

**MINUTES OF THE MEETING OF THE
AIRPORT CONSULTATIVE COMMITTEE HELD AT THE BUSINESS AVIATION CENTRE
ON MONDAY 2ND FEBRUARY 2015 @ 1400 hrs**

1). **Present:**

J Sadler	Spixworth PC (Chairman)
L Wilkinson	Drayton PC
R Fisher	Frettenham PC
A Bell	NIA
P Gadd	NIA
P Norris	Bristow
J Arnott	Old Catton PC
J Dewing	SaxonAir
Z Nelson	Bond
H Brunt	Horsford
S Gurney	Norfolk County Council
N Shaw	Broadland District Council
K Driver	Norwich City Council
B Walker	Taverham PC
J Bracey	Sprowston TC
P Moggridge	NHV

Apologies:

R Pace	NIA
A Cowles	Hainford PC
C Mace	Saxonair
C Hancy	NHV
P Mahoney	KLMUKE
S Fidler	Horsham & Newton St Faiths PC
B Lashley	Sprowston PC
M Gee	Norwich Aviation Group
J Sayer	Stratton Strawless PC
M Gislam	DanCopter

2). **Minutes of the previous meeting/Matters Arising**

Minutes of the meeting held on 3 November 2014 were reviewed and signed as a true and fair copy.

Matters Arising:

No matters arising.

3). Chief Executive's Report

2014 was a busy year for the aviation industry and for Norwich Airport.

At a macro level, the Airports Commission continues its work to identify and recommend to government a solution for additional runway capacity in the South East. An original short list has been further narrowed down to three options – 2 involving Heathrow and one at Gatwick. Norwich Airport has been responding to consultation requests issued by the Commission through the Regional and Business Airports Group (RABA)¹, a like-minded group of 18 smaller UK and Crown Dependency airports who have come together to ensure the voice of local commercial and business aviation airports, particularly those outside London, is properly represented in the current South East-focused aviation debate.

RABA has met with both LGW and LHR to discuss their respective proposals for additional runway capacity. Both proponents are, at the Airport Commission's demand, ensuring they take regional views into account as part of the ongoing development of their respective proposals. Both schemes are keen to ensure regional connectivity is seen as being a part of their thinking.

At this stage RABA does not have a preference between additional capacity at either location. However, whichever option is selected must benefit the whole of the UK and not just the south east. To be fully effective, new runway capacity at either site must have ring fenced slot capacity dedicated to providing connectivity to the regional airports of the UK and to preserving it into the future. Reliance on existing hub connectivity (for example at Norwich via Amsterdam) is a flawed plan as capacity constraints will inevitably develop at these other European hubs over time, jeopardising the longevity of this connectivity. In summary therefore, RABA (and Norwich) are seeking a guarantee from whichever scheme is successful that regional connectivity will be delivered.

The Commission is due to report after the general election in June this year, and whatever the recommendation is, we urge the government of the day to adopt it and give it a fair chance of being delivered.

For Norwich Airport itself, 2014 was satisfactory. Passenger numbers remained flat year on year at 463,000. However this overall position masks some significant underlying developments.

KLM's service to Amsterdam saw another year of strong growth, increasing by 4.5% to 137,000 passengers. Loganair's Edinburgh service (branded as Flybe) grew to 28,000 passengers – growth of over 15% - as the impact of the increase in service to three daily flights from April 2014 started to take effect. Reduced frequency on Guernsey and lower load factors on flights to Aberdeen offset this positive news in the domestic scheduled passenger sector. The loss of Thomas Cook's Antalya holiday flight meant that holiday charter passengers reduced by 7,000 in the year. In 2015 we expect this decline to reverse as Thomson's new summer Mahon service and second weekly winter Tenerife services are introduced.

¹ Durham Tees Valley, London Southend, Newquay, Gloucestershire, Exeter, City of Derry, Glasgow Prestwick, Coventry, Norwich, Carlisle, Isle of Man, Guernsey, Alderney, Jersey, Lands End, Lydd London- Ashford, Doncaster-Sheffield, Blackpool, HIAL are content to align themselves with this submission (Highlands and Islands Airports (Sumburgh, Kirkwall, Wick, Inverness, Stornoway, Benbecula, Barra, Tiree, Islay, Campbeltown and Dundee Airports.)

We continue to work on the reestablishment of scheduled services to popular destinations such as Paris, Dublin, Malaga, Alicante and Faro. Whilst we have compelling statistics and offers for airlines, the shortage of airline supply into a demand heavy market means that progress is slow.

Finally, offshore helicopter traffic grew 5% in the year with 103,000 passengers heading offshore, cementing Norwich Airport's position as the southern north sea's UK energy hub.

Away from the passenger business, there were some notable developments in the year and good progress was made on a number of long running projects.

Principle among these was the sale by Omniport of their majority stake in the Airport to Regional & City Airports, a division of the Rigby Group, in June. During the latter years of Omniport's ownership the Airport successfully navigated through the worst economic downturn seen in recent times, and whilst not an active investor in new opportunities Omniport ensured that Norwich Airport was able to emerge from this experience in better shape than most peer airports. The move to Regional & City Airports' ownership presents new opportunity to help drive the development of the Airport forward more rapidly than perhaps might have been achieved before, and already the business is feeling the benefit of being part of an active and growing group of UK regional airports.

Excellent progress is being made with the delivery of the high powered engine testing pen. Works on site are on schedule despite the weather and this project is expected to be completed in Q2 2015.

The delivery of Air Livery's new paint facility and head office continued to make progress in the year and we expect to see further development on the site this year.

The Norwich International Aviation Academy project also made solid progress and by the end of 2014 a business plan had been prepared that clearly justified the need for a new state of the art facility at the Airport and identified the initial qualifications and student numbers that would be expected in the early years of the Academy's development. Just last week on 29 January the government announced a £3m grant towards cost of making this project a reality. This money will be managed by the Local Enterprise Partnership. The NIAA academy location is yet to be determined.

In conclusion, the Airport has had a satisfactory year. With the economy showing more tangible signs of recovery, I hope that our pace of growth will start to quicken and we can accelerate the delivery of the range of potential benefits that the Airport can provide to the region over and above what it does today. The impact of a much lower oil price does raise concerns and may serve to reverse the positive trends we have experienced in the areas of the Airport's business supported by energy, including offshore helicopter traffic and certain scheduled services. We remain focused on this risk as we move into 2015.

As ever, the Airport's staff, contractors, the management team and my executive team deserve recognition for their terrific efforts over the last 12 months, and I also extend my thanks to the ACC for their support and constructive approach to working through the issues that a growing Airport naturally generates as it evolves.

4. Engine Testing Facility

A recent sensationalist article in the EDP was noted by several members giving rise to an update on the ETF.

A thorough stance was taken to ensure that what is being delivered is the best value for money available. This process was carried out during last Summer and eventually went through a formal tender process on the civils works, and contracts were awarded Oct/Nov 2014.

A further application was put into Norwich City Council having had the original time scale for the project signed off, which had a completion date of end February/early March 2015. Because of the review of the pricing structure over the summer months, NAL was late in awarding contracts by 2/3 months which had the consequence of putting back the completion date until end May/early June 2015. Although the original timeline had been approved, when the revised timeline went in for further approval, despite the fact that works had already commenced, Norwich City Council decided they would not grant approval of the extended timeline so that they have the option of taking action if NAL do not deliver this in the timeline indicated at end May/early June 2015. NAL are on track, the building works are going ahead as they should be, and the above ground acoustic panels arrive at the beginning of April for installation. The whole facility should be finished by the final week in May 2015.

The Planning officer fully understands the situation but has to ensure that he has the mechanisms for taking matters further if we do not deliver in accordance with the timeline outlined.

It was confirmed that the relevant councillors and parishes were advised on commencement of works.

A further update will be given at the next meeting.

5. Operational Occurrences

- The radar project is progressing and remains on track for an operational in service date of May 2015.
- CAA SARG confirmed on 24th September that Norwich has successfully transitioned to Aerodrome EASA Regulation in accordance with Commission Regulation (EU) No 139/2014. Norwich is the fourth aerodrome to transition after Bristol, Aberdeen and Southampton.
- There were three Helicopter laser attacks on return to Norwich. All of which have been reported to the Police.
- Helicopter reported an Engine Fire. Full emergency was declared, aircraft landed safely from a single engine approach.
- Mini live exercise was carried out in November to test the emergency procedures within the terminal building.
- Public Health England visit in December to review the airport facilities and potential future passenger screening with Border Force with respect to the current Ebola situation.

- Unmanned Aerial Vehicle (UAV) – RP recently did an interview for the EDP regarding the danger UAV’s pose, in trying to educate people on the relevant procedures for flying them. Local Parish Clerks to be advised by their ACC representatives to put a copy of the article in their newsletters warning against flying them in the vicinity without the relevant authority.
- Complaints Register – this was noted.
- Register of late aircraft movements – this was noted.
- Noise/flying complaints – these were discussed and noted.

6. Offshore Helicopter Activity

No items were discussed

7. AOB

JA produced a photograph of Norwich Airport (Horsham St Faith) in 1944 by a modified German Bomber taking a photo at 30,000 feet.

8. Dates of 2015 Meetings

2 February 2015
1 June 2015*
3 August 2015
2 November 2015

To be held at the Hellesdon Parish Council offices @ 1400 hrs

CHAIRMAN