

**ROBIN HOOD DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE
NOISE MONITORING SUB-COMMITTEE
13/6/07**

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NOISE MONITORING SUB-COMMITTEE

13 JUNE 2007

PRESENT: Cllr Pat Bartlett (Chair) (DMBC),
John McCabe (Vice-Chair) (DMBC, Environmental Health),
Marianne Stewart (DMBC, Environmental Health), John Turner (DMBC,
Planning), Cllr Patricia Schofield (DMBC), Lynn Hunter (Parish Councils
Airport Liaison Group), Alan Tolhurst (Chairman, ACC), Clare Wilson
(RHADS), Martin McCarthy (South Yorkshire Joint Secretariat).

Apologies for absence were received from Cllr Chris Stringer (Bassetlaw
North East Forum).

1 **MINUTES**

RESOLVED – The minutes of the last meeting of the Sub-Committee held on
13 March 2007 were considered and agreed.

2 **NOISE MONITORING REPORT**

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

- (i) **Correlation of Monthly Noise Data** – The Sub-Committee considered data
relating to noise movements for the period January 2006 – March 2007. The
data incorporated noise measurements for Boeing 737-300 average monthly
arrivals and departures, using the Noise Monitoring Equipment situated at
Bawtry Hall and Boston Park Farm.

It was confirmed that the two monitors were not equidistant from the ends of the
runway and as such adjustments were made in order to provide accurate
correlation. The figures recorded were the maximum noise level during the
whole noise movement, i.e. when an aircraft was either arriving or departing.

The monitor at Boston Park Farm did pick up other non-aircraft noise and as a
result there was a proposal to adjust the trigger level, currently 60dB, to 65dB
which was the same as at Bawtry.

John McCabe confirmed that this move would not affect the accurate noise
measurements of aircraft on departure or arrival.

The Sub-Committee queried whether or not an alternative location to Boston
Park Farm should be considered.

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- (ii) **Runway Utilisation** – The Sub-Committee considered figures highlighting the combined departures and arrivals for each runway to the North and South of the airfield. Overall, the number of movements were more frequent to the North, which was in accordance with the Section 106 Planning Agreement.

The question was asked whether or not the preferred option of aircraft movement to the North was to placate residents of Bawtry. It was pointed out that there were a number of factors taken into consideration regarding aircraft movement, not least of which the prevailing wind.

The Airport made every effort to minimise the effect of aircraft movements on communities within the Airport's flight paths.

- (iii) **Noise Complaints** – It was reported that overall the number of complaints was gradually falling in relation to air traffic movements. The majority of complaints came from residents in Bawtry and isolated individuals in Hatfield Woodhouse and Moorends. Members noted the significant increase in individual complaints during the month of May. It was confirmed that this figure had not as yet been properly audited, but it was acknowledged that a number of complaints had been received from Bawtry residents following one particular flight on 19 May. Conditions on this day were not good and the aircraft may very well have been slightly lower in its descent.

- (iv) **Sound Insulation Grant Scheme** – The Airport had recently reviewed its Sound Insulation Grant Scheme and incorporated a further 195 properties. The Scheme would be extended in phases and particular emphasis had been given to properties in Bawtry. 40 surveys had taken place to date and 4 residents expressed an interest in the Scheme.

As previously reported, the Airport would not be offering the Grant to pay for glazing work previously installed. The approved Scheme required the Airport's appointed specialist contractor to carry out the work.

- (v) **Night Noise** – The Sub-Committee considered the latest position with regard to night noise and the Quota Count Point System. The Sub Committee noted that figures indicated the Airport was unlikely to exceed its Quota Count Points total for the current season.
- (vi) **Night Noise Sanctions Policy** – An interim Night Noise Sanctions Policy had been implemented in November 2005. Airport operators were currently in consultation with Doncaster MBC in regard to a review of the policy . A policy proposal will be submitted to Doncaster MBC from the Airport.

In undertaking this review, consideration was being given to the first year's noise data and sanctions policies operated at other UK airports. There were a

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number of factors that could influence this proposal, not least of which was the change in airspace and the additional data that would be collated once the Track Keeping System was introduced. The intention was to collate comprehensive, robust data recordings to assist in the assessment of this proposed change in policy.

John Turner from Doncaster MBC's Planning Directorate confirmed that any request to amend the Policy was likely to result in a requirement to submit a report to DMBC's Planning Committee. Whilst this might very well delay the process, he agreed that it would benefit from having as much data as possible to consider.

John McCabe reaffirmed the Sanctions Policy available to DMBC, which stated that:

“the noise level at which a sanction can be applied to an operator, is the corrected departure noise level which is greater than 6Db greater than the average corrected departure noise levels at the specified noise monitor for the aircraft type, or until sufficient data had been collected at the RHA monitors.....”

The Sub-Committee considered a recent contravention of the S106 . A QC4 aircraft had departed Robin Hood Airport bound for Liverpool John Lennon Airport at 04.50 hrs on 23 May 2007. The aircraft was to be used to transport Liverpool Football Club supporters en route to the Champions League Football Final in Athens. Owing to significant traffic at Liverpool John Lennon, the aircraft had been on hold at Robin Hood Airport. Since opening the Airport had only made one further request for dispensation from the Quiet Operations Policy. It was confirmed that only 2 complaints had been received as a result of this flight.

Councillor Schofield acknowledged the explanations given but stressed that the movement was still in contravention of the S106 and that this point should be taken into consideration by the Authority's Planning Committee and if it were felt pertinent, sanctions should be imposed. It was confirmed that the Airport had notified DMBC in writing one week before the potential flight.

John Turner confirmed that given the fact that only two flights had so far exceeded the Policy, it was unlikely that the Planning Authority would impose any sanctions.

Councillor Schofield asked that this issue be considered at the next meeting of the Airport Consultative Committee to obtain Members views and that this be recorded pending consideration and review of the policy.

Robin Hood Airport was an evolving airport, and as such was trying very hard to develop its core business. The Airport took seriously the various requirements

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set out in the Section 106 Planning Agreement and would continue to work closely with DMBC to ensure that it remained a good neighbour and a driver for regeneration in the region.

3 ANY OTHER BUSINESS

- (i) **Portable Noise Monitor** – It was confirmed that the noise monitor would be positioned in Blaxton over the coming week.
- (ii) **Sub-Committees** – The ACC had two sub-committees, (Noise Monitoring and Community), but it was acknowledged that there were other forums established to consider other issues relating to the Airport's operation. Most notably these were the Air Transport Forum which primarily looked at surface access issues and the Health Impact Group which considered environmental issues pertinent to the Airport's operation.

4 DATE OF NEXT MEETING

It was confirmed that the next meeting of the ACC Noise Monitoring Sub-Committee would take place on Thursday 27 September 2007 at 11.00 am at the Airport.