

## **ABERDEEN INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE**

### **QUARTERLY MEETING – 7 JUNE 2019**

Our next quarterly meeting will be held on Friday 7 June 2019 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@aairport.com](mailto:margaret.mackenzie@aairport.com) or on 01224 725788.

Once more, we have a full agenda of important items and look forward to as many members as possible being in attendance.

### **AGENDA**

- 1. Apologies** for absence
- 2. Minutes** of our meeting held on 15 March 2019 – Annex 1
- 3. Matters arising** not elsewhere on this agenda
- 4. Managing Director's presentation and quarterly update**
- 5. Noise issues - Quarterly noise report** – Annex 2
- 6. Chairman's quarterly report** – since the previous meeting of AIACC the Chairman has met with Steve Szalay and Keith Findlay (P&J) (2 April), attended an SCDI dinner (16 April), met with Steve Szalay (13 May) and held a telephone conference with Brian Mclean (AGS Head of Public Affairs and Communications) (16 May).
- 7. Government and related consultations and reports:**
  - a. Aviation 2050: UK government Green Paper:**
    - i. to note that AIACC's submission, approved following our meeting on 15 March, was emailed to DfT on 15 April 2019;
    - ii. to note copy of letter to be sent to all MPs and MSPs in the catchment area of AIA week commencing 10 June (as this letter is not for circulation beyond the membership of the AIACC at this stage, it will be circulated as Annex 3, under separate cover);
    - iii. to consider and approve a draft press release setting out the main areas of the AIACC response week commencing 17 June (as this draft is not for circulation beyond the membership of the AIACC at this stage, it will be circulated as Annex 4, under separate cover);
  - b. CAA Consultation on Charging for the Registration of Drones:** to note a copy of the Executive Summary of this consultation at Annex 5. The drone registration scheme comes into operation on 1 October 2019 and all existing

operators of drones (and other remotely piloted light aircraft) will be required to register under the scheme by the end of November 2019. The CAA is proposing a charge of £16.50, based on an estimate of 170,000 drones in the first 20 months. The consultation is asking whether £16.50 seems an appropriate rate to charge. It is suggested that the Committee notes this proposal and agrees that on this occasion we do not respond to the consultation, as CAA pricing policy is outwith our competence;

- c. **CAA publication 'Airspace change: a decision-making process for planned and permanent redistribution of air traffic':** to note receipt of and decide any action on CAA consultation 'Airspace change: a decision-making process for planned and permanent redistribution of air traffic (PPR) proposals – a summary is attached as Annex 6. The closing date for submissions is 7 July. This item will be discussed by all the UK ACCs at their annual meeting on 13 June and it is suggested the Chair prepares a draft response, if he thinks necessary, thereafter. It is further suggested that any draft response be approved by GH as vice chair, DH with his NATS ABZ background, and, say, three other members of the Committee to be appointed for the purpose;
  - d. **CAA publication:** to note receipt of the final version of CAP 1228, which sets out the CAA's requirements on reporting by airports on the quality standards they achieve in services to passengers with special needs requirements. Members will recall discussing their proposals at our meeting on 15 March;
  - e. **Independent Commission for Civil Aviation Noise (ICCAN) consultation:** to note that newly established ICCAN has recently published a consultation on its first Corporate Strategy covering its work programme for the next two years and sets out its priorities. Annex 7 is a pdf Copy of ICCAN's proposal – to be sent under separate cover. A draft response on behalf of AIACC will be circulated ahead of the meeting as Annex 8. The Head Commissioner and Secretary to the Commission are scheduled to attend the UKACC's annual meeting. The final date for submission of comments is Sunday 16 June.
8. **AIACC annual report 2018:** to note that the illustrated final version of the annual report approved by AIACC on 15 March should be posted to the website by, or just after, this meeting.
9. **Air Passenger Duty/Airport Departure Tax:** to note the recent announcement by the First Minister that the Scottish government's manifesto pledge to reduce the level of ADT to 50% of APD in the rest of the UK and subsequently to abolish the tax has now been abandoned.
10. **Service to London Gatwick:** to receive an update from the MD.
11. **Appointment of new Chair of AIACC:** to receive an update from the MD.

- 12. Annual meeting of UKACCs:** to note a copy of the agenda for the UKACCs annual meeting to be hosted by Inverness airport 12 – 14 June 2019 (copy to follow as Annex 9 as soon as issued by the UKACCs secretariat).
- 13. Any other competent business:** please notify any items of other competent business to secretary and/or Chair by 31 May if at all possible.
- 14. Dates of future meetings** – to note the dates of remaining meetings during 2019 are 6 September and 6 December. The proposed dates for meetings in 2020 are Fridays 6 March, 5 June, 4 September and 4 December, subject to agreement with the new Chair in due course. These dates follow the normal pattern of first Friday in March, June, September and December.

**ABERDEEN INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE**

Minutes of the Aberdeen International Airport Consultative Committee held on 15 March 2019.

**Present**

P Smart	Chairman
Y Birch	Aberdeen International Airport Limited
G Hance	Passenger Representative
Mike Simon	NATS
I Armstrong	SCDI
J Cox	Aberdeenshire Council
A Mackenzie	Aberdeen City Council
M Roy	Aberdeenshire Council
S Meakins	Babcock
J Wood	Passenger Representative
S Taylor	Aberdeen & Grampian Chamber of Commerce
P Stewart	BA/AOC
T Stapleton	Oil & Gas UK
I Stewart	Bucksburn & Newhills Community Council
G Al-Samarai	Aberdeen City Council
D Henrickson	Aberdeen City Council
D Murray	Nestrans
A Forsyth	Aberdeenshire Council
A Barclay	Passenger Representative

**Apologies**

H Gordon	ABTA/SPAA
G Blackett	Aberdeenshire Council
C Foy	Visit Aberdeenshire
N MacGregor	Aberdeen City Council

**INTRODUCTION**

P Smart welcomed all present to the meeting and acknowledged that D Henrickson was representing N MacGregor, A Forsyth was representing G Blackett, M Simon was representing D Heaselgrave and Y Birch was in attendance on behalf of S Szalay.

**MINUTES OF MEETING**

The minutes of the previous meeting held on 7 December were reviewed. G Al-Samarai advised that her name had been spelt incorrectly in the minutes and also of her name change, this was duly noted.

## **MATTERS ARISING**

There were no matters arising.

## **AIACC CONSTITUTION**

PS advised that the Constitution has now been updated to include Visit Aberdeenshire as a member. Anyone who requires a copy can access it on the website.

## **MANAGING DIRECTOR'S QUARTERLY REPORT**

On behalf of S Szalay YB presented the MD's quarterly report and shared the AGS vision, brand and intent across the 3 airports with a local interpretation. Innovation is a key factor in the business and a group has been set up to work with our stakeholders. Marketing is taking place in Dundee to attract passengers to fly from Aberdeen now that the AWPR is open. TECA will be open for OE2019 and AIAL will be working closely with the organisers to ensure a seamless transit for delegates through the airport and to the Exhibition. Work on route development is ongoing to attract new routes and grow leisure. Helicopter traffic is up and despite the loss of routes last year there is confidence that the airport will start to see improvement through 2019.

The Chair referred to the loss of the Easyjet Gatwick flight in February and that he had spoken with S Szalay regarding the matter and was advised that the airport were in communication with Easyjet and were also looking at other possible options for the route. A petition has also been started by two local women to reinstate the route. PS enquired if the committee would support a letter to Easyjet from the AIACC regarding the route. GA-S asked that they exercise caution as they could not be seen to show favour with one airline. YB suggested that she bring the matter of the letter to the attention of the management team as there may be negotiations ongoing and she could feed back. PS thanked YB for the informative presentation.

## **NOISE ISSUES**

### **Quarterly Noise Report**

The quarterly report was reviewed and there were no major differences over the period. There were several more complaints during January with a number from the same complainant.

## **CHAIRMAN'S REPORT**

The Chair advised that over the period since the last meeting he has met with S Szalay and P Stuart. On 23 January PS chaired a meeting of the Strategy Sub Group on the government's green paper Aviation 2050.

## **CONSULTATIONS AND REPORTS**

### **Aviation 2050 – UK Government Green Paper**

A sub-group of the AIACC met to discuss a draft response to the paper published in December 2018 the aim of which is to develop an aviation strategy for the UK to 2050. The proposed response was reviewed by the committee and suggested changes noted. PS to amend accordingly and the committee agreed to accept the changes.

GH to prepare a paragraph for inclusion in the airline failure section then GH and PS will meet to finalise the document and circulate for approval and subsequent submission.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/769695/aviation-2050-web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf)

### **Future of Drones in the UK**

MS explained the changes the rules governing the use of drones around airports which increases the no drone zone by a further 5km long and 1km high, a map highlighting the restricted zone was passed around the table. Drone operators are required to file a non-standard flight notification to NATS and must phone to obtain clearance from ATC.

The changes will give the police greater powers and the Government is preparing a draft Drones Bill which will be brought forward in 2019.

<https://www.gov.uk/government/news/new-police-powers-to-tackle-illegaluse-of-drones>

### **The following consultations were noted:**

CAA Publication: Airspace Modernisation Strategy.

<https://www.gov.uk/government/news/new-police-powers-to-tackle-illegaluse-of-drones>

CAA consultation on process for approving certain changes in air traffic control operational procedures.

The CAA Consumer Panel's annual report

[http://publicapps.caa.co.uk/docs/33/CP\\_Annual\\_Report\\_report%20201718%20final.pdf](http://publicapps.caa.co.uk/docs/33/CP_Annual_Report_report%20201718%20final.pdf)

CAA consultation on a review of CAP1228, guidance on quality standards for services to passengers with additional needs. A draft reply to CAA on this consultation was approved by the Committee

Noise management – implementation of EU Regulation 598/2014 into Scottish Law.

### **Passengers with special assistance needs**

K Douglas, Terminal Operations Manager, provided an update regarding the review of CAP 1228. AIAL have been granted a Very Good status by the CAA and already publish

performance standards as required by the CAA. He advised that they are carrying out a gap analysis on the training carried out compared to what is required in the ECAC document and CAP 1228 to ensure that the airport is meeting expectation. They have been invited to provide feedback on the consultation for reissue of CAP1228 by April so there is a huge rush. AIAL have fully participated and see it as a positive step and in his opinion there was nothing contained within CAP 1228 that AIAL could not meet.

KD provided an update on the PRM service and advised that the Special Assistance desk will relocate to the area currently occupied by Swissport opposite the main door and will be more visible to passengers requiring special assistance. The project is due for completion at the end of April.

Hospital patients travelling back to the islands after treatment will be able to access a private room within the Eastern Airways Lounge which will be manned by Dalcross staff. There will be no time limit and it will provide a quiet space for these passengers.

There are now 4 PRM videos on the airport website which are short clips of passengers using the PRM service.

AIAL will continue to work with the Access Forum and associated groups to improve on the service provided.

PS thanked KD for the update and enquired if there were any questions.

A Barclay stated that it was all very positive. She needed to give personal feedback of when she used the service which started off badly but did improve. KD said that such feedback was vital to ensure that they can address issues raised. AB said that it was to do with the location of the desk but it did get much better and the person guiding was good.

## **BREXIT**

Given the current political uncertainty surrounding Brexit there was nothing to report.

## **DRAFT ANNUAL REPORT**

PS referred to Annexe 6 the Draft Annual Report which was approved by the committee.

PS will illustrate the report with photographs.

## **PROCEDURE FOR THE APPOINTMENT OF A SUCCESSOR TO CURRENT CHAIRMAN**

PS stated that D Provan, CEO AGS, had approved the process for the appointment of a successor to the current Chair. The vacancy will be advertised through AIAL recruitment channels and an update will be provided at the June meeting. Three members of the committee along with the airport MD are required to interview prospective candidates and PS requested nominations from the committee.

J Cox nominated I Armstrong who accepted.

M Roy nominated D Murray who advised he would not be available to assist.

JW advised that he would be happy to assist if his work/travel commitments allow.

JW nominated G Hance who accepted.

JW nominated G Al-Samari who accepted.

IS nominated A Mackenzie as reserve who accepted.

## **DRONES**

MS provided a demonstration on the NATS free app Drone Assist via ipad which was very informative and well received by the AIACC.

MR enquired if there were contingency plans in place in the event of an incident. MS advised that there were but largely at national level with some local changes and additions.

GA-S enquired if details had been shared with local authorities and local media as the more awareness the better. MS to speak to D Heaslegrave and report back to the committee.

MS advised that Airside Safety Week will be taking place w/c 13 May and the focus on drones will form part of the event.

PS thanked MS for the demonstration.

## **AOCB**

PS had noted that no apologies had been received from Dyce & Stoneywood Community Council for some time, he undertook to contact B Harrison to propose a substitute if he was unable to attend in future.

## **DATE OF NEXT MEETING**

The next meeting will be held at 1100 hrs on 7 June 2019 in the Board Room, Main Terminal Building.

Further meetings for 2019 will be held as follows:

1100 hrs	6 September
1100 hrs	6 December



**QUARTERLY NOISE REPORT**  
**(to be added when prepared)**

**As these annexes are of restricted circulation  
they are being circulated to members of AIACC  
under separate cover.**

## CAA CONSULTATION ON CHARGING FOR DRONE REGISTRATION SCHEME

**CAP 1775**  
**April 2019**

### **Chapter 1 Executive Summary**

1.1 In 2018, the UK Government decided to mandate a drone registration and education scheme in the UK to strengthen the accountability of drone users and their awareness of how to fly their drones safely. This requirement is now established in UK law and followed a Government consultation on a range of drone policy proposals. A number of other countries worldwide already have or are developing a drone registration scheme. It is also expected to become a requirement under wider international law shortly.

1.2 All those in the UK operating drones or model aircraft between 250 grams and 20 kilograms must register by the end of November 2019. From the same period, remote pilots will be required to take an online safety test. Failure to comply with these rules could lead to a fine of £1,0001.

1.3 The CAA has been tasked by the Government with developing and operating this registration and education scheme. Since summer 2018, the CAA has been developing the technology solution for the registration scheme, with input from stakeholders and the Department for Transport (DfT). The design principles and core processes for the registration scheme are explained in more detail in chapter 2 of this document. The registration scheme will require drone users and model aircraft operators, whether professional or leisure user, to register and undertake on-line education and testing about drone safety rules. The requirement to register will not replace CAA's existing processes for commercial drone users to securing relevant permissions (Permission for Commercial Operation)2.

1.4 The CAA is planning to open the registration scheme with effect from 1 October 2019. This will enable all those that need to register to do so by the 30 November 2019 as required under the UK Air Navigation Order (the legal instrument that creates the legal obligation to register).

1.5 This consultation is about the proposed charge on drone users and model aircraft flyers to cover the costs of running the service. The Government has provided a significant amount of taxpayer funding to cover the costs of developing the scheme up until 1 October 2019. From that date onwards, the costs of running the scheme will be borne by those who use it under the "user pays" principle. This is because as a statutory body, the CAA has to recover its costs from those it regulates and is the funding model used for its other aviation regulation functions, for example regulation of pilots, engineers, general aviation, airlines and airports.

1.6 The CAA is proposing an annual charge of £16.50 for each operator. This is to cover the costs of running the registration scheme, which includes the IT hosting and security costs, CAA personnel and helpdesk, identity verification, a national education and awareness campaign and costs of further upgrades to the initial drone registration service. We have based our costs on an assumption of 170,000 assumed registrations over the initial 18 month period, though

we would welcome through this consultation any additional information about the numbers of drone and model aircraft users. We will review the drone registration charge after its introduction and implement any changes from April 2021, including whether a three year rather than annual renewal period is more appropriate. More information about the proposed charge, and what we will do if the volumes of users are significantly different from those assumed, is set out in chapter 3 of this document.

1.7 Chapter 3 also sets out some comparators for other registration like services, for example fishing, passports, pilot licences and the costs of taxpayer subsidised schemes in other countries. Overall, the proposed charge of £16.50 is more than some of these services, but significantly less than other similar schemes. 1.8 We believe our charging proposal represents a balance between keeping the charge for registration low and ensuring that the scheme covers its costs. We welcome feedback on this charging proposal. In particular, we are seeking answers to the following questions from drone users, model aircraft operators, relevant industry stakeholders and the public:

- a) What is your view on the CAA's proposed charge, in terms of the level and structure of the charge?
- b) Do you have alternative ideas about how the CAA could cover the costs of running the registration scheme?
- c) Are the CAA's estimated volumes appropriate for the make-up of drone operators in the UK, based on existing sources of data and your own observations?

**CAA CONSULTATION**  
**A DECISION-MAKING PROCESS FOR**  
**PERMANENT PLANNED REDISTRIBUTION PROPOSALS OF AIR TRAFFIC**

**Introduction**

Members may recall that during 2017 the CAA conducted a very detailed consultation on the process to be followed by airports and other sponsors where it was proposed to change airspace design (in other words, where an airport or air traffic service proposed to make major permanent changes to flight paths to and from the airport concerned). The process that arose from that consultation was defined in CAA document CAP1616 and became effective from 1 January 2018. It included the CAA's requirements for community engagement, including several perceived roles for ACCs.

Now the CAA is consulting on a parallel process for dealing with what is called planned and permanent redistribution of air traffic through changes in air traffic control operational procedure. This is a wholly new category of airspace change and the UK government require the new process to be in place by 1 November this year. The closing date for submissions is 7 July 2019.

**What constitutes a planned permanent redistribution of air traffic?**

To quote the CAA, a PPR concerns changes in the way existing airspace is used, rather than changes in the airspace design itself. Air traffic controllers are continuously making decisions as to how to control individual aircraft. The air traffic control operational procedures form a framework within which each air traffic controller makes those individual aircraft-by-aircraft decisions. The track over the ground that a given aircraft takes is thus a combined result of airspace design (the defined corridors along which aircraft are expected to fly), the air traffic control procedures and the individual expert decision of the air traffic controller on the day.

The government has decided that where changes in air traffic control operational procedure lead to planned, permanent redistribution of air traffic a similar process to approve these changes should be adopted as for major air space design changes. The PPRs to be covered by the new process are those most likely to have a potential noise impact on the ground. The kind of changes foreseen include permanent changes in the point above the ground aircraft may join the 'queue' for landing, or may peel off from the standard instrument departure route, or where there may be a greater use laterally of air space within the current normal pattern of movements, all within the currently approved air space design.

**What does the draft procedure propose?**

The main interest for the AIACC (and all other ACCs in the UK) is the stress on consultation by the sponsor of any PPR with communities affected by the proposed changes. When the new air space design procedure introduced from 1 January 2018 was considered, an emphasis was given to the role that ACCs might play, both as primary consultees and potentially as brokers between communities and the sponsors of air space changes.

The current proposals appear to be a simplified (yet still complex and comprehensive) process, compared with that introduced in 2018. But consultation is stressed at various stages of the draft process (indeed the words 'consultation' and 'pre-consultation' appear 112 times in the 109 pages of the CAA's publication. However, there is no specific mention of a role for ACCs.

**What action might the AIACC take?**

This item will be discussed at the annual meeting of UKACCs in Inverness 12 – 13 June, including a presentation from staff from the CAA. Rather than suggest a draft response at this stage, it is proposed that the Chair should be mandated to prepare a draft response based on what the CAA have to say and then circulate it to all members for support or otherwise.

This is a complex issue and any response needs to be based on best information available.

**ANNEX 7**

**INDEPENDENT COMMISSION ON CIVIL AVIATION NOISE  
CORPORATE STRATEGY 2019 – 2021**

Copy of the ICCAN document in pdf format  
to be circulated as a separate document.

**ANNEX 8**

**INDEPENDENT COMMISSION ON CIVIL AVIATION NOISE  
CORPORATE STRATEGY 2019 – 2021**

Draft response to ICCAN corporate strategy  
to be circulated as a separate document.

**ANNEX 9**

**UKACCs ANNUAL MEETING 12 – 13 JUNE 2019  
AGENDA**

Copy to be circulated as soon as it has been issued  
By the UKACCs secretariat