

## **ROBIN HOOD DONCASTER/SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE**

### **NOISE MONITORING SUB-COMMITTEE**

**29 NOVEMBER 2006**

PRESENT: Councillor Pat Bartlett (DMBC) (Chair).  
Councillors Patricia Schofield and Yvonne Woodcock (DMBC),  
Alan Tolhurst (Chairman ACC),  
Julian Proudman (Bassetlaw DC),  
Lynn Hunter (Parish Council's Airport Liaison Group),  
Clare Wilson (RHADS),  
Martin McCarthy (South Yorkshire Joint Secretariat).

Apologies for absence were received from John McCabe (DMBC) and David Ryall (RHADS).

#### 1 **MINUTES**

RESOLVED – The minutes of the last meeting of the Sub-Committee held on 6 September 2006 were considered and agreed.

Clare Wilson confirmed that she was now producing regular articles for local community newspapers. Consideration was being given to extending this process to other community newspapers across Doncaster and possibly beyond. The Airport was also considering the possibility of producing its own newsletter.

The Chair agreed to contact DMBC Highways Authority with regard to traffic light synchronisation at the main entrance to the Airport.

#### 2 **NOISE MONITORING REPORT**

Clare Wilson, Environment Co-ordinator at Robin Hood Airport, outlined to the Sub-Committee the latest position in respect to the following:-

- (i) **Correlation of Monthly Noise Data** – The Airport was now in a position to provide correlative data in respect of air traffic movements and noise monitoring at the Airport. Figures presented were for the period May 05 – June 06. The Noise Monitoring Terminals were based at Bawtry in the South and Boston Park Farm in the North. Information related to both arrivals and departures. Measurements confirmed the Airport was operating within agreed limits.

Primary radar was in operation at the Airport. It was hoped the Track Keeping System would be installed during December and be fully operational in early spring. It was emphasised that the system was purely a monitoring device.

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That said it would provide valuable information about aircraft flight paths and if there had been any deviation from that agreed. It would be able to provide information in respect of height and location at any point. Doncaster MBC would be able to access this information at any time for monitoring purposes.

- (ii) **Noise Sanctions Policy** – It was confirmed that since the policy was introduced, 3 aircraft had been penalised for exceeding accepted noise levels. Penalties incurred arranged from £500 to £700. Putting the figure into context, it amounted to 3 aircraft out of 1,291 aircraft movements.

The portable noise monitor was being fully utilised and a number of locations were already identified for monitoring during the course of the next year. Julian Proudman confirmed that some concerns had been expressed by Everton Parish Council. This was one of the locations where the noise monitor would be positioned during 2007.

- (iii) **Night Noise Quota Count Point** – Each aircraft was allocated a noise value “Quota Count Point”, ranging from 0.5 – 16. The Airport was allocated 3,500 quota count points for the first summer period rising to 5,000 quota count points in the fifth summer season on a pro rata basis. Figures highlighted that to date the Airport had only used 436 QCPs of the total allotted.
- (iv) **Runway Utilisation** – For the period May to October 2006, there had been just under 5,000 combined movements (departure and arrival) to the North and approximately 3,200 movements to the South.
- (v) **Noise Complaints** – It was pleasing the report the number of complaints had fallen compared to the same period (April – October 2005). Isolated complaints had occurred during October 2006 from Mattersey, Mattersey-Thorpe and Everton. The majority of complaints still came from Bawtry and individuals in Hatfield Woodhouse and Moorends. It was reported that there had been a reduction in training movements around the Airport, although an Oasis Hong Kong 747 had undertaken a number of training movements the previous week.
- (vi) **Sound Insulation Grant Scheme** - It was reported that a total of 10 properties had taken up the offer of the South Insulation Grant Scheme. The Airport had recently reviewed the Scheme and subsequently agreed to include a further 195 properties. It was stressed that there was not currently a requirement for the Airport to extend the Scheme, however a meeting was to take place shortly with Doncaster MBC to consider these proposals. So far, the take up was approximately 10% but it was confirmed that residents had 10 years in which to make a request for funding from SIGS. Members considered a map which highlighted where extensions to this Scheme were proposed.
- (vii) **Community Fund** – It was reported that 6 community projects had been funded so far, totalling £4,155 since its launch in April 2006. The Committee

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congratulated the airport on its cardboard recycling initiative which had so far raised over £1,100 in support of the Community Fund. This had been added to the £1,700 which had been received as a result of noise penalties issued to aircraft operators in breach of the night noise sanctions policy. Application forms for the Community Fund could be downloaded from the Robin Hood Airport Website.

- (viii) **Last Call Carbon Off-setting Scheme** – This Scheme had been reported at the last meeting of the Sub-Committee. To date the Scheme had collected approximately £30 at Robin Hood Airport. It's sister airports of Liverpool John Lennon and Durham Tees Valley had collected in the region on £250 each. Clare Wilson confirmed that she would be seeking to promote the Scheme further through community newsletters and on the Airport website in the hope that more passengers would be persuaded to off-set the carbon emissions that their flight created by making a donation.

The Sub-Committee thanked Clare for her report.

**3 ANY OTHER BUSINESS**

- (i) Presentation – Airport Consultative Committee 8 December 2006 – Alan Tolhurst urged any member of the Sub-Committee to attend the ACC on 8 December 2006, when Robin Thomas was to give a presentation on Airspace Policy.
- (ii) CDA Approach - It was confirmed that the airport were in discussions with Boeing in respect of aircraft arriving at Robin Hood Airport adopting the process of Continual Decent Approach. The benefits of this approach it was hoped would reduce noise levels, save fuel and therefore reduce emissions. This was likely to be an issue that would be considered at a future meeting of the Committee.
- (iii) Airport Operators Association Website – Clare drew member's attention to a document produced by the AOA which provided general guidance on airport operation. It was felt that it might be a useful reference document for members of Airport Consultative Committees.

**4 DATE OF NEXT MEETING**

The Schedule for meetings of the ACC and its Sub-Committees during 2007 would be considered at the meeting of the Airport Consultative Committee on 8 December 2006 and communicated to all members thereafter.

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