

**ROBIN HOOD AIRPORT DONCASTER/SHEFFIELD CONSULTATIVE COMMITTEE
NOISE MONITORING SUB-COMMITTEE
7/12/05**

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NOISE MONITORING SUB-COMMITTEE

7 DECEMBER 2005

PRESENT: Councillor Pat Bartlett (in the Chair).
Councillor Patricia Schofield (Vice-Chair), Lynn Hunter (Parish Councils Airport Liaison Committee), John McCabe (Doncaster MBC), Councillor Yvonne Woodcock (Doncaster MBC), Steve McKinnel (Thomson Fly), Alan Tolhurst (Chairman, Airport Consultative Committee), David Ryall (Robin Hood Airport), Clare Wilson (Robin Hood Airport), Peter Nears (Director, Peel Holdings), Martin McCarthy (South Yorkshire Joint Secretariat).

Apologies for absence were received from John Davies (Doncaster MBC).

1 **WELCOME**

The Chair welcomed Steve McKinnel from Thomson Fly. Steve would attend future meetings of the Sub-Committee and assist members to gain a better understanding of air travel from a pilots' perspective and the measures they took to lessen its impact on the environment.

He acknowledged that whilst safety would always be of primary importance, aircrew on the majority of occasions took all reasonable steps to ensure that their actions had minimal effect on the environment.

2 **MINUTES**

RESOLVED – That the minutes of the meeting of the Noise Monitoring Sub-Committee held on 12 September 2005 be agreed as a true record.

Under Matters Arising, it was confirmed that in respect of the Sound Insulation Grant Scheme, of the 51 properties eligible to apply for SIGS, to date 14 property owners had expressed an interest with 12 having made formal applications. It was confirmed that the amount available to those eligible would be reviewed every two years. Quotes would be valid for a period of 10 to 12 weeks and reminder letters would be sent out during that period. As reported previously, an approved contractor had been appointed by the Airport.

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3 NOISE MONITORING REPORT SEPTEMBER – NOVEMBER 2005

Clare Wilson, Environment Coordinator at the Airport reported on the following:-

Training Flights – All aircraft conducting training circuits at Robin Hood Airport were required to operate within the Airport Training Procedure. The procedure restricted aircraft to 2 hours training with an interlude of 1 hour between one aircraft finishing and a second commencing training. Training was permitted between the hours of 0700 to 2100, Monday to Saturday. Training was not permitted on Sundays or bank holidays.

It was reported that Boeing 747's had conducted circuits on 14 November 2005, generating 11 complaints in total. The nature of the complaints focussed on the height of the aircraft which was flying at 2100 feet, (the required height for an aircraft was 1500 feet). This was perhaps understandable due to the perception that given the size of the aircraft it was closer to the ground.

Runway Utilisation – It was confirmed that the Airport would use Runway 20 as the preferred approach runway, and Runway 02 as the preferred Departure Runway in accordance with the Section 106 Planning Agreement. It was stressed of course that this was subject to all necessary safety requirements having been met. Effectively, this was designed to encourage activity to the North rather than to the South of the Airport. It was confirmed that after the first 6 months of commercial operation, this was the trend.

Set out below is a table highlighting runway utilisation including training and general aviation.

Month	Total Movements North	Total Movements South
September	61%	39%
October	66%	34%
November	57%	43%

Quiet Operations Policy – Robin Hood Airport had adopted a Quiet Operations Policy to ensure services operated as quietly as practicable. The policy required all operators' procedures to meet with the conditions and obligations with which the Airport had to comply.

Engine Testing – Where an engine test was either not carried out within the screened engine test area during permitted hours, (0700 – 2300), was carried between the banned hours of 2300 – 0700 at any location, the details were recorded and reported to Doncaster MBC.

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John McCabe, Doncaster MBC thanked Clare Wilson and her colleagues for the manner and frequency with which they supplied information. He confirmed that a positive working relationship had been established between Doncaster MBC and staff at Robin Hood Airport.

Night Flying Policy – It was confirmed that Robin Hood Airport operated a Night Flying Policy designed to minimise disturbance in the local community between the hours of 2300 and 0700. A number of flights during the quiet hours was controlled by a seasonal quota count points allocation. During the period September to November it was confirmed that a total of 33 points had been used, which barely impacted on the portion quota count points system (summer quota stood at 3500 points and the winter periods stood at 2200).

Noise Control – Robin Hood Airport received 21 individual complaints during September, 26 during October and 20 in November. All complaints were taken seriously by the Airport Company in accordance with the policy previously reported to the Sub-Committee. It was confirmed that the determining factor in taking action or imposing operating restrictions focused on whether or not aircraft were operating in accordance with the local operating procedures and to identify mitigating factors that might take aircraft away from these procedures, eg; weather, conflicting traffic, system problems.

The table below identifies the number of individuals making complaints over the period aligned to the total number of aircraft movements.

	Sept	Oct	Nov
Total Number of Aircraft Movements	1373	1235	1085
Number of Individuals making complaints each month	21	26	20

Beaujolais Nouveau Operation – The Beaujolais Nouveau Operation took place between 8 – 9 November 2005 and was regarded as a very successful handling operation. The Airport, Doncaster MBC and the Airport Noise Consultants conducted noise monitoring throughout the operation which included the surrounding neighbourhood. The Airport received 5 complaints in total.

Sound Insulation Grants Scheme (SIGS) – The Meadows, Mosham Road, Blaxton was now completed as a show home. Representatives from the Noise Monitoring Sub-Committee and Community Sub-Committee of the ACC would be invited to view the property.

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Noise Monitoring Workshops – It was reported that in the New Year, Robin Hood Airport would be hosting Noise Workshops in partnership with Doncaster MBC to provide an opportunity for local residents to view data and ask questions about aviation and aircraft noise. Representatives from the Noise Monitoring Sub-Committee would be invited to assist ensuring the workshops were promoted throughout the community.

The Chair thanked Claire Wilson for her report.

4 NOISE CHARGING POLICY

The Noise Charging Policy formed part of the Airports Quiet Operations Policy. It was a mechanism by which the Airport could apply a financial penalty to those operators whose aircraft when departing the Airport at night produced noise levels which were in excess of noise levels agreed with Doncaster MBC. The Policy was therefore designed to encourage operators to use modern, quieter aircraft types. Noise levels of departing aircraft were recorded at one of the Airport's 2 fixed noise monitoring terminals. When an unreasonable noise level had been recorded the operator would be consulted. Unless a valid cause for the breach was identified, a financial penalty would be implied. It was confirmed that for Robin Hood Airport, the figure for breaching any agreed noise level would be £500.

Income generated from the Policy would be donated to "the Community Fund". The Fund would be a registered charity and would be administered by the Airport and the Chair of the Airport Consultative Committee. The Fund would support local projects benefiting the community and the environment.

5 TRACK KEEPING SYSTEM – PROGRESS

Andrew Dutton informed the Sub-Committee of the latest position in respect of the installation of the Track Keeping System. The Airport had agreed to the installation of this equipment well in advance of guidance prescribed in the planning agreement.

It was unfortunate that owing to difficulties in ensuring the easy transcription of data, the system had not yet gone live. Every effort was being made to ensure that it was operative as soon as possible. The Sub-Committee discussed the level of complaints the Airport had received from Bawtry residents. Steve McKinnel confirmed that aircraft departing the Airport to the South would be at approximately 3000ft when flying over Bawtry.

It was again confirmed that nowhere in the Planning Agreement did it state that aircraft would not fly over Bawtry. Indeed, the flight path allowed for a 1.5 kilometre wide contour either side of the Airport runway. In terms of preserving fuel, pilots were aware of the need to gain height as quickly as possible and the new 737 aircraft operated by Thomson Fly from the Airport were able to achieve such an ascent.

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6 QUESTIONS AND COMMENTS

- (i) Information Sheets – Clare Wilson confirmed that early in the New Year she would embark upon producing a number of information sheets which would provide general information around policies and procedures affecting the Airport's operation. It was agreed that this information would be available for general circulation and would also feature on the Consultative Committee's Website.

- (ii) Sub-Committee Protocols – David Ryall asked those elected members on the Sub-Committee to ensure that when issuing information to members of the public they ensured the information they were providing was correct and not open to misinterpretation.

A request was made that the Noise Monitoring Sub -Committee met more frequently. It was stressed that in order to provide meaningful trend data that the Sub-Committee could scrutinise, and if necessary challenge the Airport on, meeting more frequently than quarterly would offer no useful advantage.

Members were asked to liaise with John McCabe at Doncaster MBC were they to require support or information between meetings.

7 AIRPORT CONSULTATIVE COMMITTEE – 20 SEPTEMBER 2005

The Sub-Committee noted the minutes of the last meeting of the Airport Consultative Committee held on 20 September 2005.