

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

3/5/06

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NOISE MONITORING SUB-COMMITTEE

3 MAY 2006

PRESENT: Councillor Pat Bartlett (Chair),
John McCabe (DMBC Environmental Health) (Vice-Chair),
Alan Tolhurst (Chairman ACC),
Councillor Patricia Schofield & Councillor Yvonne Woodcock (DMBC),
Lynn Hunter (Parish Councils Airport Liaison Group),
Julian Proudman (Bassetlaw District Council),
Clare Wilson (RHADS),
Peter Nears (Peel Holdings),
Martin McCarthy (South Yorkshire Joint Secretariat).

1 **MINUTES**

RESOLVED – The minutes of the last meeting of the Sub-Committee held on 21 February 2006 were considered and agreed.

2 **ROBIN HOOD AIRPORT – ANNUAL NOISE REPORT**

Clare Wilson presented the Draft Annual Noise Report to the Sub-Committee. This was a requirement of the Section 106 Agreement between Doncaster MBC and the Airport operator. The document would also be available to the public after presentation to Doncaster MBC. It was agreed that a copy of the document be included on the Consultative Committee's website.

The report included details on measures taken to minimise airborne aircraft noise, noise preferred routes, runway utilisation, aircraft types using the Airport, the Quota Counts Points System and the Sound Insulation Grant Scheme.

The Sub-Committee discussed in particular, runway utilisation and the concerns raised by a number of residents in the Bawtry area at the number of flights taking off to the South. John McCabe confirmed that the majority of complaints DMBC received were relating to departing aircraft. It was confirmed that 59% of departures were to the South and 41% to the North. These figures included training flights.

It was confirmed that a number of airlines were taking interest in the Airport and requests would be received for training flights to be undertaken for them to make initial assessments. Clare Wilson confirmed that in respect of complaints received by the Airport Operator, the majority in respect of Bawtry were in relation to arriving aircraft and the visual presence of the aircraft as opposed to noise.

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3/5/06

Training flights understandably involved a circular motion of the Airport and could average 20 to 30 movements per day. When training flights were excluded from the figures, it was reported that the Airport was operating within about 1% of the figure anticipated within the Environment Study prepared prior to the Airport's opening as regards the ratio of take-offs and landings combined which took place to the north and south. The Airport Operator was seeking to attain a balance in terms of aircraft movement in line with the Section 106 Agreement, which encouraged both take-offs to the north and landings from the north and was not concerned purely with take-offs in its wording. That said there would always be factors outside the control of the operator, e.g. aircraft separation, the weather, and these were noted in the Section 106.

John McCabe confirmed that Doncaster MBC had put together an information paper which explained runway movement. He asked that figures in the noise report on runway utilisation incorporate training flights. In respect of training flights, it was confirmed that the Airport's policy was that an aircraft could fly for a maximum of a 2 hours session with 1 hour respite in between sessions. No training flights were permitted after 9.00 pm. Councillor Woodcock asked that the Airport incorporate this information in a newsletter/press release as this was likely to allay concerns expressed by the local community. Peter Nears confirmed that this was an example whereby the Airport had taken notice of concerns expressed by the public and training flights now had to operate within these guidelines. The policy was now more stringent than the one set out in the original planning conditions, which had a time limit of 11.00 pm.

It was confirmed that the Sound Insulation Grant Scheme was again being reviewed to take account of the results obtained from the siting of the mobile noise monitor at a range of locations over the year and an analysis by the Airport's noise consultants of the distribution of noise complaints. Consideration was being given to including some additional properties currently on the borders of the scheme. Suggestions were passed to DMBC Environmental Health for their consideration.

Dispensation on QC4, which would assist the Airport in its business development, particularly in the area of freight movement, was discussed. The Airport was working closely with Doncaster MBC to ensure all factors were addressed.

In respect of noise complaint statistics, it was confirmed that over the first year of operation, 880 complaints had been received from 210 individuals. One person had made in excess of 400 complaints.

Clare Wilson informed the group about Peel Airports' commitment to The Sustainable Aviation Strategy. Robin Hood Airport now sits on the Noise Abatement working group looking at measures to minimise noise with other Airports, Airlines and other industry groups. She agreed to feed in the outcome of this work to future meetings of the Sub-Committee.

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It was reported that in respect of the Track Keeping System, and as a result of on-going difficulties with regard to data compatibility, the Airport had taken the decision to install primary radar at the Airport and a secondary radar system to be provided from the existing facility at Claxby. Once this was up and running, the movement of aircraft could be better traced. This information would be directly linked to computers at Doncaster MBC.

3 ROBIN HOOD AIRPORT COMMUNITY FUND

The Community Fund had been established by the Airport to further links between the Airport and local communities who supported local projects. For a number of years now the Airport had given support to a number of local projects and initiatives. The fund now placed that support within a more formal structure and would allow the Airport to better manage the process and to integrate it with certain environmental charging policies it was now introducing.

The funding criteria covered the following:-

- Youth projects related to educational sport.
- Community development projects.
- Small scale local regeneration projects.
- Environmental or conservation projects, including nature conservation/heritage.

The Sub-Committee welcomed the introduction of the Community Fund and wished it success.

4 ANY OTHER BUSINESS

(i) Traffic Lights – Mosham Road/Gatehouse Lane

It was confirmed that workmen had found an electricity main close to this site and were awaiting it's re-siting before completing work.

5 DATE OF NEXT MEETING

It was confirmed that the next meeting of the Airport Consultative Committee Noise Monitoring Sub-Committee would take place on **Wednesday, 6 September 2006, at 10.30 am at the Airport.**