

ROBIN HOOD AIRPORT DONCASTER/SHEFFIELD CONSULTATIVE COMMITTEE

NOISE MONITORING SUB-COMMITTEE

18 FEBRUARY 2005, ROBIN HOOD AIRPORT

PRESENT: Councillor Pat Bartlett (Chair).
Councillor Patricia Schofield (Vice-Chair), John McCabe (Environmental Health Officer, Doncaster MBC), Lynn Hunter (Parish Councils Liaison Group), Peter Nears (Peel Holdings), Clare Wilson (Environmental Co-Coordinator – Robin Hood Airport), Andrew Dutton (Environment Manager – Liverpool John Lennon Airport), Matthew Cannon (Environment Assistant – Liverpool John Lennon Airport), Jeff Charles (Noise Advisor to Robin Hood Airport) Alan Tolhurst (Chairman to Airport Consultative Committee and Martin McCarthy (South Yorkshire Joint Secretariat).

1 **ELECTION OF CHAIRMAN**

It was agreed that Councillor Pat Bartlett should be the Chair of the ACC Noise Monitoring Sub-Committee for the forthcoming year.

2 **ELECTION OF VICE-CHAIRMAN**

It was agreed that Councillor Patricia Schofield should be the Vice-Chair of the ACC Noise Monitoring Sub-Committee for the forthcoming year.

3 **SOUND INSULATION GRANT SCHEME (SIGS)**

Members were given a presentation on the work that was taking place to ensure that the above scheme was in place prior to the airport opening on 28 April 2005.

The provision of such a scheme would assist local residents sited within the qualifying area from the effects of noise from air traffic using the airport. Members considered maps which highlighted the extent of those areas (predicted noise contours) within which properties might qualify for the SIGS. The noise contours considered were based on typical anticipated aircraft operations taking into account aircraft types and flight patterns.

Eligibility for inclusion in the scheme would be based on noise data recorded and this would obviously build up once the airport become operational. It followed therefore that greater degrees of accuracy in terms of eligibility would follow once data trends could be identified.

It was confirmed that a brochure was currently being produced which would be distributed and readily available, including the airport's website, and in particular to those likely to qualify.

It was agreed that at the next meeting members would be provided with a map, which highlighted the noise contours and which would be of a scale that would identify individual streets/roads.

Copies of the brochure would also be circulated to members of the Sub-Committee once available.

The glazing that was to be installed was not double glazing, but secondary glazing and would necessitate the need to install some form of ventilation to the windows. Some provision for blinds and loft insulation had also been made within the grant for those most affected by the airport's operation. Again this information would be contained within the leaflet.

4 NOISE COMPLAINT REPORTING PROCEDURE FOR RESIDENTS

Clare Wilson, the Environmental Co-Coordinator at Robin Hood Airport, outlined to members the procedure for noise complaints and the subsequent action taken following receipt.

A dedicated phone number had been established which would be widely publicised. Upon calling the number, the call would be logged, the query/complaint investigated and a report provided to the individual within one calendar month. A copy of the report would also be sent to Doncaster MBC and details of all complaints received would be reported to the quarterly meetings of this Sub-Committee and where necessary the Airport Consultative Committee.

An Environmental Plan had been developed to ensure that the routes used by aircraft operators had least effect on those communities within the immediate vicinity of the airport. Computer software was being developed which would allow complaints to be logged and trends identified which, if possible, would lead to action taken to reduce such noise.

Members expressed some concern at the length of time, (one month), that it would take to respond to complaints received from members of the public. It was stressed that this was a maximum time period and it was hoped that a response would be forthcoming well within this time period. This issue would be dependent on the type and number of complaints received. It was stressed that staff at the airport would work closely with Doncaster MBC to ensure that any action taken was quickly as possible communicated to relevant parties.

5 NOISE MONITORING

The Committee were given a presentation which outlined the procedure for noise monitoring at the airport.

Two fixed monitoring sites had been identified, where actual noise from departing and arriving aircraft would be checked. In addition a mobile noise monitor would be

used to assess noise levels in areas where for example a number of complaints had been received from members of the public.

The noise monitors were linked to the airports radar system and would allow for identification of individual flights where noise had been an issue. This would allow staff to assess whether or not the pilot had been following the agreed flight path. Were bad practice to be identified, airport managers would contact the airline in question immediately with a warning about future conduct. Were such practice to continue, there was provision for the Civil Aviation Authority to intervene on behalf of the airport.

It was stressed however, that pilots were extremely professional in their approach to this issue and understood the effect noise had on communities.

It was confirmed that the noise monitors would be in place prior to the airport opening.

6 QUIET OPERATIONS POLICY

The Policy sought to minimise noise levels at certain times of the day. No engine testing would be allowed between the hours of 2300 hours and 0700 hours. Preferred routes had been identified, which again would minimise the effects on local communities. A special bay had been built so as to allow aircraft to test engines but to minimise the effect of noise on the local community.

Dependent upon conditions, aircraft would take off to the north and it was stressed that certain aircraft would not be allowed to land at the airport between certain hours, again so as to minimise noise levels.

A copy of the Quiet Operations Policy would feature on the airports website and a reference to it incorporated within the next community Newsletter.

7 DATES OF FUTURE MEETINGS

It was agreed that the next meeting of the ACC Noise Monitoring Sub-Committee would take place on Tuesday 3 May 2005 at the Robin Hood Airport at **11.00 am**.

NB. Please note this change in time. The meeting will be followed by a buffet lunch and a chance to meet with colleagues on the Community Sub Committee, which meets on the afternoon of the same day.