

ROBIN HOOD AIRPORT DONCASTER SHEFFIELD CONSULTATIVE COMMITTEE

NOISE MONITORING SUB-COMMITTEE

21 FEBRUARY 2006

PRESENT: Councillor Pat Bartlett (Chair)
Alan Tolhurst (Chairman ACC)
Councillor Patricia Schofield and Councillor Yvonne Woodcock (Doncaster MBC),
Lynn Hunter (Parish Councils Airport Liaison Group),
John Davies, John McCabe, Alice Baker and Richard Tansley (DMBC
Environmental Health),
David Ryall and Clare Wilson (RHADS),
J Proudman (Bassetlaw DC),
Martin McCarthy (South Yorkshire Joint Secretariat)

1 **MINUTES**

RESOLVED – The minutes of the last meeting of the Sub-Committee held on 7 December 2005 were considered and agreed.

The point was again confirmed that nowhere in the Planning Agreement did it state that aircraft would not fly over Bawtry. That said Clause 4.4a of the third schedule states 'Noise Preferential Routes shall seek to minimise so far as is practicable the overflying of built up areas within 10km of the Airport'.

2 **ELECTION OF VICE CHAIR**

It was confirmed that at the Annual General Meeting of the Airport Consultative Committee it had been agreed that in order to assist the work programme of the Sub-Committee, the Vice Chairman of the Sub Committee should be an Environmental Health Officer.

RESOLVED – That John McCabe, Environmental Health Officer, Doncaster MBC, be appointed Vice Chairman of the Sub Committee.

3 **NOISE REPORT**

Clare Wilson, Environment Coordinator at Robin Hood Airport updated the Sub Committee on the latest position with regard to noise issues. Members considered the number of complaints for each month since the Airport opened against number of aircraft movements. (*refer to table below*)

It was reported that information on Departures, Arrivals and Night Flights was now issued to all complainants in an attempt to address common questions and sometimes misconceptions regarding noise policies in operation at the airport. As the airport developed discussions with DMBC in respect of amendments to the Section 106 Agreement would be considered.

	May	June	July	August	Sept	Oct	Nov	Dec	Jan-06
Total Number of Aircraft Movements	1357	1035	1236	1403	1373	1235	1085	1136	1080
Number of Complaints	108	103	88	91	109	84	33	42	68*
Number of Individuals making complaints	62	59	52	22	21	26	20	25	23
Total Number of Complaints	108	211	299	390	499	583	616	658	726

* 45 from 1 individual

The runway utilisation statistics were considered and Members again discussed the views being expressed by Bawtry residents regarding aircraft flying over the town. The preferred runway option whilst supporting take off to the North acknowledged that this would be dependent on factors such as prevailing wind direction which was obviously outside the control of operators. There was no absolute track which aircraft would rigidly follow. 86% of Bawtry fell within the swathe of the tracks which were presented at the Public Inquiry. Officers from DMBC welcomed the presentation of these statistics in this format.

David Ryall reported there had been informal discussions with DMBC to vary the QC 4 restrictions at night. Freight was a vital factor in the success of the Airport's operation. Airports had to develop to survive. That said any such consideration would take place taking due regard of the views and concerns of local people. John McCabe stated that no detailed information had been received by DMBC Environmental Health in relation to this subject.

John Mc Cabe stated his concern at the average operating percentage aircraft departure figures on Runway 20 (south), 60%, compared with the 30% predicted percentage aircraft departure figures on Runway 20 (south) in the Environmental Statement. He thanked Claire Wilson for providing a breakdown of runway usage into departures and arrivals, in line with the 'Environmental Statement', and requested that this continue.

The Sub Committee discussed the Section 106 agreement and its correlation with the Environment Statement in respect of runway utilisation. David Ryall stated that the validity of these statistics could only be open to meaningful scrutiny when at least two years data had been collated.

In respect of the Sound Insulation Grant Scheme, there was a total of 51 properties eligible to apply. To date two contracts for installation of glazing works had been received, a further four more were awaiting signature. The Meadows, Mosham Road, Blaxton was now complete as a Show Home.

John Davies raised a complaint from a resident regarding the quality of the double-glazing that was approved as part of the scheme. Clare Wilson responded that the scheme was for secondary glazing and this had been proven to work effectively. The replacement glass in existing double glazed units was given as an alternative for residents that did not want secondary glazing.

The airport was undertaking a process of Airspace Change. The airspace that surrounded the airport at present was to be modified to Class D Airspace or 'Controlled Airspace'. It was designed to protect aircraft operating in and out of Robin Hood Airport. Aircraft outside RHADS controlled airspace would not be required to contact the Air Traffic Control unit at RHADS. However, any aircraft wishing to enter controlled airspace would have to obtain clearance from the appropriate ATC unit. ATC would then be aware of the aircraft flying within the airspace and be able to provide safe separation between aircraft.

John McCabe asked whether RHADS noise data was ready for analysis, as the interim Noise Sanctions Scheme was due for review in April 2006.

John Davies asked whether DMBC could receive relevant access to the Noise Monitoring Terminal data. Currently there is no playback facility on the link so DMBC are unable to audit the system in accordance with Clause 3.2.5 of the S106 Agreement. Clare Wilson agreed to check the availability of this link.

Members discussed a complaint received from a local resident with regard to the Beaujolais Nouveau movement. It was confirmed that the operation had been undertaken in consultation with Doncaster MBC and an independent check on noise levels undertaken.

The meeting discussed longer term developments at the airport. Councillor Schofield and Councillor Bartlett were in agreement that the benefits the airport brought to the region in terms of employment and inward investment had to be considered constructively with conflicting opinion. Members agreed that all stakeholders must strive to maintain a constructive dialogue.

Members thanked Clare Wilson for her report.

4 AIRPORT DEVELOPMENTS

It was confirmed that the summer schedule would commence at the end of March. This would incorporate flights to Florida, Mexico and the Dominican Republic.

5 ACC ANNUAL REPORT

Alan Tolhurst asked members of the Sub-Committee to consider any issues they would wish to see incorporated within the Airport Consultative Committee's Annual

Report. The Chair agreed to collate comments and report directly to Alan Tolhurst by the beginning of May 2006.

6 ANY OTHER BUSINESS

(i) ACC Website

Owing to the technical nature of some of the reports presented to the Sub-Committee, it was explained that the minutes of meetings were often expanded to better convey issues that members of the public were raising in respect of noise. It was hoped that his non-technical approach would serve as a more transparent explanation rather than a technical report which might not be so easily understood.

(ii) Track Keeping System

Again it was confirmed that efforts were being made to ensure that the track keeping system could be linked to the AMOS so as to provide the airport and Doncaster Council with information on aircraft departing or arriving outside the agreed routes.

7 DATE OF NEXT MEETING

The next meeting of the ACC Noise Monitoring Sub-Committee would take place on Wednesday 3 May 2006 at 10.30am at the airport.