

ROBIN HOOD AIRPORT DONCASTER/SHEFFIELD CONSULTATIVE COMMITTEE

NOISE MONITORING SUB-COMMITTEE

12 SEPTEMBER 2005, ROBIN HOOD AIRPORT

PRESENT: Councillor Pat Bartlett (Chair)
Councillor Patricia Schofield (Vice-Chair), Lynn Hunter (Parish Councils Airport Liaison Group), Councillor Yvonne Woodcock (Chair, Community Sub-Committee), J Proudman (Environmental Health Bassetlaw DC) J McCabe , John Davies, Richard Tansley, Sharon Astley (DMBC – Environmental Health), Alan Tolhurst (Chairman, Airport Consultative Committee), Andrew Dutton (Liverpool John Lennon Airport), Clare Wilson (Environment Co-ordinator, Robin Hood Airport), Peter Nears (Director, Peel Holdings), Martin McCarthy (South Yorkshire Joint Secretariat).

1 **MINUTES**

RESOLVED – That the minutes of the meeting of the Noise Monitoring Sub-Committee held on 3 May 2005 be agreed as a true record.

2 **AIRPORT PASSENGER AND FLIGHT PROGRESS**

Clare Wilson the Environment Co-ordinator circulated a report outlining the current position in respect of Airport passenger and flight progress.

Robin Hood Airport had so far welcomed 411,722 passengers since opening in April 2005. A new Airline, Easy Jet was to commence flights to Geneva in November 2005 and further new routes from existing airlines would commence in the New Year.

It was reported that the new land side lounge would become operational during mid October 2005. This would allow visitors to the Airport who were not flying, the opportunity to view flight arrivals and departures.

It was reported that some concern had been raised at the number of ladies toilets that were available in the departure lounge. It was confirmed that some problems had been experienced with the toilets in terms of plumbing etc. It was hoped that this problem had now been resolved, however these concerns would be acknowledged and monitored.

3 **PREFERENTIAL RUNWAY USE**

It was confirmed that a number of complaints had been received from Bawtry residents who were concerned at the volume of traffic taking off to the South over the town. Whilst this had been an issue when the Airport first opened, it was noted that figures now showed runway utilisation being more in line with what was envisaged, i.e. 70% of flight movements to the North. Figures for August 2005 showed that 62% of commercial flights had taken off to the North.

4 NIGHT FLIGHTS (QUOTA COUNT POINT SYSTEM)

The Committee noted that Robin Hood Airport had planning permission to operate over a full 24 hour period.

That Quota Count Point System did however provide restrictions to the noise and volume of air travel during the hours of 11.00pm and 7.00am. The System operated on a scale between zero and 16, zero being the quietest in terms of engine noise. It was confirmed that at present Robin Hood Airport did not operate any flights that exceeded 2 on this scale. During the Summer period, the Airport had been provided with 3,500 points. To date only 30 had been used.

It was reported that on average the number of flight movements during the hours of 11.00pm and 7.00am was approximately 4 to 5. In the majority of cases this involved the aircraft based at the Airport returning to prepare for flights the following morning. The earliest departure time for flights was around 6.00am in the morning.

Members thanked the Environment Co-ordinator for her report.

Noise Monitoring System and Track Keeping Update

Further to the report at the previous meeting it was confirmed that the 2 fixed noise monitors were in place and operational. By the end of the following week hardware was to be installed which would link the noise monitors to the track keeping system which would provide far more robust information to the Airport and Doncaster MBC.

The hardware would assist discussions with operators when handling complaints from members of the public.

The mobile noise monitor was also being fully utilised throughout the area. Peter Nears assured the Sub-Committee that this new equipment would be fully utilised by the Airport and used to facilitate more objective discussions where operators were identified as having deviated from accepted flight paths.

The point was made however that owing to the nature of air travel it was not always possible for pilots, given wind speeds, to keep rigidly to agreed flight paths. A swathe or acceptable deviation from the agreed flight path might be anything up to one kilometre either side.

Members asked that a representative from one of the airlines attend the next meeting of the Group in order that Members might highlight the nuisance that sometimes occurred when flights deviated from normal flight paths.

John McCabe stressed that Doncaster MBC were appreciative of the efforts Peel had made in providing them with such information. Doncaster were the only local Authority in the country who could access this information real time.

5 NOISE COMPLAINTS STATISTICS

Since opening on April 28th 2005, the Airport had received noise complaints from 146 individual households (up to the 31st August 2005).

Each noise complaint was taken seriously by the Airport Company. However the number of complaints was not the main factor in determining the mitigating action or operation restrictions undertaken. Instead, the focus for the Airport was to ensure that aircraft operated in accordance with local operating procedures and to identify the mitigating factors that took aircraft away from such procedures, for example, weather, conflicting traffic, system problems.

6 SOUND INSTALLATION GRANT SCHEME

Peter Nears reported that the Airport were already looking at the operation of the Scheme and measures to improve and extend the Scheme further to households in the vicinity of the airport.

Key improvements included:

- Extending individual grants from £2,400 to £3,000 per household.
- Increasing the loft installation grant from £50 to £500
- An Airport owned property on Mosham Road was to be fitted out as a Show House to demonstrate the benefits of secondary glazing.
- Properties within the Night Time 8 hour average qualification criteria would now qualify for the full scheme.

Officers from Doncaster MBC welcomed the proposals and thanked Peel for taking these steps. They would work with the Airport to promote the Scheme and its improvements so to ensure all residents who were eligible were notified.

The Committee thanked Peter Nears for his report.

7 CHANGES IN LOCAL AIRSPACE

It was reported that an analysis of complaints regarding noise had found that in many cases the nature of the complaints tended to be that aircraft were flying “off track” from the original flight paths published at the public enquiry.

Before the Airport opened a major airspace change was developed by the National Air Travel Service (NATS) that realigned and widened the airway structure to the North of the Airport. Peel were not one of the consultees during the process which had been finalised before Robin Hood Airport was granted a CAA Licence. This was a factor in the day to day airspace management undertaken by NATS which sequences all aircraft movement into and out of Manchester, Leeds Bradford, Humberside and Robin Hood Airports. The Airport arrival and departure tracks presented at the public inquiry were unchanged however the position where aircraft

enter or leave controlled airspace is now geographically nearer the Airport. The routing given to aircraft (by NATS which is out of the control of the Airport) to enter or leave controlled airspace does on occasions steer them away from normal flight paths. It was stressed that this was not an unusual procedure in open airspace.

Robin Hood Airport was developing a working relationship with NATS and Manchester Airport and was planning for its own airspace for the future in order to minimise the noise disturbance to neighbouring residents. It was however noted that an application for controlled airspace was a lengthy process and might take up to a minimum of 18 months.

The Sub-Committee welcomed clarification on this issue.

8 AIRPORT CONSULTATIVE COMMITTEE – 11 MAY 2005

The Sub-Committee noted the minutes of the Airport consultative Committee meeting held on 11 May 2005.

9 ACC LOGO/WEBSITE/INFORMATION BOARDS

The Secretary reported that the Airport Consultative Committee now had its own distinct Logo, a copy of which was circulated. The Committee's website was to be launched during the week and Members and the public could access it by logging onto www.rhacc.org.uk.

In an attempt to further promote the work of the Airport Consultative Committee and raise public awareness of its role, information boards and leaflets were being produced which could be used by a range of organisations. In the first instance it was hoped to undertake visits to the local Authorities in the region to highlight to elected representatives, the role and function of the Committee.

10 DATE OF NEXT MEETING

It was confirmed that the next meeting of the Airport Consultative Committees Noise Monitoring Sub-Committee would be held on Wednesday 7 December 2005 at 10.00am.