

ROBIN HOOD AIRPORT DONCASTER SHEFFIELD CONSULTATIVE COMMITTEE

NOISE MONITORING SUB-COMMITTEE

25 JUNE 2009

PRESENT: Councillor P Schofield (in the Chair)
Councillor C Stringer (North East Bassetlaw Forum)
A Bosmans (FODSA)
J Proudman (Basset Law DC)
D Lindley (Parish Council Liaison Group)
Councillor Y Woodcock (Doncaster MBC)
A Tolhurst (ACC)

J McCabe, B Leary and P Ford (Doncaster MBC)
P Nears, C Wilson, M Morton, A M Pike, M D Wilshaw (RHADS)

1 COUNCILLOR P SCHOFIELD

Councillor P Schofield informed the meeting that she had been appointed to the post of Deputy Mayor of Doncaster. Members congratulated Councillor Schofield on her appointment.

2 COUNCILLOR P HAIGH

L Cooksey informed the meeting that Councillor P Haigh had resigned from the Committee on health grounds.

Members requested that the Secretary write and thank Councillor Haigh for all her contributions to the work of the Committee.

Action:

L Cooksey to seek new nomination from Rossington P C

3 MINUTES

RESOLVED – That the Minutes of the meeting of the Sub-Committee held on 26 March 2009 be received.

4 AIRPORT NOISE REPORT

C Wilson presented the Noise Monitoring report for the period April 2009 – June 2009.

The Committee noted that in relation to runway utilisation, arrivals were predominately from the North, departures were more evenly spread, there were slightly more departures to the South.

The review of the Noise Sanctions Scheme had been completed. The noise and track keeping system was now working better.

C Wilson reported that in May 54 complaints had been received, 44 from 1 person.

ACTION: (i) C Wilson to arrange meeting with complainant, in order to explain how the noise monitoring and track keeping system worked. Chair and J McCabe and one representative from the Airport to attend.

(ii) C Wilson to draft a policy regarding potentially vexatious complainants.

With regard to Night Noise Provisions the Committee noted that the Airport had drafted an application to update night noise provisions and to alter restrictions on night cargo operations at the Airport which was to be submitted to Doncaster MBC over the coming weeks.

The application was made to update the part of the Night Noise Provisions which delineates the Quota Count Points assigned to aircraft types in line with the latest guidance in (September s4/2008) to the UK AIP, published 28 February 2008.

The application was also made to vary the part of the Night Noise Provisions which restricted operations at night by QC4, QC8 and QC16 aircraft, delineated in the Quiet Operations Policy, paragraph 8.2 of the Third Schedule of the Section 106 Agreement dated 12 March 2002 between Doncaster Metropolitan Borough Council and Peel Airports (Finningley) Limited (now Doncaster Sheffield Airport Limited).

The proposed variations would permit the envisaged limited use of QC4 aircraft during the night time hours, subject always to the overriding restrictions on night time flights set by the overall Quota Counts Limits. These aircraft were not subject to any restrictions on activity during the day. It would also tighten up the current RHADS restrictions on the use of QC8 and QC16 aircraft at night so that these would be completely prohibited. This application sought no change in the maximum number of annual aircraft movements. It also did not seek any other variation to the Quiet Operations Policy. In particular, as noted above, the overriding night noise budget (night quota count limit) would be retained.

The effect of making these variations would be to bring the restrictions on the types of aircraft that may operate at the Airport at night into line with those adopted at most other UK regional airports.

P Nears stated that in practice the latest Master Plan forecasts for 2016 indicated a future large freighter usage of only 43 movements during night-time hours in a calendar year. The Airport felt that it should be recognised that operators would find it difficult to operate to a ceiling figure of movements which did not provide for some commercial flexibility. Given the objective was to attract operators, it was felt that a figure of 150 movements a year (3 a week) provide sufficient flexibility, whilst potentially giving the certainty of an overall cap on QC4 night-time operations.

The approval of the Sound Insulation Grants Scheme (SIGS) would offer protection to extra properties if in contrast to the forecast, sufficient QC4 aircraft to affect significantly night-time noise arise.

If the night-time restriction was altered to be in line with most UK airports, i.e. bans on QC16 and QC8 operations only, the Airport would be able to compete fairly for the jobs. By retention of the night-time QC budget, the overall night-time noise would not increase above that already approved.

RESOLVED – That the Committee agrees to receive and welcomes the application to update Night Noise Provisions and to alter restrictions on night cargo operations.

NB: J MCCABE, B LEARY AND R FORD ABSTAINED FROM VOTING.

5 MASTER PLAN FEEDBACK

The Sub-Committee noted that a 19 week public consultation exercise had been held by the Airport, publicising and seeking views on the Airport Master Plan. Exhibitions had been held at the Meadowhall Shopping Centre and the Frenchgate Centre, as well as a variety of smaller locations. The consultation had attracted a lot of media interest. A suite of documents had been produced in a variety of formats including CDs and leaflets, information was also placed on the Airport's website, which subsequently received over 10,000 hits.

The Airport received over 2,000 responses to the consultation from a variety of stakeholders, companies and individuals throughout the region, during the 19 week consultation period.

The Airport had published a report summarising the consultation process. The key findings to date showed a large majority of individuals and organisations were strongly in favour of expansion plans put forward by Doncaster Sheffield Airport, to

accommodate forecasts growth in passengers and freight through to 2030. The report clearly demonstrated high levels of support for the Draft Master Plan proposals, with some 84% of respondents from a wide local and regional area giving their overall support for the plans. Feedback from the public and various stakeholder organisations who answered a series of questions designed at gauging levels of public support for key elements of the Airport's medium and long term plans, included:

- 82% agreed with the Airport's vision to serve as an international gateway, whilst continuing to be a good neighbour, meeting sustainability criteria and supporting the regeneration of the local community.
- 86% supported the Airport's proposals to expand passenger services with a greater range of destinations.
- 63% agreed that the Airport was doing enough to address environmental impacts associated with its growth.
- 79% supported the provision of the Finningley and Rossington Regeneration Route Scheme (FARRRS).

The next step for the Airport was to answer the individual comments raised during the consultation process on the website.

A Tolhurst congratulated the authors of the Master Plan for presenting what was a complex matter in a way that could be easily understood by a non-professional audience.

6 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Sub-Committee would be held on Thursday 24 September 2009 at 11.00am.

CHAIR

WP046929
7/7/09