

**ROBIN HOOD DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE**

**NOISE MONITORING SUB-COMMITTEE**

**13 MARCH 2007**

PRESENT: Councillor Pat Bartlett (DMBC) (Chair).  
John McCabe (DMBC), Councillor Patricia Schofield (DMBC),  
Councillor Chris Stringer (North East Bassetlaw Forum), Alan Tolhurst  
(Chairman ACC), Tony Nash (Bassetlaw District Council), Clare Wilson  
(RHADS), Martin McCarthy (South Yorkshire Joint Secretariat).

Apologies for absence were received from Julian Proudman (Bassetlaw DC), David Ryall (RHADS), Lynn Hunter (Parish Council's Airport Liaison Group) and Councillor Yvonne Woodcock (DMBC).

1 **MINUTES**

RESOLVED – The minutes of the last meeting of the Sub-Committee held on 29 November 2006 were considered and agreed.

2 **NOISE MONITORING REPORT**

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

- (i) **Correlation of Monthly Noise Data** – It was pleasing to report that the production of monthly noise data for consideration by Doncaster MBC was back on track. The Airport had been experiencing some difficulties in meeting deadlines owing to the fact that data was at present being collated manually.

The Sub-Committee considered data relating to noise movements for the period May 2005 – December 2006, and it was noted that noise levels remained within a range of 2 decibels and within agreed noise limits. Noise levels in respect of arrivals from the South, were slightly higher as a result of the noise monitor being situated 1 kilometre nearer to the Airport than the monitor measuring noise levels at the northern end of the runway.

- (ii) **Night Noise Sanctions Policy** – It was reported that following the implementation of a Night Noise Sanctions Policy in November 2005, the airport were currently in discussions with Doncaster MBC regarding a review of this policy. A meeting had recently taken place between Doncaster MBC, the Airport operator and an acoustic consultant to consider the implications of a change in the policy.

It was reported that the airport had recorded quieter aircraft movements than had originally been expected. The noise levels from aircraft using Robin Hood

Airport fell between Quota Count Point 0.5 and quota count 1. More 0.5 aircraft than quota count 1 aircraft (80%) movements had been recorded. This average was low for the year.

The issue was whether or not changes be made to the policy to reflect the lower noise levels recorded from such aircraft. Staff had looked at other airports and considered in respect of airspace and track keeping data in determining this approach. The view was that given the length of time the airport had been in existence, it was perhaps too early to make such a judgement.

This information had been presented to Doncaster MBC and John McCabe confirmed that at the next meeting of the Sub-Committee, a presentation would be provided on the outcome of these deliberations before a formal report was submitted to Doncaster MBC's Planning Committee.

The Sub-Committee welcomed the opportunity to consider this issue in more detail and looked forward to the presentation at its next meeting.

- (iii) Night Noise Quota Count Point – As reported at previous meetings, each aircraft was allocated a noise value, (Quota Count Point, QCP), ranging from 0.5 – 16. The Airport was allocated 3,500 QCPs for the first summer period, rising to 5,000 QCPs in the fifth summer season on a pro-rata basis. The Sub-Committee considered a table outlining movements and Quota Count Points used for the summer and winter season 2006/07. It was noted that for the winter season, the airport still had 2,360.5 Quota Count Points to utilise.

It was reported that the Track Keeping System had been installed and commissioning tests had commenced. It was hoped that within the next two months, the system would go live and ultimately provide stakeholders with detailed information on flight movements arriving and departing Robin Hood Airport.

The Sub-Committee again congratulated the Airport operator on installing this equipment, which was well in advance of that negotiated within the original planning agreement

- (iv) Runway Utilisation – The Sub-Committee considered a table outlining the combined departures and arrivals for each runway to the North and South of the Airport. For the period November 2006 to January 2007, it was noted that just under 3,000 movements had been recorded at the North end of the runway and approximately 2,100 movements to the South of the runway. This was in accordance with the original Section 106 Planning Agreement.
- (v) Noise Complaints – The Committee were pleased to note that overall the number of complaints with regard to noise was gradually reducing. It was

reported as in previous meetings, that the majority of complaints were from Bawtry residents.

- (vi) Sound Insulation Grant Scheme – As reported at previous meetings, the Airport had reviewed its Sound Insulation Grant Scheme and included a further 195 properties within the Scheme. The extension would develop in phases and it was reported that the Scheme would be extended further into Bawtry. It was pleasing to report over 40 surveys had taken place to date in the Bawtry area.

Understandably, the Airport was not able to offer grants to pay for glazing works previously installed. The approved scheme required the Airport's appointed specialist contractor to carry out the work as part of the process involved installation of mechanical ventilation. Should a resident have already installed glazing works or were about to install glazing works, it was not a condition of the Section 106 Agreement to reimburse the resident the value of the grant.

Clare Wilson briefly outlined some of the community initiatives the Airport were currently engaged in. A more comprehensive report was to be submitted to the Community Sub-Committee.

### 3 AIRSPACE CHANGE PROPOSAL

The Sub-Committee considered a letter sent on behalf of the Airport Consultative Committee to the Airport operator as part of the consultation process with regard to the proposed airspace change at Robin Hood Airport.

Alan Tolhurst, Chairman of the ACC, confirmed that an Extra Ordinary Meeting of the Airport Consultative Committee had recently received a presentation on the proposals and had the opportunity to ask questions on the effect such a proposal would have, not only to aircraft movements in the vicinity of the Airport, but also to local communities. The proposal included issues on safety, noise and the environment.

The Sub-Committee considered the implications and whether or not the proposals would have a marked effect on these issues.

The Sub-Committee congratulated the Airport on the transparent and extensive consultation process they had undertaken. All comments with regard to the Airspace Change Proposal would be considered by the Civil Aviation Authority before approval was granted.

### 4 DESIGNATION/DE-DESIGNATION OF AIRPORTS UNDER SECTION 40 OF THE AIRPORTS ACT 1986

The Sub-Committee considered a consultation brief regarding the proposals to implement tighter security measures at certain airports and the cost implication this would have for airport operators.

At this stage it was noted that proposals were out for consultation and that were Robin Hood Airport invited to comment, they would engage in this process.

5 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee would take place on **Wednesday 13 June 2007 at 11.00 am** at the Airport. Members were asked to note that all future meetings of the Sub-Committee would commence at 11.00 am.