches, and particularly over recent housing developments towards runway 32. We appreciate that the airport already engages directly with the local planning authority in relation to new developments, but that developers do not always seem to be open about the proximity of the airport and the possibility of overflying. We noted that approaches to runway 32 are visual and specific approaches might vary within the overall width of the approved flight path, and also that runway 32 is not lit and therefore cannot be used at night or during periods of poor visibility. We were assured that pilots are reminded of the developments over which they fly;
3. **east side running restrictions:** we were advised of the protocol that ground running on the east side of the airfield is restricted to a maximum of 45 minutes on any individual aircraft, and that operators and pilots are reminded of this through the Flights Ops Safety Committee. The AIA representative explained that all ground runs are monitored and that only one application to permit a ground run outside 06.00 to 22.30 had been received so far this year. The Babcock representative added that they always attempt to locate ground running as far south on their apron as possible, in order to reduce noise to nearby housing;

4. **fixed electrical ground power:** we were pleased to note that AIA is exploring the installation of fixed electrical ground power, which would eliminate the noise and pollution from the current diesel auxiliary power units when aircraft are on stand. We noted that this proposal would need to be factored in to the airport's capital plan;
5. **noise insulation of residential properties in the 63dBLA<sub>eq</sub> 16 hour contour or above:** we noted the proposed extension of financial assistance towards noise insulation from the 66dBLA<sub>eq</sub> 16 hour contour to properties within the 63dB contour. The Committee would be interested to know how many more properties will benefit from this new provision;
6. **noise complaint telephone line:** a view was expressed that the noise pages of the AIA website are too 'hidden away' and that the withdrawal of the 24 hour help line, substituted by a working hours only telephone line, was a less favourable service as complainants prefer to be able to speak to someone there and then. One member googled 'Aberdeen Airport Noise Complaints' during this conversation and was immediately directed to the full page. We hope that these are issues AIA might be prepared to reconsider;
7. **landing fees for quieter aircraft:** we noted the proposal to work with airlines to incentivise them to deploy quieter aircraft. Whilst we applaud the intention, we wondered to what extent this could be achieved other than when an airline is re-equipping its fleet and through a concerted effort by, say, all UK or European airports;
8. **Lowest Observable Adverse Effect Level:** We noted the reference to the current government policy that proposes a LOAEL of 51dBLA<sub>eq</sub> 16hr as the level above which adverse effects on health and quality of life can be detected. We also noted that the World Health Organisation has very recently published new recommendations on the noise levels for air, road and rail above which noise is, in their view, associated with adverse health effects (for air, 45dBL<sub>den</sub>) and adverse effects on sleep (for air, 40dBL<sub>night</sub>). We presume that the UK government will take these WHO recommendations into account in their own policy development on aviation noise, through the DfT and the new Independent Commission on Civil Aviation Noise, but we wonder whether this new advice will have any impact on the NAP.

In conclusion of the discussion, we were reminded that AIA operates an airfield within a very tight space and that there is little if any scope to add further noise baffles or to re-allocate airfield space for ground running, without intruding on the integrity of air traffic control equipment and procedures.

The AIACC looks forward to seeing the various proposed improvements implemented and continuing to receive appropriate noise related reports on a quarterly and annual basis.

Peter Smart

**BREXIT - DfT TECHNICAL NOTE ON AIR SERVICES**

A scenario in which the UK leaves the EU without agreement (a 'no deal' scenario) remains unlikely given the mutual interests of the UK and the EU in securing a negotiated outcome.

Negotiations are progressing well and both we and the EU continue to work hard to seek a positive deal. However, it's our duty as a responsible government to prepare for all eventualities, including 'no deal', until we can be certain of the outcome of those negotiations.

For two years, the government has been implementing a significant programme of work to ensure the UK will be ready from day 1 in all scenarios, including a potential 'no deal' outcome in March 2019.

It has always been the case that as we get nearer to March 2019, preparations for a no deal scenario would have to be accelerated. Such an acceleration does not reflect an increased likelihood of a 'no deal' outcome. Rather it is about ensuring our plans are in place in the unlikely scenario that they need to be relied upon.

This series of technical notices sets out information to allow businesses and citizens to understand what they would need to do in a 'no deal' scenario, so they can make informed plans and preparations.

This guidance is part of that series.

Also included is an [overarching framing notice](#) explaining the government's overarching approach to preparing the UK for this outcome in order to minimise disruption and ensure a smooth and orderly exit in all scenarios.

We are working with the devolved administrations on technical notices and we will continue to do so as plans develop.

**Purpose**

The purpose of this notice is to inform air passengers, the aviation industry and the public of the actions we are taking to prepare for the unlikely scenario that the UK leaves the EU in March 2019 with no deal. Preparing for EU exit is not just a matter for the government, so this notice also suggests actions that the industry and its customers should consider.

**Before 29 March 2019**

Air services between the UK and other countries are currently governed by a variety of UK and EU legislation, as well as international agreements such as the 1944 Chicago Convention.

Air services between two countries are based on a permission to operate granted by the respective national authorities. These can be issued on a case by case basis for individual flights, but for most scheduled flights the basis for issuing such permissions is set out in a bilateral or multilateral air service agreement (ASA) between states. These agreements provide airlines with the conditions under which they will be permitted to operate scheduled international air services.

## **Flights to, from and within the EU**

As an EU country, the UK is part of the internal market for air services. This means that any airline licensed by an EU country, and therefore adhering to common regulations, is entitled to operate any route within the EU without the advance permission of individual national authorities. These entitlements also extend to Iceland, Liechtenstein and Norway through their membership of the European Economic Area (EEA).

The rights for airlines to operate air services over EU or UK territory are established by a longstanding worldwide treaty, the International Air Services Transit Agreement, to which the UK and almost all EU countries are signatories. This agreement also establishes the right to land for 'non-traffic' purposes such as refuelling or maintenance.

## **Flights to and from the rest of the world**

The UK has independently negotiated 111 bilateral ASAs with countries all over world, including China, India and Brazil. There are a further 17 non-EU countries with which air services to the UK are provided for by virtue of our EU membership. These are Albania, Bosnia Herzegovina, Canada, Georgia, Iceland, Israel, Jordan, Kosovo, Liechtenstein, Macedonia, Moldova, Montenegro, Morocco, Norway, Serbia, Switzerland and the United States.

## **After March 2019 if there's no deal**

If the UK leaves the EU in March 2019 with no agreement in place, UK and EU licensed airlines would lose the automatic right to operate air services between the UK and the EU without seeking advance permission. This would mean that airlines operating between the UK and the EU would need to seek individual permissions to operate. EU-licensed airlines would lose the ability to operate wholly within the UK (for example from Heathrow to Edinburgh) and UK-licensed airlines would lose the ability to operate intra-EU air services (for example from Milan to Paris).

## **Flights to and from the EU**

If there is 'no deal' with the EU, airlines wishing to operate flights between the UK and the EU would have to seek individual permissions to operate from the respective states (be that the UK or an EU country). In this scenario the UK would envisage granting permission to EU airlines to continue to operate. We would expect EU countries to reciprocate in turn. It would not be in the interest of any EU country or the UK to restrict the choice of destinations that could be served, though, if such permissions are not granted, there could be disruption to some flights.

In order to ensure permissions were granted and flights continued, the UK's preference would be to agree a basic arrangement or understanding on a multilateral basis between the UK and the EU. Alternatively, bilateral arrangements between the UK and an individual EU country could be put in place, specifying the conditions under which air services would be permitted. By definition any such agreement would be reciprocal in nature. [The European Commission has previously acknowledged](#) that a 'bare bones' agreement on air services would be desirable in the event of the UK leaving with 'no deal'.

In the scenario where a provisional deal is agreed for air services, airlines will continue to be required to apply for the following associated permissions.

## **Associated permissions for EU airlines**

EU-licensed airlines would need two associated permissions in order to operate to the UK:

First, they would require a foreign carrier permit. There is a long established procedure for applying for such permits, and carriers can find out more about applying on the [UK Civil Aviation Authority website](#). This guidance will be updated shortly for operators of EU or EEA registered aircraft.

Second, they would require a UK safety authorisation from the UK Civil Aviation Authority, a “UK Part-TCO (Third Country Operator)”. The CAA will consider each application for UK Part-TCO on a case by case basis, but in principle, an airline that holds a valid European Aviation Safety Agency (EASA) Air Operator Certificate will be considered as having met the qualifying requirements to hold such an approval.

The UK would expect this recognition of equivalent safety standards to be reciprocated by the EU in its ‘Part-TCO’ authorisations.

## **Associated permissions for UK airlines**

UK-licensed airlines would need two associated permissions in order to operate to the EU.

First, UK airlines will require permission from the national authorities of the states to which they operate (often referred to as a foreign carrier permit). Processes may vary in different EU countries, so airlines should start consulting the national aviation authorities within the relevant EU countries for details of how they grant foreign airlines permission to operate.

Second, airlines from outside the EU require a safety authorisation from the EASA, known as “Part-TCO”. EASA has yet to provide the details for how and when it would process applications from UK airlines in advance of the UK leaving the EU. However, the UK would expect the recognition of equivalent safety standards to be on a reciprocal basis.

## **Flights to and from the rest of the world**

For airlines licensed outside the UK and the EU, their eligibility to operate air services to the UK is determined by the ASA between the UK and the state in which they are licensed. For airlines from one of the 111 countries with whom the UK has a bilateral ASA, including China, India and Brazil, there will be no change.

For airlines from one of the 17 non-EU countries with whom air services to the UK are currently provided for by virtue of the UK’s membership of the EU, replacement arrangements will be in place before exit day. The UK is working closely with these countries to agree replacement, bilateral arrangements designed to come into force as soon as the EU-negotiated agreements cease to apply to the UK. The UK has already agreed a number of these agreements, and is confident the remaining agreements will be agreed well in advance of the UK leaving the EU.

Foreign airlines will still need to apply to the UK CAA for a Foreign Carrier Permit in the usual way and, in the short term, existing Part-TCO safety authorisations from EASA would be [treated as if they had been issued by the UK CAA](#).

## **Operating and route licences**

An operating licence is required before an airline can undertake commercial services. It provides the means through which the CAA can ensure that airlines principally based in the UK are properly managed, and comply with key requirements regarding ownership and control, safety, finance and insurance.

In order to operate internationally, all UK airlines would be required to hold a route licence from the CAA in accordance with long established domestic legislation. Route licences already issued to UK airlines will remain after the UK has left the EU. A route licence requires the airline to provide passengers with information about the operator, the type of aircraft and the destination airport. The CAA publishes the [details of the licences held by UK airlines](#).

States have traditionally used both their licensing regime and the provisions of their ASAs to restrict foreign ownership of airlines to ensure that the prime beneficiaries of an ASA are nationals of the parties to that ASA. EU airlines must be majority owned and effectively controlled by EU nationals to qualify for an operating licence.

EU-licensed airlines would need to consider how to continue to meet that requirement if, for example, they had significant investment from or ownership by UK nationals. EU airlines which have received significant investment from UK nationals should check the implications for the validity of their operating licence with the relevant national authorities.

UK operating licences issued before exit would remain in place and valid as a result of the EU Withdrawal Act. Following EU exit, the UK would not impose nationality restrictions on the conditions for an operating licence. However, UK airlines would also need to consider whether the nationality and level of investment of their shareholders is permitted under the conditions of the ASAs under which they operate their services.

This would include any arrangement concluded between the UK and the EU, or its member states.

## **Slot allocation**

The current rules for the allocation of slots at UK airports would remain unchanged in the event of no deal. The EU regulation for slot allocation would be retained by the EU Withdrawal Act, which requires slots to be allocated to airlines in a transparent and non-discriminatory way.

The process for allocation of slots at EU airports will remain the same.

## **Air traffic management**

There would be no disruption to the UK's provision of air navigation services as a result of leaving the EU without a deal. EU countries, and the UK, in common with all other states, have international obligations to provide air navigation services in accordance with standards and recommended practices set by ICAO under the Chicago Convention. As previously stated, the rights for airlines to operate air services over EU or UK territory are established by a longstanding worldwide treaty, the International Air Services Transit Agreement, which the UK and almost all EU countries are signatories to.

The UK would also remain a full member of EUROCONTROL and a contributor to EUROCONTROL's functions and services. EUROCONTROL is an intergovernmental organisation of 41 countries designed to foster close co-operation in air traffic management across the wider European continent, and the UK's participation in EUROCONTROL is independent of our EU membership.

The UK's air navigation service provider (NATS) will continue to provide services to aircraft operating in the airspace in which NATS is licensed to operate. NATS will continue to work collaboratively with neighbouring air navigation service providers to ensure the service is safe and efficient, principally through the UK's EUROCONTROL membership. The UK would continue to have a system of economic and performance regulation for NATS, but this would be delivered under the Transport Act 2000 rather than the EU Single European Sky (SES) Performance and Charging Scheme.

The UK would no longer be able to directly participate in the EU's SES initiative, which was designed to increase the efficiency of air navigation services across the EU. The UK would continue to work through EUROCONTROL to ensure the safe and efficient management of airspace across its 41 members. The UK will continue to lead the way in providing safe and efficient air traffic control services. In addition, the Withdrawal Act would preserve existing EU safety, airspace, and interoperability regulations in domestic law.

### **Passenger rights**

For air passengers on a flight departing the UK, the same passenger rights as apply today would continue to apply after the UK left the EU. EU passenger rights legislation will be retained in domestic law by the Withdrawal Act.

- [Passengers subject to denied boarding, delay or cancellation, would be entitled to assistance and compensation](#) on the same basis as today
- [Passengers with reduced mobility would still be entitled to the same assistance from airports and airlines](#)
- [UK consumer protection in the event of insolvency of a travel provider](#) would continue to apply

Passengers should examine and ensure that they understand the terms and conditions of their booking. As always, passengers are advised to check the [FCO travel advice](#) before travelling and ensure that they have appropriate [travel insurance](#). Passengers are responsible for ensuring that their insurance and ticket terms and conditions are sufficient to cover possible disruption; and should not expect government assistance in this situation.

### **More information**

We'll provide more information in the coming months, with the aim of giving aviation businesses and passengers as much certainty as possible ahead of the UK's exit from the EU. This notice is meant for guidance only. You should consider whether you need separate professional advice before making specific preparations.

It is part of the government's ongoing programme of planning for all possible outcomes. We expect to negotiate a successful deal with the EU.

Norway, Iceland and Liechtenstein are party to the Agreement on the European Economic Area and participate in other EU arrangements. As such, in many areas, these countries adopt EU rules. Where this is the case, these technical notices may also apply to them, and EEA businesses and citizens should consider whether they need to take any steps to prepare for a 'no deal' scenario.



**POST BREXIT FLIGHTS**

(Reproduced from BTN.co.uk of 19 November 2018)

BTN joins the representatives of Britain's airlines and airports in welcoming last week's clarification from the European Commission that contrary to earlier rumour flights between the UK and EU would continue in the event of a "no deal" Brexit.

In a joint statement, Tim Alderslade, chief executive of Airlines UK, and Karen Dee, chief executive of the Airport Operators Association, said: "We welcome that the European Commission has joined the UK Government in providing further reassurance to passengers and businesses that flights will continue whatever happens over the coming weeks.

"That said, a comprehensive bilateral air services agreement between the UK and EU remains the best way to protect market access post-Brexit and is clearly in the interests of both sides."

The European announcement said Brussels had drawn up plans that will allow British planes to take off, land and fly over the EU even if there is no deal.

Also in the interests of clarity, BTN is publishing the EU document.

It reads: "The Commission will propose measures to ensure that air carriers from the United Kingdom are allowed to fly over the territory of the European Union, make technical stops, as well as land in the European Union and fly back to the United Kingdom."

The document adds: "Those measures would be subject to the condition that the United Kingdom applies equivalent measures to air carriers from the European Union."

Brussels said it would also implement a "one stop security system" that will prevent British travellers having their luggage screened twice when flying from the UK and changing in the EU before reaching their final destinations.

Among others to welcome the statement, UKIP European Parliament member Margot Parker said she was pleased the EU was finally showing some "pragmatism".

She said stories that flights would be grounded "was nonsense from the start and I'm delighted to see them coming to their senses. Of course, they want British tourists to spend their pounds or euros in Spain and elsewhere."

The EU said Britain would also be added to a list of countries whose travellers don't require a visa when making visits to EU member states of 90 days or less, allaying fears British travellers could be charged £52 to enter the bloc.

## APPOINTMENT OF NEW CHAIR OF AIACC RECOMMENDED ARRANGEMENTS

### Introduction

As members will be aware, Peter Smart has intimated his intention to demit the Chair of the AIACC at the December 2019 meeting. This paper sets out for approval a recommended procedure for the appointment of his replacement and appends a draft set of further particulars.

The arrangements are in accordance with the provisions of the Committee's Constitution as amended December 2017.

### Key considerations

1. The person appointed will be independent of all other stakeholder interests on the Committee. It is suggested that this should be interpreted as follows: the person appointed shall not be a current member of the Committee, nor affiliated in any way with any organisation having a seat on the Committee, other than passenger representatives, who may be considered 'independent' for the purposes of appointment.
2. The appointment of the Chair will be the responsibility of the MD of AIA in consultation with the Committee.
3. The appointment will be made through an open and transparent process, which will include such public advertisement and competitive interview as appropriate, taking account of local circumstances.
4. The shortlisting and interview process will be co-ordinated by the MD, in partnership with not more than three members of the Committee nominated by the Committee, acting with powers.
5. The identity of the preferred candidate will be made known to members of the Committee for approval before the appointment is confirmed.
6. The appointment will be offered for a time limited period of not more than three years in the first instance, extendable by two further periods of not more than three years, at the discretion of the Committee on the recommendation of the MD.
7. Each extension of the Chair's appointment shall be subject to review and recommendation by the Managing Director and not more than three members of the Committee.

### Other considerations

1. **Home location of the successful applicant:** it is suggested that the successful applicant should live within the general passenger catchment area of AIA (and have extensive personal experience of the airport as a passenger).

2. **Where to advertise?** The role will be advertised via local press and AIA and AIACC websites as directed by the MD.
3. **The further particulars:** a draft is attached for approval or amendment.
4. **Expectations of the successful candidate:** Ideally the successful candidate will demonstrate at least some of the following experiences and qualities:
  - a. experience at senior managerial level (or equivalent) in business, the professions, the public sector or academia;
  - b. experience of chairing multi-organisational or multi-professional meetings, with a view to achieving consensus on issues under consideration;
  - c. an interest in and knowledge of the aviation sector, as a passenger/consumer, and an ability to articulate views on such aviation issues as community engagement, the impact of aviation on the environment (including noise and air quality) and on economic development for the area served by AIA (including outbound business and leisure travel and inbound business and tourism);
  - d. a record of preparing and defending submissions in response to government or related consultations, or equivalent.
  - e. willingness to attend and chair the four quarterly meetings of the AIACC, to attend the annual meeting of UKACCs (the liaison group for all chairs and secretaries of ACCs of UK airports), to participate in such other meetings as required, and to devote sufficient time to preparation for meetings to ensure effective input and outcomes.
5. **Anticipated timetable:**
  - a. **advertising:** March 2019, with a closing date of April;
  - b. **interviews:** during May, to enable a recommendation on appointment to be made by the MD to the June meeting of AIACC;
  - c. **take up of appointment:** early August 2019, to enable the successful candidate to shadow preparation for the September and December meetings, and assume the substantive appointment at the December meeting.

Peter Smart

**CHAIRMAN**

November 2019

## **ABERDEEN INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE**

### **APPOINTMENT OF CHAIR**

#### **Why is this position being advertised now?**

Dr Peter Smart, the current Chair of the Aberdeen International Airport Consultative Committee (AIACC), has announced his intention to stand down from the position at the December 2019 meeting of the Committee, after nearly 15 years in post.

We are advertising the appointment now, to allow sufficient time to recruit a suitable replacement and, ideally, to enable the new Chair to work alongside Peter for the September and December 2019 meetings of the Committee, before the successful candidate assumes the position during the December meeting.

#### **What is the AIACC?**

Under UK Civil Aviation legislation, some 50 major airports and airfields are required to establish an appropriate mechanism for consultation between the airport management and stakeholder interests within the area served by the airport. In practice, all the major airports in the UK discharge this statutory responsibility through an airport consultative committee (ACC).

ACCs have no executive duties or responsibilities; rather, as their name implies, they are consultative in nature, responding to, and raising, issues where the operation of the airport impacts on the lives of local residents and businesses. They are often described as ‘a critical friend’ to their airport. Furthermore, although it is the duty of the airport operator to set up and maintain an appropriate mechanism for consultation, ACCs are independent of the airport operator although under all foreseeable circumstances senior management of the airport will attend and advise meetings of their ACC.

The UK Department for Transport (DfT) issues guidance for the conduct of ACCs from time to time, most recently in April 2017. These guidelines are not binding on ACCs and airport operators but seek to promote best practice in the way in which ACCs are structured, their terms of reference and conduct. Ultimately, it is for each ACC to determine its structure and membership, its terms of reference and aims and objectives, and how it will operate.

A copy of the current DfT guidelines may be downloaded from [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/618544/guidelines-airport-consultative-committees.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618544/guidelines-airport-consultative-committees.pdf) and a copy of the AIACC’s current Constitution, from December 2017, may be downloaded from <https://www.aberdeenairport.com/media/363602/20171024-constitution-2017-revised-final.pdf>.

The stated aim of the AIACC is to provide a structured forum for the two-way exchange of information between the airport operator and members, who represent a wide cross section of stakeholders from society in Aberdeen City and Shire. Although we have no executive powers, we hope to ensure as far as practicable that the airport operator, Aberdeen

International Airport Limited, in conjunction with airlines, ground operators and other airport partners, meets the requirements of passengers and other users of the airport in relation to routes served and quality standards delivered; and to promote greater understanding by the surrounding community of the operation of the airport, and by airport management about the actual or perceived impact of those airport operations and any proposed changes to operations on the surrounding community. You may find further general information about the AIACC on our website at <https://www.aberdeenairport.com/aiacc>.

### **Who are the members of the AIACC?**

The AIACC currently has 21 members, including the Chair, who is required to be independent of all other interests represented on the Committee. Membership includes

- the Chair;

- four members of Aberdeen City Council;

- three members of Aberdeenshire Council;

- a representative each of the Dyce and Stoneywood, and Newhills and Bucksburn, Community Councils;

- one representative each of the Airport Operators' Committee, the Helicopter Operators' Committee and NATS Aberdeen;

- one representative each of the Aberdeen and Grampian Chamber of Commerce, Sottish Council for Development and Industry, North East Scotland Transport Partnership, Oil and Gas UK, and the Association of British Travel Agents/Scottish Passenger Agents' Association;

- three passenger representatives, including one representative of passengers requiring special assistance.

The current membership of the Committee may be found at <https://www.aberdeenairport.com/about-us/community-matters/airport-consultative-committee/consultative-committee-members-and-contact/>.

### **Why is the Chair 'independent of all other interests'?**

This is common, but not universal, practice amongst ACCs. The independence of the Chair is seen by AIACC as important, so that in discussions at Committee the Chair does not show any bias for or against any particular group or point of view, be it political or sectoral, but is able to encourage and discern the views of all members and, ideally, be able to achieve a consensus view of the whole Committee in relation to each issue under discussion.

For the purposes of this appointment process, the AIACC has agreed that the word 'independent' should be interpreted as follows: the person appointed shall not be a current member of the Committee, nor affiliated in any way with any organisation having a seat on the Committee, other than passenger representatives, who may be considered 'independent' for the purposes of appointment.

### **How often does the Committee meet?**

The Committee meets four times a year, normally on the first Friday of March, June, September and December, although the exact dates may be varied by agreement in advance with the Committee.

### **Are there any other time commitments for the Chair?**

Yes. In addition to the four scheduled full meetings of the Committee it may be appropriate from time to time to hold an *ad hoc* meeting of the whole Committee or of a representative sub-group to discuss a particular issue, where a view is required outside the normal cycle of meetings. An example of this from 2018 was a sub-group meeting to discuss the AIA's draft revised Noise Action Plan, where the closing date for responses was between two scheduled meetings of the Committee.

The Chair would also normally be expected to attend the annual liaison meeting of UKACCs, the co-ordinating organisation for the ACCs of the 23 largest UK airports (defined as those with more than 600,000 passengers a year). This meeting is held over two days, normally in the first or second week of June each year and hosted by a different airport year by year.

In addition, past practice has been for the Chair to hold an agenda preparation or pre-meeting with the Managing Director of the airport in the run up to each scheduled meeting. He or she may also be invited to attend other meetings and functions in their role as Chair from time to time.

Overall, the equivalent of about one day a month would enable the Chair to attend and chair meetings, to prepare agendas with the MD, and to keep him/herself apprised of current issues in aviation. The secretariat of UKACCs produces a useful weekly digest of items and there are other sources of information to which the Chair might subscribe.

### **How is the business of the AIACC conducted?**

Meetings are normally held in the Board Room at the airport, starting at 11.00 and finishing around 12.45/13.15 with a light finger buffet. The agenda normally includes

1. a detailed presentation from the MD on developments and trends over the previous quarter (such as numbers of passengers/aircraft movements, quality and safety monitoring, developments in terms of flight destinations/frequencies), with an opportunity for discussion
2. a report from the Chair on any activities undertaken in his/her role as Chair;
3. a report on noise complaints and how they have been dealt with, under the airport's noise action plan;
4. discussion on any matters on which the airport management wishes specifically to consult (items might include, for example, any changes to their noise action plan or Master Plan and their annual capital plan);
5. discussion on any UK or Scottish government items on which consultation is offered (the previous 2 to 3 years has seen a plethora of consultations from the DfT and CAA on such issues as airspace management, proposed changes to flight paths into or out

of UK airports, the proposed third runway at Heathrow, a revised aviation strategy and noise management, and community engagement). These items require draft responses to be prepared in consultation with the airport management and bodies such as NATS Aberdeen, to form the basis of discussion;

6. any other current or competent business. Individual members are invited to raise AOCB ahead of the meeting.

In terms of agenda items, the Aberdeen committee has become one of the more pro-active ACCs outside of the London airports under our current Chair and it is hoped that Peter's successor will be equally keen to keep Aberdeen at the forefront of ACC activity.

Each meeting is advised by the MD of AIA, the head of NATS Aberdeen and others as appropriate. Secretarial and administrative support is currently provided by a member of the administrative staff of the airport.

Copies of our most recent agendas are posted on the AIACC website. A look at these will demonstrate the breadth and complexity of our discussions.

### **What attributes are you seeking from your new Chair?**

**Residence:** We would expect the new Chair to live and/or work within the area served by the airport, in other words, in either Aberdeen City or Aberdeenshire, or the northern fringes of Angus/eastern edge of Moray.

**User of the airport:** The successful candidate should have extensive personal experience of the airport as a passenger for business and leisure.

**Experiences and qualities:** Ideally the successful candidate will demonstrate at least some of the following:

- a. experience at senior managerial (or equivalent) in business, the professions, the public sector or academia;
- b. experience of chairing multi-organisational or multi-professional meetings, with a view to achieving consensus on issues under consideration;
- c. an interest in and knowledge of the aviation sector, as a passenger/consumer;
- d. an ability to assimilate and articulate views on such aviation issues as community engagement, the impact of aviation on the environment (including noise and air quality) and on economic development for the area served by AIA (including outbound business and leisure travel and inbound business and tourism);
- e. a record of preparing and defending submissions in response to government or related consultations, or equivalent;
- f. ability to attend and chair the four quarterly meetings of the AIACC, to attend the annual meeting of UKACCs, to participate in such other meetings as required, and to devote sufficient time to preparation for meetings to ensure effective input and outcomes;
- g. an ability to form a co-operative working relationship with the MD and other senior staff of the airport as well as with other members of the Committee.

## How do I apply?

You should apply by letter, setting out the following information:

- ✚ your name, address, telephone contact number and email address;
- ✚ a brief resumé of your employment history;
- ✚ a statement of not more than 500 words on how you feel you meet points (b) to (f) above;
- ✚ a declaration that you have no conflicting interests that would prevent you from meeting the 'independent' criterion to be our next Chair.

Please send your application to

Managing Director  
Aberdeen International Airport  
Dyce  
ABERDEEN AB21 7DU

marked 'CHAIR OF AIACC CONFIDENTIAL'.

## What is the timetable for appointment?

Friday 22 March	Advertisement appears in Press and Journal appointments page and is posted on the AIA and AIACC websites.
	Invitation to hold informal discussions with Peter Smart, retiring Chair
Friday 12 April	Closing date
12 April forward	Shortlisting takes place
During May (dates to be confirmed to shortlisted candidates)	Interviews take place: Chaired by the MD of AIA, accompanied by three members of the AIACC
7 June	Name of preferred candidate informed to the June meeting of the AIACC
Afternoon 7 June	Formal offer communicated to successful candidate
1 August forward	Successful candidate invited to shadow outgoing Chair in preparation of agenda for September meeting of AIACC and to attend September meeting
1 October forward	Successful candidate works on preparation of agenda for December meeting of AIACC, assisted by outgoing Chair



6 December

Outgoing Chair demits office and hands Chair to successful candidate

**Are there any specific terms and conditions relating to the appointment?**

In accordance with the Constitution of AIACC, the appointment will be offered for three years in the first instance, with provision for two extensions of three years each, up to a maximum term of office of nine years. Extensions will be granted by the MD of the airport, in consultation with the Committee, in accordance with the Constitution.

An annual honorarium, payable monthly, fixed to reflect the anticipated input and achievements of the successful candidate will be offered. This will be paid through the airport's payroll system. In addition, the new Chair will be reimbursed mileage at 45p per mile for home to airport journeys to attend/chair meetings and other pre-agreed expenses, such as air or train fares and hotel costs, where journeys away from Aberdeen are required as part of the Chair's duties.

**Any questions?**

If you have any further questions, which may be answered either by the outgoing Chair or the MD of the airport, please contact the Secretary to the Committee, who will make an appointment for you to speak to the outgoing Chair or MD by phone or in person as appropriate.

Derek Provan

CEO AGS Airports Ltd.