



## Consultative Committee

**South Yorkshire Joint Authorities  
Governance Unit**

Town Hall, Church Street  
Barnsley, South Yorkshire S70 2TA.

[www.barnsley.gov.uk/dsa](http://www.barnsley.gov.uk/dsa)

Our ref: DSACC/AIS

Your ref:

Date: 21 February 2022

This matter is being dealt with by: **Andrew Shirt** Direct Line: **01226 772207**  
e-mail: **andrewshirt@barnsley.gov.uk**

Dear Member

### **DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE** **THURSDAY 15 JULY 2021**

I write to inform you that the next meeting of the Doncaster Sheffield Airport Consultative Committee will be held on **Thursday 15 July 2021 at 10.00 am**

Please note car parking is available in Heyford House staff car park; access can be gained by pressing the 'help' button.

The agenda and supporting papers are attached for information.

Yours sincerely

A handwritten signature in black ink that reads 'ASHIRT'.

Andrew Shirt  
Committee Secretary

Encs

## **Membership:**

Alan Tolhurst OBE (Chair)

Neal Biddle (Peel Land and Property), Councillor Joe Blackham (Doncaster MBC), Stacey Boote (Doncaster Sheffield Airport), Andrew Bosmans (FODSA), Councillor Steve Cox (Doncaster MBC), Jade Dyer (Doncaster Chamber), Gareth Finch (Peel Land and Property & Doncaster Sheffield Airport), Councillor Robin Franklin (Barnsley MBC), Andrew Gates (SCR Mayoral Combined Authority), Councillor Martin Greenhalgh (Doncaster MBC), Chris Hall (Doncaster MBC), Councillor Barry Johnson (Doncaster MBC), Councillor Glyn Jones (Doncaster MBC), Peter Kennan (SCR LEP Private Sector Board Member), Councillor Denise Lelliott (Rotherham MBC), Councillor Jessie Milne (West Lindsey District Council), County Councillor Chris Pearson (North Yorkshire County Council), Councillor Clio Lyndon Perraton-Williams (Lincolnshire County Council), Councillor David Pidwell (Bassetlaw District Council), Adrian Platts (Doncaster Chamber), Councillor Chris Rosling-Josephs (Sheffield City Council), Marina Di Salvatore (West Lindsey District Council), Mark Sewell (Doncaster MBC), Andrew Shirt (Committee Secretary, Barnsley MBC), Kate Stow (Doncaster Sheffield Airport), Tom Sutton (Sheffield Chamber of Commerce), County Councillor Nigel Turner (Nottinghamshire County Council) and Yvonne Woodcock BEM (Ex-Officio)

## **Noise Monitoring & Environmental Sub-Committee representatives:-**

Town Councillor Alan Cropley (Bawtry Town Council) and Parish Councillor Norma McCarron (Blaxton Parish Council)

## **Purpose of the Doncaster Sheffield Airport Consultative Committee**

The Doncaster Sheffield Airport Consultative Committee provides the mechanism for the exchange of information between the Airport Operator (Peel Airports Ltd), users of the airport, local authorities in the vicinity airport and other organisations surrounding the airport which have an interest in the operations and management of the airport. Specifically, the Committee is:

- a. To foster communication and build understanding between the airport, its users, local residents and the business community.
- b. To stimulate the interest of the local population in the development of the airport.
- c. To consider the impact of the airport operation on the environment, surface access, employment, the local and regional economy, and the circumstances of local communities and their residents.
- d. To monitor the implementation of the Airport Operator's commitments made under the S106 Agreement between the Airport Operator and Doncaster Metropolitan Borough Council.
- e. To consider and comment upon consultative reports, as required.
- f. To facilitate constructive discussion to resolve differences, when required.



# DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

15 JULY 2021

## AGENDA: Reports attached unless stated otherwise

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2	Announcements	
3	Minutes of the meeting held on 15th April 2021	1 - 10
4	Matter Arising	
5	<p>Membership Update</p> <p>Members are requested to note the following changes of membership on the Airport Consultative Committee:</p> <ul style="list-style-type: none"><li>➤ Doncaster MBC have appointed Councillor Joe Blackham (in place of ex-Councillor Bill Mordue).</li><li>➤ Doncaster MBC have appointed Councillor Barry Johnson (in place of ex-Councillor Mick Cooper).</li><li>➤ Doncaster MBC have appointed Councillor Glyn Jones as the SASIG Member.</li><li>➤ Doncaster MBC have re-appointed Councillors Steve Cox and Martin Greenhalgh to the Committee.</li><li>➤ Bassetlaw District Council have re-appointed Councillor David Pidwell and Councillor Sybil Fielding (as Substitute).</li><li>➤ Sheffield City Council have re-appointed Councillor Chris Rosling-Josephs.</li><li>➤ Barnsley MBC have re-appointed Councillor Robin Franklin.</li><li>➤ Nottinghamshire County Council have appointed County Councillor Nigel Turner (in place of County Councillor Tracey Taylor).</li></ul>	
6	Airport Business Update	Verbal

		Report
7	Community Investment Fund Update	Verbal Report
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## Consultative Committee

### DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

15 APRIL 2021

PRESENT: Alan Tolhurst OBE (Chair)  
S Boote (Doncaster Sheffield Airport), A Bosmans (FODSA), S Cox (Doncaster MBC), G Finch (Peel Land and Property & Doncaster Sheffield Airport), A Gates (SCR Mayoral Combined Authority), M Greenhalgh (Doncaster MBC), P Kennan (SCR LEP Private Sector Board Member), D Lelliott (Rotherham MBC), J Milne (West Lindsey District Council), B Mordue (Doncaster MBC), County Councillor C Pearson (North Yorkshire County Council), D Pidwell (Bassetlaw District Council), C Rosling-Josephs (Sheffield City Council), A Shirt (Committee Secretary), K Stow (Doncaster Sheffield Airport) and T Taylor (Nottinghamshire County Council)

Guest: N Biddle (Peel Land and Property)

Noise Monitoring & Environmental Sub-Committee representatives:-  
Town Councillor A Cropley (Bawtry Town Council),  
Parish Councillor N McCarron (Blaxton Parish Council) and  
Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: J Dyer (Doncaster Chamber), Councillor R Franklin (Barnsley MBC), C Hall (Doncaster MBC) and Councillor C Perraton-Williams (Lincolnshire County Council)

#### 1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the April meeting of the Airport Consultative Committee (ACC).

Peter Kennan (Sheffield City Region LEP, Private Sector Board Member), Andrew Gates (Assistant Director, Strategic Corporate Affairs, Sheffield City Region Mayoral Combined Authority) and Stacey Boote (Communications and Marketing Manager, Doncaster Sheffield Airport) were all welcomed to their first meeting of the ACC.

Apologies for absence were noted as above.

#### 2 ANNOUNCEMENTS

A Tolhurst opened the meeting and said that we are currently in day 4 on the road out of lockdown and the weather had matched the lightening of the national mood. There had been numerous iterations of recovery plans which had been required to adjust to the unfolding and wholly unpredictable circumstances that have enmeshed us all.

Like hospitality, the travel industry has had to weather the storm and tried to chart a return to normality – or at least try to predict what the new normality will look like.

The main challenge has been trying to cope with vaccination programmes progressing at different rates in different countries. Nonetheless, there is some optimism that economic growth will soon return as people regain the freedom to travel internationally.

On Monday, the government confirmed it is planning a traffic light system with countries graded green, amber and red, according to a variety of factors. The plan has in general been welcomed, although there has been strong reaction from some parts of the industry: another example of not being able to please everyone at the same time.

Members' attention was drawn to the latest UKACCs New Bulletin, which included a link to a Transport Select Committee evidence session on the Global Travel Task Force held on 14<sup>th</sup> April 2021 with evidence heard from representatives from the Association of British Travel Agents (ABTA), International Air transport Association (IATA), British Airline Pilots' Association (BALPA) and the Chief Solution Officer at Heathrow Airport.

News had emerged today that, passengers arriving at Heathrow were being forced to queue for up to 6 hours due to Coronavirus checks at Border Control. It was only hoped that by 17<sup>th</sup> May when international travel was expected to resume that queues are significantly reduced.

3 MINUTES OF THE ORDINARY ACC MEETING HELD ON 28TH JANUARY 2021 AND ACTIONS UPDATE

RESOLVED – That the minutes of the Ordinary meeting of the Airport Consultative Committee held on 28<sup>th</sup> January 2021 be agreed as a correct record.

4 MINUTES OF THE ACC ANNUAL GENERAL MEETING HELD ON 28TH JANUARY 2021

RESOLVED – That the minutes of the Annual General meeting of the Airport Consultative Committee held on 28<sup>th</sup> January 2021 be noted.

5 MATTERS ARISING

There were no matters arising from the minutes of the Ordinary meeting and Annual General Meeting held on 28<sup>th</sup> January 2021.

6 UKACCS RESPONSE TO GLOBAL TRAVEL TASKFORCE

The Committee noted the contents of a UKACCs submission to the Global Travel Taskforce – restarting international travel with a risk-based approach.

RESOLVED – That the Committee noted the contents of UKACCs submission to the Global Travel Taskforce.

7 AIRPORT ACTIVITIES UPDATE REPORT

K Stow provided the Committee with a verbal update on airport activities.



The following key business updates were noted:

- Following the Christmas break, there had been a reasonable expectation that travel would pick-up quite quickly during the first quarter of 2021. However, as the weeks had gone forward, it had become clear that recovery would not start during the first quarter of 2021. There had been high expectations of the Government's announcement promised on 5<sup>th</sup> April for the re-start and roadmap for aviation.

Unfortunately, Government's announcement had lacked critical detail; the aviation industry needed to understand which markets would fall into each of the categories of its proposed traffic light system and the testing regime which would be required for each category. A notice period would also be required to give notice of adjustments to any markets from 'green' to 'amber' and 'amber' to 'red'. There would also need to be a viable testing regime which would be cost effective.

At present time, most airlines were providing feedback to state that, there was insufficient clarity. There was a risk that there would not be a summer period for the airport.

The re-start for aviation scheduled for 17<sup>th</sup> May 2021 was anticipated to be quite weak, limited to a small number of markets and designed for consumers who could participate in expensive testing.

The government had promised further information to be released in early May, but this would leave a very short period up to 17<sup>th</sup> May to implement the necessary changes.

- Wizz Air had made the decision not to delay the launch of its two based aircrafts at DSA on 18<sup>th</sup> May 2021. However, at this moment in time, the routes which Wizz Air operate would not largely feature on the Government's 'Green List'. As such, it would be very difficult for Wizz Air to commence operations. DSA were in regular dialogue with Wizz Air on this issue.
- Jet2 had recently announced that they had cancelled all holidays up to 21<sup>st</sup> June 2021. TUI had not stated that they would delay their operations. This was due to TUI operating in long haul markets, which were most likely to be included on the Government's 'Green List'.
- DSA had received a number of enquiries from airlines in relation to operating training flights from the airport which were currently being considered.

Currently, DSA were supporting TUI with its training requirements. There were currently no plans for TUI pilots to fly training circuits; they would be conducting positioning flights, and as such, local communities should not notice them.

The Committee said that there had been no recent feedback from local residents with regards to training flights operating at DSA.

Members' highlighted that, initially, once training flights resumed more frequently at DSA there could possibly be an increase in complaints from local residents after a long dormant period where there had been no training activity.

A Tolhurst asked Members to notify local residents that training flights would resume in the coming weeks at DSA.

- DSA has been successful in its application for securing Government funding from the Airport and Grounds Operations Support Scheme.
- The outlook for DSA remained very challenging, but positive. A Blue Sky Budget had been produced to look at where DSA would be outside of the pandemic with a successful Wizz Air base in place and retention of TUI travel, which would see circa. 1.5m passengers (pre-crisis this had been circa. 1.2m passengers).
- Despite current issues, the airport were pressing ahead with its Terminal expansion project, following receipt of a Local Growth Fund (LGF) loan of £5m from the Sheffield City Region Mayoral Combined Authority which had been match funded by Peel Airports.

The Terminal expansion project would see a number of new features being installed, which included new gate bridges, an expanded Central Search area, new check-in technology and enhancements to the commercial retail spaces. It was anticipated that works could commence within the next few weeks.

- Freight operations continued at DSA, although traffic had reduced following the first lockdown where DSA had processed several flights containing vital PPE.
- The Vulcan to the Sky Trust had recently launched a £4m major fundraising campaign entitled 'Operation Safeguard' to secure its future and build a hangar at DSA. The support of the public via a fundraising appeal was needed to meet the total costs of the build.

The Vulcan to the Sky Trust had confirmed that it was in negotiation to secure a mortgage of up to £2.6m to enable it to build a hangar at DSA.

- In relation to Leeds Bradford airport's expansion, DSA has been asked by the press to make comments, to which, DSA had simply stated that it was supportive of airport expansion in the UK.

It was highlighted that there was planning within DSA's Section 106 to support substantial growth at the airport beyond its current traffic levels.

- Work was currently progressing with regards to developing DSA's Sustainable Growth Roadmap. Sheffield City Region Mayoral Combined Authority, LEP and Doncaster MBC colleagues were being engaged with on the development of this piece of work.
- An announcement would be made shortly in partnership with the University of Sheffield in relation to a project on sustainable aviation fuels. There was a partnership aspiration to bring a potential research and development facility to the DSA site.

- A matrix had been developed setting out key matters for the local community. These ranged from flooding in the local area to training flights. DSA would be working with Peel colleagues to manage the key issues. It was proposed that the matrix would be populated and circulated to the Committee at future meetings.

RESOLVED – That the Committee noted the updates provided.

#### 7a Airport Masterplan - Update

G Finch provided the Committee with an update on the Airport Masterplan.

The Committee were informed that there were three main zones within the Airport Masterplan. Consent had been granted in 2020 for an advanced manufacturing logistics base located to the west of the airport (Bawtry Road and High Common Lane).

Neal Biddle had recently been appointed as Development Director for GatewayEast. Neal would be responsible for the Delivery Strategy for the site. Neal was currently looking at the consented area and an initial phased Delivery Strategy for opening up the site.

Peel Land and Property would be seeking discharge of planning conditions to obtain approval to commence with the initial phase of infrastructure works to open up the site.

Discussions were taking place with Doncaster MBC colleagues with regards to developing a selective bid to the Government's Levelling Up Fund.

The Central Plaza (GatewayEast) planning application had been submitted to Doncaster MBC's Planning Department in December 2020. It was anticipated that a decision would be made in May/June 2021.

A session on the Central Plaza (GatewayEast) planning application had been provided to local residents on 10<sup>th</sup> March 2021.

Following discussion, it was noted that Councillor Cox and Parish Councillors McCarron and Worthington had attended the presentation, which had been well received by those in attendance.

G Finch highlighted that the GatewayEast scheme was not being undertaken speculatively, the scheme needed to be viable due to current market conditions.

County Councillor Taylor asked if relationships could be developed with local businesses (for example, Yorkshire Wildlife Park (YWP)) to combine opportunities.

G Finch replied that there was a good relationship between DSA / Peel Land and Property with YWP and that, he had consulted with them on the Airport's Masterplan which included the Central Plaza development. Both DSA's and YWP's facilities would drive their own demands.

A further key area within the Airport Masterplan was a central residential zone (East of Hurst Lane, North of Bawtry Road).

The Peel Land and Property subsidiary 'Northstone' (sustainable house builder) were currently looking at the first phase of the residential development. A planning application was anticipated to be submitted to Doncaster MBC around September / October 2021.

It was anticipated that Doncaster MBC's Local Plan would be adopted around September/October 2021, which incorporated the residential area as an allocation in the Local Plan for residential properties.

If the planning application was successful, it was estimated that Northstone would commence work onsite to deliver the first phase of the scheme during the first quarter of 2022.

The Committee was informed that there was a requirement when the Local Plan was fully adopted that, further work would be undertaken by Peel Land and Property and its teams on the landside areas to look at the Masterplan and its approach to developments to ensure that they were integrated and connected. Work would take place over the summer, with engagement taking place later in the year with the ACC.

Within the next 6 months, work would take place on developing a Sustainable Transport Plan for the evolution of GatewayEast, which would incorporate a refresh of the Airport's Surface Access Strategy. At this time, a Sustainability Plan for GatewayEast would also be produced.

A Tolhurst asked if there was a proposal to re-establish the Airport Transport Forum to examine the Airport's Surface Access Strategy.

In response, G Finch said that discussions would need to take place with DSA colleagues to agree if the Forum should be re-established.

K Stow added that, it may be appropriate at a later date to consult and engage with the Committee on the Integrated Transport Plan and the Airport Surface Access Strategy.

P Kennan commented that it would be beneficial to resurrect the Forum. He said he would be very interested to understand the remit of the Airport Transport Forum and if the Forum would address active travel.

In relation to the Supertram expansion in South Yorkshire, P Kennan said that work was taking place to reinvigorate access to the airport with options being considered to include a Tram Train connection from Doncaster with an option to go on to DSA.

K Stow referred to the work being undertaken on developing options for the airport rail link on the East Coast mainline. The Committee was informed that, following the feedback from the DfT, partners were now looking at a phased approach for the scheme.

P Kennan added that a paper setting out further details on the options would be presented at a future MCA Transport and Environment Board. When the paper had been finalised and published, this could be shared with the Committee.

RESOLVED – That the update be noted.

8 DECLARATION OF INTERESTS IN RELATION TO AGENDA ITEM 9

Due to the pre-election ('Purdah') period, County Councillor Taylor took no part in the discussion or voting in matters to be considered at agenda Item 9 Community Investment Fund – Summary of Applications 2021.

Town Councillor Cropley declared an interest in matters to be considered at agenda Item 9 Community Investment Fund – Summary of Applications 2021 by virtue of being a Town Councillor of the respective sponsoring Parish Council for application no DSACIF\_12\_2021.

9 COMMUNITY INVESTMENT FUND - SUMMARY OF APPLICATIONS 2021

The Committee was informed that 12 completed applications had been submitted to the Airport's Community Investment Fund for 2021.

The Chair and Committee Secretary had reviewed each application against the Community Investment Fund criteria with a recommendation made to either support, part support, or not to support the application.

A summary of each application was contained within the agenda papers.

Following the Committee's consideration, it was agreed that 4 applications would be recommended by the Committee to receive full financial support. 3 applications would be recommended by the Committee to receive part financial support.

5 applications were recommended not to receive financial support due to not meeting the criteria of the Fund.

The Committee wished to thank all applicants for the considerable amount of time they had taken in completing their applications.

In relation to application no 'DSACIF\_12\_2021', Parish Councillors McCarron and Worthington said that Bawtry Town Council received funds from a pay and display car park in Bawtry. They queried why the applicant had not approached the Town Council for funding.

Town Councillor Cropley said that the pay and display car park in Bawtry was not functioning due to the Covid pandemic and therefore, there was a considerable downturn in funds.

A Tolhurst asked that applicant 'DSACIF\_12\_2021', be asked why they had not approached the Town Council for funding.

The Committee noted that, with regards to part funded projects, if a scheme could not be delivered within a set time period due to the project not being able to raise all

additional funding, funding would then need to be returned to the airport. The Committee would be notified if a project could not deliver.

On behalf of the airport, K Stow thanked all applicants, the Chair and Committee Secretary for all their efforts.

Members noted that the Fund had been promoted via the Airport, its Facebook page and by the Committee Secretary to all ACC Members, Noise Monitoring and Environmental Sub-Committee Members and to all local Town and Parish Council Clerks.

RESOLVED – That the Committee considered and made recommendations against each of the 12 individual projects.

10 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 25TH MARCH 2021

A Tolhurst highlighted that HM Treasury had recently published a Consultation on Air Passenger Duty (APD).

Members were reminded that Government had committed to consult on aviation tax reform at the 2020 Budget and, in particular, the case for amending the APD treatment of domestic flights and for increasing the number of international distance bands.

The consultation delivers on that commitment and sets out the Government's current approach to taxing the aviation sector, via APD. The consultation wished to obtain views on the Government's initial policy position, that, in order to support Union and domestic connectivity the effective rate of APD on domestic flights should be reduced and the potential options through which this could be achieved. The consultation also wished to obtain views on a potential increase to the number of distance bands, in order to align the tax more closely with environmental objectives.

Members were asked to review the document and provide any comments to the Committee Secretary. The consultation document is available at:  
<https://www.gov.uk/government/consultations/consultation-on-aviation-tax-reform>

A Tolhurst informed the Committee that he had requested feedback from Members of the Noise Monitoring and Environmental Sub-Committee how they kept local residents informed of activities taking place at the airport.

He asked Members of the ACC if they could also provide feedback.

Members' unanimously said that they did provide feedback on airport activities at Council meetings, Town and Parish Council meetings, to local residents and to their fellow Cabinet Members. Minutes of ACC meetings were also included on Rotherham MBC's Strategic Transport Group agendas.

Furthermore, County Councillor Pearson said that he produced an annual report on airport activities to North Yorkshire County Council's Transport and Environment Sub-Committee.

Following previous discussions, the Committee reiterated that it would be beneficial for the airport to produce an airport newsletter which could be circulated to local residents.

K Stow acknowledged the suggestion and said that, unfortunately, due to limited resources and current challenges, it would not be possible for the airport to produce a bespoke newsletter. However, enquires would be made by the airport to include a regular bi-monthly update in local community magazines.

If any Member of the Committee wished to volunteer to write an update on behalf of the airport/ACC on the outcomes of the ACC meetings, then they would be welcome to do so. The update could then be signed-off by the airport, prior to publication in local community magazines.

A Bosmans said that he would be willing to produce a generic update report on behalf of the Committee.

RESOLVED – That the Committee noted the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 25<sup>th</sup> March 2021.

11 ANY OTHER BUSINESS

i) Road Signage

Parish Councillor McCarron asked if signage on the local motorway network would be updated from 'Robin Hood Airport' to 'Doncaster Sheffield Airport'.

K Stow replied that, unfortunately, the airport was not in a position to make a business case to make a significant investment to change motorway gantry signage. However, where there was signage under the local jurisdiction of Doncaster MBC, the airport would encourage that signage be updated on an opportunistic basis when new signage was required.

ii) Councillor Mordue

Councillor Mordue informed the Committee that today would be his last ACC meeting before he stood down as a Doncaster MBC Councillor at the forthcoming Local Elections on 6<sup>th</sup> May 2021. He wished the Committee all the very best for the future.

On behalf of the Committee, A Tolhurst thanked Councillor Mordue for all his contributions and wished him good luck and best wishes for the future.

12 DATE AND TIME OF NEXT MEETING - THURSDAY 15TH JULY 2021 AT 10:00 AM

RESOLVED – That the next meeting of the ACC be held on Thursday 15<sup>th</sup> July 2021 at 10:00 am.

CHAIR  
FIELD\_SUMMARY





## Consultative Committee

### DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

### NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

### 24 JUNE 2021 – VIRTUAL MEETING

PRESENT: A Tolhurst OBE (Chair)

C Barnes (Doncaster Sheffield Airport / Liverpool John Lennon Airport), Parish Councillor R Castle (Substitute Member for Finningley Parish Council), Councillor S Cox (Doncaster MBC), Town Councillor A Cropley (Bawtry Town Council), Councillor L Curran (Doncaster MBC), A Dutton (Doncaster Sheffield Airport / Liverpool John Lennon Airport), Councillor M Greenhalgh (Doncaster MBC), Councillor B Johnson (Doncaster MBC), Councillor S Knowles (Doncaster MBC), Parish Councillor N McCarron (Blaxton Parish Council), A Shirt (Committee Secretary, Barnsley MBC), Parish Councillor I Swainston (Auckley Parish Council) and Parish Councillor S Ward (Cantley with Branton Parish Council)

Apologies for absence were received from Parish Councillor C Beckett (Austerfield Parish Council), Parish Councillor J Clarke (Finningley Parish Council), G Levett (Doncaster MBC), K Moran (Doncaster Sheffield Airport), K Stow (Doncaster Sheffield Airport), Town Councillor P Walker (Tickhill Town Council) and Parish Councillor M Watson (North East Bassetlaw Forum / Misson Parish Council)

#### 1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

A Tolhurst welcomed everyone to the remote meeting of the Noise Monitoring and Environmental Sub-Committee.

An extended welcome went to new Committee Members Councillor Barry Johnson (Doncaster MBC), Councillor Sue Knowles (Doncaster MBC) and to Parish Councillor Stephen Ward (Cantley with Branton Parish Council).

For the benefit of new Members, A Tolhurst explained that there may be aviation phrases, abbreviations and expressions used in today's meeting that may not be familiar to new Members; if they were unsure of terms used, they were asked to notify him for further explanation.

A Tolhurst expressed the Committee's gratitude to those Members who had left the Committee this year.

A letter of thanks had been sent to Peter Edwards who had been a Member of the Committee since 2016 and to Jennifer Worthington who had been a long-standing Member of the Committee since 2008.

The Committee also wished to place on record its thanks to both Peter Edwards and Jennifer Worthington for all of their contributions and wished them both all the very best for the future.

Apologies for absence were noted as above.

## **2**     **ANNOUNCEMENTS**

A Tolhurst opened the meeting and asked the Committee if roadmaps, antibodies, quarantine, vaccine rollouts and passports, traffic lights, chaos – sounded familiar to them? These were some of the words and phrases which had become part of everyday language over the past 15 months or so.

‘Freedom Day’ had been delayed again as we stay in partial lockdown. ‘Lockdown’, was other phrase that we will endure when the pandemic is over.

While adopting a cautious approach is understandable, the delay in a return to normality has had a significant impact on the national economy.

But for the aviation and tourism sectors delays and uncertainties have made an already dire situation even worse in a world in which foreign travel is a norm.

For example, in the quarter January to March this year only 3.4 million passengers flew in or out of the UK, which represents a 94% reduction on the 2019 figures for the same period.

While there has been a lack of international protocols to open free movement within Europe there is hope that the US-UK market will open again soon under the traffic light system and this, in turn, could open up European destinations. And this week there has news that those who have had two inoculations may have more freedom to travel.

In today’s news, Germany’s Chancellor Angela Merkel had suggested that all EU countries should make British travellers quarantine on arrival to slow the spread of the Delta variant.

The focus now must be on the relaunch to ensure commercial survival. Planning will also have to take account of the move to a greener world as the UK seeks to achieve net zero emissions by 2050. This will, no doubt, add to operating costs and will eventually fall to the consumer to pay.

## **3**     **MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 25TH MARCH 2021**

RESOLVED –That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 25<sup>th</sup> March 2021 be agreed as a correct record.

#### 4 MATTERS ARISING

i) Update on the Central Plaza (GatewayEast) Development

It was agreed that a copy of the GatewayEast Economic Blueprint document would be circulated to the Committee, for information. **ACTION: A Tolhurst via A Shirt.**

ii) HM Treasury Consultation on Air Passenger Duty (APD)

A Tolhurst thanked Parish Councillor Swainston for the comments he had provided on the APD Consultation.

On behalf of the Committee, A Tolhurst had submitted a joint response directly to HM Treasury. In summary, he was of the opinion that, it was sensible to have a two tier APD system with lower taxes for commercial flight passengers locally and a tier system for commercial flights dependent upon the distance of travel.

iii) Feedback from Sub-Committee Members – ACC Newsletter

Following the March meeting, it was confirmed that a short Airport Consultative Committee (ACC) newsletter had been produced and issued for inclusion in the local 'Today' publications to be circulated in the immediate vicinity of the airport.

It had been agreed that a quarterly ACC newsletter would be produced and issued for publication following the quarterly ACC meeting to help keep residents informed of the work of the ACC.

#### 5 MEMBERSHIP UPDATE

RESOLVED – That Members noted the following changes of membership on the Noise Monitoring and Environmental Sub-Committee:-

- Doncaster MBC have appointed Councillor Barry Johnson (in place of ex-Councillor Mick Cooper).
- Doncaster MBC have appointed Councillor Sue Knowles (in place of ex-Councillor Frank Tyas).
- Doncaster MBC have re-appointed Councillors Steve Cox and Martin Greenhalgh.
- Blaxton Parish Council have re-appointed Parish Councillor Norma McCarron (with Parish Councillor Sarah Lee as Substitute Member).
- Cantley with Branton Parish Council have appointed Parish Councillor Stephen Ward (in place of ex-Parish Councillor Jennifer Worthington).
- North East Bassetlaw Forum / Misson Parish Council have appointed Parish Councillor Mark Watson (in place of ex-Parish Councillor Peter Edwards).

- Tickhill Town Council have appointed Town Councillor Peter Walker (in place of ex-Town Councillor Nigel Cannings).

## **6 AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT**

The Committee received a presentation from C Barnes regarding the Air Transport Movements and Quiet Operations Policy report for the period 1<sup>st</sup> March to 31<sup>st</sup> May 2021.

The presentation included analysis of the number of air transport movements, number of complaints and individuals from each area (with and without the regular individual) and the total number of complaints compared to the previous year.

The presentation also detailed DSA's annual number of complaints and total air transport movements from 2005 to 2021, the number of night time departures from Runway 20 for the period 1<sup>st</sup> March to 31<sup>st</sup> May 2021, the number of night time departures that did not follow the Noise Preferential Route from March to May 2021, the number of Quota Count 4 Movements from March to May 2021, the number of Quota Count Points from April 2005 to May 2021 and the number of Engine Tests undertaken during the period March to May 2021.

During the period, a total of 12 complaints had been received, although 7 were from one individual and 5 were not. It was noted that the majority of the complaints were relating to aircraft arrivals during the day (07:00-23:00). There had been no complaints received relating to engine tests.

In response to a question from A Tolhurst, Members' stated that they had not received any direct complaints from local residents in relation to training flights currently operating at DSA. However, Parish Councillor McCarron said she was aware that a local resident had complained to the airport about the recent military training flights being conducted at the airport

The Committee thanked C Barnes for his informative presentation.

RESOLVED – That the presentation be noted.

## **7 ANNUAL NOISE REPORT 2020/21**

C Barnes presented the Annual Noise Report for the period 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021.

In summary, the Annual Noise Report presented details of:

- A review of operations 2005 to 2020
- Runway use for the period April 2020 – March 2021
- Runway use for the period April 2005 – March 2021
- The Quota Count Point (QCP) System
- The Noise Monitoring Terminals
- Examples of Noise Monitoring Data
- An introduction to Noise Complaints
- The Annual number Noise Complaints and Aircraft Movements 2005 - 2021
- The number of Noise Complaints received during 2020/21

- The Night-time Noise Sanctions Scheme
- Historical Noise Complaints April 2005 – March 2021
- Annual Noise Complaints and Aircraft Movements 2005 – 2021
- Noise Preferential Routes (NPRs)
- Track Performance
- Night-time Performance for runway 20, April 2020 – March 2021
- Sound Insulation Grants Scheme

Following discussion, the Committee asked if the report could include further information to explain the Quota Count Points system. **ACTION: C Barnes**

A Tolhurst thanked C Barnes for presenting an overview of the Annual Noise Report 2020/21.

RESOLVED –

- i) That the Committee noted and approved the contents of the 2020/21 Annual Noise report.
- ii) That, subject to further information being included in the report in relation to the Quota Count Points system, a copy of the Annual Noise Report 2020/21 be submitted to Doncaster MBC in accordance with the provisions set out in the Section 106 agreement.

**8** ANNUAL NOISE REPORT 2019/20

The Committee were informed that the Annual Noise Report for 2019/20 would be presented to the Committee in due course, following receipt of data from DSA colleagues.

**9** ICCAN NEWSLETTER - JUNE 2021

The Committee noted that the Independent Commission on Civil Aviation Noise's (ICCAN) Newsletter – June 2021 was available to view online at <https://iccan.gov.uk/iccan-news-blog/>

A Tolhurst informed Members that ICCAN's Head Commissioner had expressed a wish via the UK Airport Consultative Committees (UKACCs) Secretariat to attend a number of ACC meetings in the Autumn to provide an update on the work of ICCAN and to learn more about the work of that ACC and its Sub-Committee.

Following discussion, Members agreed to invite R Light, Head Commissioner, ICCAN to attend the September meeting of the Noise Monitoring and Environmental Sub-Committee. **ACTION: A Tolhurst / A Shirt**

RESOLVED – That the Committee noted the contents of ICCAN's Newsletter – June 2021.

**10**     UK CAA - AIRSPACE MODERNISATION STRATEGY - SUMMARY OF KEY DISCUSSION POINTS AT PLAYBACK SESSIONS

The Committee noted the contents of a Civil Aviation Authority (CAA) document which set out the feedback received from stakeholders as part of their engagement sessions on the review of the Airspace Modernisation Strategy (AMS).

RESOLVED – That the Committee noted the contents of the CAA’s document entitled ‘Summary of key discussion points at playback sessions’.

**11**     COMMUNITY INVESTMENT FUND UPDATE

A Tolhurst informed the Committee that the Airport Consultative Committee (ACC) had received and considered twelve Community Investment Fund applications at its meeting held on 15<sup>th</sup> April 2021.

Following careful consideration against the Community Investment Fund criteria, the ACC had made a recommendation to DSA that they should provide funding to seven projects in 2021, totalling c £10,000.

The Committee were informed that Finningley Village Community Group had submitted a Community Investment Fund application in 2020, which had unfortunately been overlooked.

The Committee were provided with an overview of the funding request and asked to consider the application.

Following discussion, the Committee agreed that the application did not meet the criteria of the Community Investment Fund. The Committee recommended that DSA should not support the application.

RESOLVED –

- i) That the Committee noted the update.
- ii) That the Committee considered and recommended that DSA should not support Finningley Village Community Group’s Community Investment Fund application.

**12**     ENVIRONMENTAL REPORT

A Dutton reported that a large amount of work had been undertaken during the last 12 months by the aviation industry in relation to sustainable fuels.

Members were informed that the Sustainable Aviation Fuels Alliance had launched earlier this week, its commitment to achieving net zero and its first interim decarbonisation targets.

The UK aviation sector had committed to achieving net zero emissions by 2050, through an international approach working with governments around the world and through the UN.

A Road Map had been developed setting out how aviation could accommodate a 70% growth in passengers by 2050 whilst reducing net carbon emissions levels, via the use of smarter operations, new aircraft and engine technology, modernising airspace and through the use of sustainable aviation fuels.

RESOLVED – That the update be noted.

**13**     FEEDBACK FROM SUB-COMMITTEE MEMBERS

i)     Airport Perimeter Hedge, Station Road, Blaxton

Parish Councillor McCarron reported that the airport's perimeter hedge on Station Road, Blaxton now required trimming back. **ACTION: A Shirt to inform K Moran.**

ii)    Contact Details for Submitting Noise Complaints to DSA

Councillor Curran suggested that it would be helpful if contact details could be included on future agenda papers setting out how individuals could submit noise complaints to DSA. **ACTION: A Shirt to include details on future agenda papers.**

Councillor Curran also suggested that contact details be included in future ACC newsletters, but acknowledged this may create additional complaints if details were publicised in local magazines.

iii)   Concrete Block – Old Bawtry Road and Flooding Issues / Drainage – First Avenue

Councillor Cox asked if K Stow / G Finch could provide him with updates on the concrete blocks placed on Old Bawtry Road and flooding / drainage issues on First Avenue. **ACTION: A Tolhurst to request K Stow / G Finch to contact Councillor Cox.**

Parish Councillor Castle reported that littering along Old Bawtry Road was becoming a problem again. He added that the number of plane spotters parking their vehicles in Finningley village had reduced to a large extent.

iv)    Airport Community Investment Fund – Wadworth Maypole

Councillor Greenhalgh reported that following a contribution from the Airport's Community Investment Fund, the Wadworth Maypole had now moved position to the centre of the village green. He asked if the Airport could contact him with a view to arranging a press release.

**ACTION: A Shirt to notify S Boote**

**14**     ANY OTHER BUSINESS

Parish Councillor McCarron reported that she had recently observed military aircraft flying over Blaxton who had been undertaking training at DSA for a period of two days. She understood that military aircraft could use airports to test runway positions etc. and asked if anyone could provide any further details.

In response, A Tolhurst said that military crews, like civilian pilots were required to undertake training sorties to maintain both their proficiency and flying hours.

A number of commercial pilots were currently visiting DSA to undertake circuit training to refresh themselves of aircraft handling and landing etc.

To provide military crews with variety, they also visit a selection of other bases in order to follow the procedures in place at a different base and to keep themselves current and up to date with training.

**15**    **DATE AND TIME OF NEXT MEETING**

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 23rd September 2021 at 10:00 am.

CHAIR





# ANNUAL NOISE REPORT

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April 2020 – March 2021

Doncaster  
Sheffield  
Airport



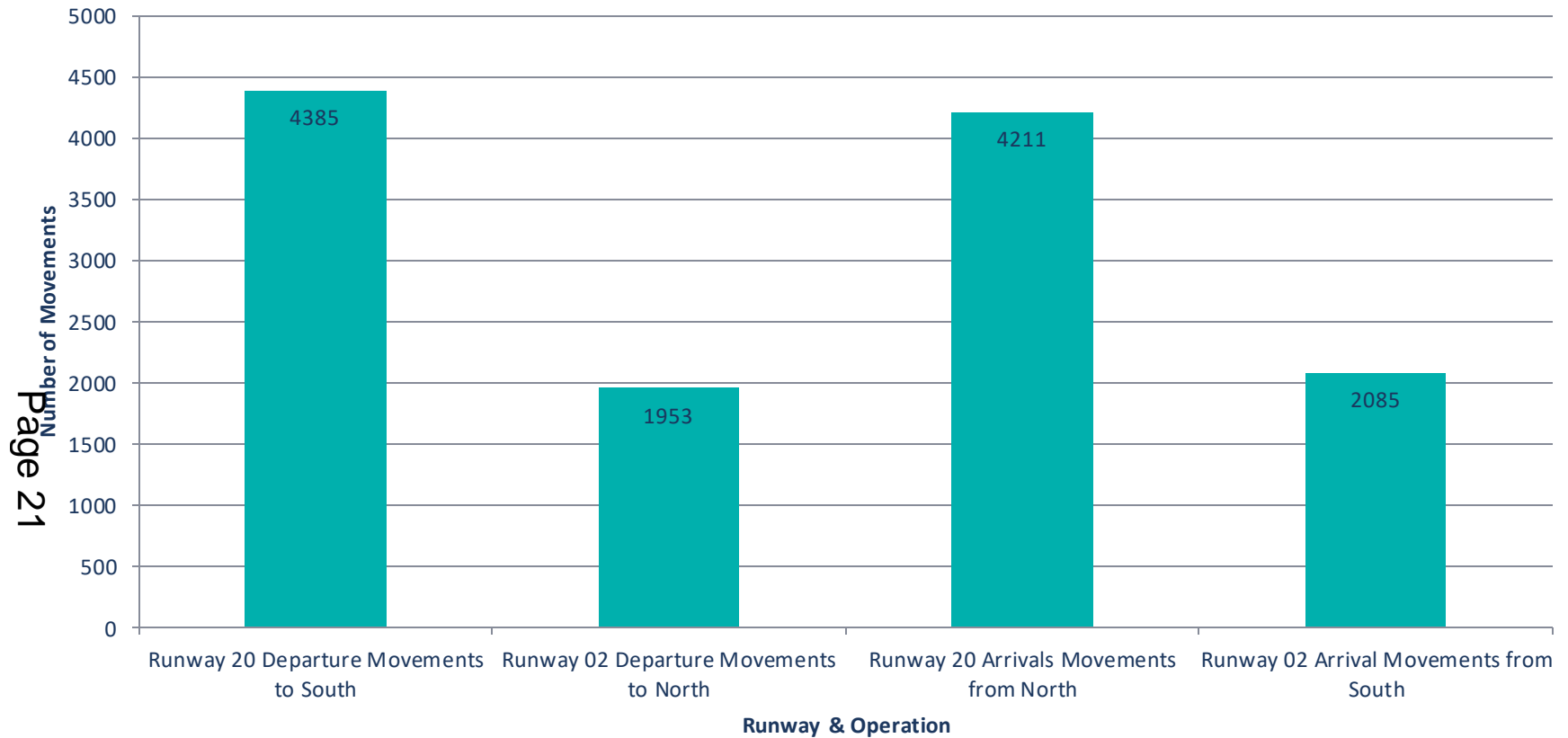
Agenda Item 9

# Review of Operations 2005 - 2020

Aircraft Movements	From the opening of the airport to December 2007	From 1 January 2008 - 31 December 2011	After 1 Jan 2012	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Passenger ATMs				5,347	7,708	8,873	7,498	6,157	6,911	5,753	4,366	4,300	5,105	5,468	9,371	9,575	8,593	9,190	2,173
<b>Total Passenger</b>	<b>17,039</b>	<b>22,419</b>	<b>27,799</b>	5,347	7,708	8,773	7,498	6,157	6,911	5,753	4,366	4,300	5,105	5,468	9,371	9,575	8,593	9,190	2,173
Cargo ATMs				31	25	83	45	32	33	14	17	44	47	164	708	340	306	273	367
<b>Total Cargo</b>	<b>2,738</b>	<b>3,596</b>	<b>4,140</b>	31	25	83	45	32	33	14	17	44	47	164	708	340	306	273	367
General Aviation																			
Commercial	2,777	4,889	6,847	442	803	1,104	887	746	710	688	580	538	638	635	1,027	1,307	1,580	2,920	3,483
Non-Commercial	8,490	13,407	17,872	4,073	4,836	6,759	8,423	5,794	6,098	11,256	11,847	11,116	11,164	10,589	10,558	11,922	18,297	21,182	12,177
<b>Total General Aviation</b>	<b>11,267</b>	<b>18,296</b>	<b>24,719</b>	4,515	5,639	7,863	9,310	6,540	6,808	11,944	12,427	11,654	11,367	11,224	11,585	13,229	19,877	24,102	15,660
Maintenance	260	260	260	24	64	245	44	92	132	160	194	144	156	99	96	98	239	212	217
<b>Total Aircraft Movements</b>	<b>31,304</b>	<b>44,571</b>	<b>56,918</b>	9,917	13,436	16,964	16,897	12,821	13,884	17,871	17,004	16,142	16,675	16,955	21,760	23,242	29,015	33,676	18,377
Helicopter traffic	1,180	2,077	2,908	63	112	62	106	165	182	166	235	195	198	280	179	148	325	101	80

The table illustrates Air Transport Movements (ATMs) since the Airport opened in April 2005. The number and type of movements are restricted by Planning Condition 5. Air Traffic Control monitor and record the type and number of each movement every month.

# Runway Use April 2020 to March 2021



The chart above illustrates a strong runway preference for arrivals from the North (Runway 20) and departures to the South (Runway 20). 70% of departures went to the South and 30% to the North. 67% of arrivals came from the North and 33% from the South.

# Runway Use April 2005 to March 2021



The chart above further illustrates a runway preference for arrivals from the North (Runway 20) and departures to the South (Runway 20) since opening. 66% of departures went to the South and 34% to the North. 72% of arrivals came from the North and 28% from the South. However, year on year there will be slight differences with runway usage which is primarily attributable to weather in the year of operation.

## Quota Count Point System

The Doncaster Sheffield Airport Quota Count Point (QCP) system was originally based on the night restrictions developed by the Government for Heathrow, Gatwick and Stanstead. The system classifies aircraft according to the noise they generate during arrival and departure (based on the noise levels measured at the time that aircraft was first introduced).

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The restrictions apply to a specific “noise quota” period (23:30 – 06:00 hours) during which time aircraft are restricted by noise quota. The noisiest types (QC8 & QC16) are not permitted to operate at night (between 23:00 – 07:00).

In 2017 after a review of the night flight restrictions at the designated airports – Heathrow, Gatwick and Stansted, a new QC0.125 category was added to the quota-count system. There are therefore eight categories of quota count and these double with each increase of three decibels.

CERTIFIED NOISE LEVEL (DECIBELS)	QUOTA COUNT
More than 101.9	QC16
99 to 101.9	QC8
96 to 98.9	QC4
93 to 95.9	QC2
90 to 92.9	QC1
87 to 89.9	QC0.5
84 to 86.9	QC0.25
81 to 83.9	QC0.125
Less than 81	Exempt

# Quota Count Point System

The limit set on the total number of QC points for all aircraft taking off or landing between 23:30 and 06:00 depends on the season. Doncaster Sheffield Airport's seasonal QC point noise budgets are: Summer 3700 points & Winter 2300 points

Quota Count Points used per season since 2005				
	Summer		Winter	
Year	Summer Limit	Summer Usage	Winter Limit	Winter Usage
2005/06	3500	421	2200	70.5
2006/07	3875	447	2425	23
2007/08	4250	314.75	2650	95.75
2008/09	4625	306.75	2875	34.75
2009/10	5000	331	3100	58.75
2010/11	5000	391	3100	33.75
2011/12	3700	321.25	2300	59
2012/13	3700	195.25	2300	60.5
2013/14	3700	215.5	2300	35
2014/15	3700	163.5	2300	60.75
2015/16	3700	161.75	2300	52.75
2016/17	3700	245.75	2300	128
2017/18	3700	214.75	2300	138.5
2018/19	3700	334.25	2300	104.25
2019/20	3700	736.5	2300	212.5
2020/21	3700	122.5	2300	235

# Noise Monitoring

Airborne noise is monitored at two fixed Noise Monitoring Terminals (NMTs) at Boston Park Farm (NMT1) to the North of the runway and at RAF Cadets Bawtry (NMT2) to the South of the runway. The NMTs were replaced with new Brüel & Kjær 3639 Noise Monitoring Terminals in October 2018.



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## Examples of Noise Monitoring Data

The noise statistics below show the  $L_{Amax}$  and Single Event Level (SEL) average recorded noise levels for the Wizz Air Airbus A320 for the periods April 2020 to March 2021 at the two fixed noise monitors. The  $L_{Amax}$  is the maximum noise level measured with slow time weighting and represents the highest level of environmental noise occurring during a correlated noise event.

Wizz Air Airbus A320		
<b>NMT &amp; Operation</b>	<b><math>L_{Amax}</math> (dB)</b>	<b>SEL (dB)</b>
<b>Boston Park Farm (NMT 1) Arrivals</b>	<b>68.3</b>	<b>78.4</b>
<b>Boston Park Farm (NMT 1) Departures</b>	<b>69.0</b>	<b>80.7</b>
<b>RAF Bawtry (NMT 2) Arrivals</b>	<b>76.1</b>	<b>85.1</b>
<b>RAF Bawtry (NMT 2) Departures</b>	<b>71.4</b>	<b>82.9</b>

The SEL is a measure of aircraft noise from a single event which takes account of the duration as well as the intensity, being the level maintained constantly for a period of one second that would deliver the same A weighted energy as the given noise event. The SEL and the  $L_{Amax}$  vary slightly at the NMTs, this is because NMT2 is located nearer to the airport than NMT1.



# Noise Event Report

## Flight Details

### Flight Number

Tail Number HALPJ

Beacon Code 3116

Aircraft Type A320

A/D Flag A

Runway Name 20

Origin LRCL

Destination EGCN

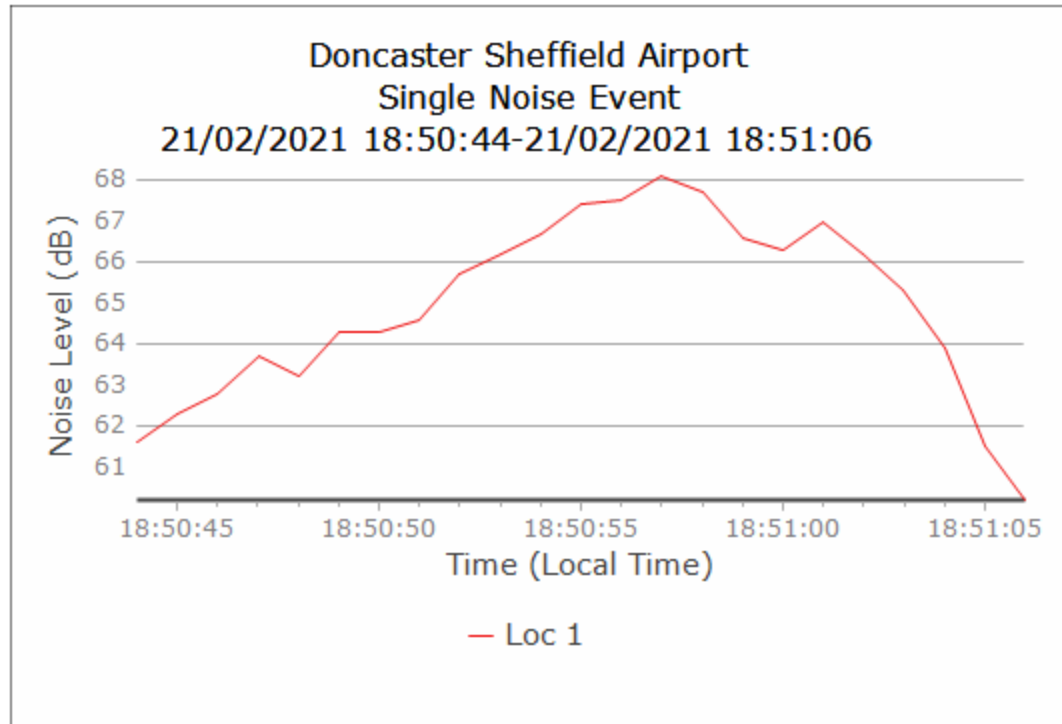
Way Point

Actual Time 21/02/2021

21/02/2021

18:53:10

Flight No



The above is an example of a Noise Event Graph from the Noise Monitoring and Track Keeping System for a Wizz Air Airbus A320 arriving on runway 20 recorded at the Boston Park Noise Monitoring Terminal.

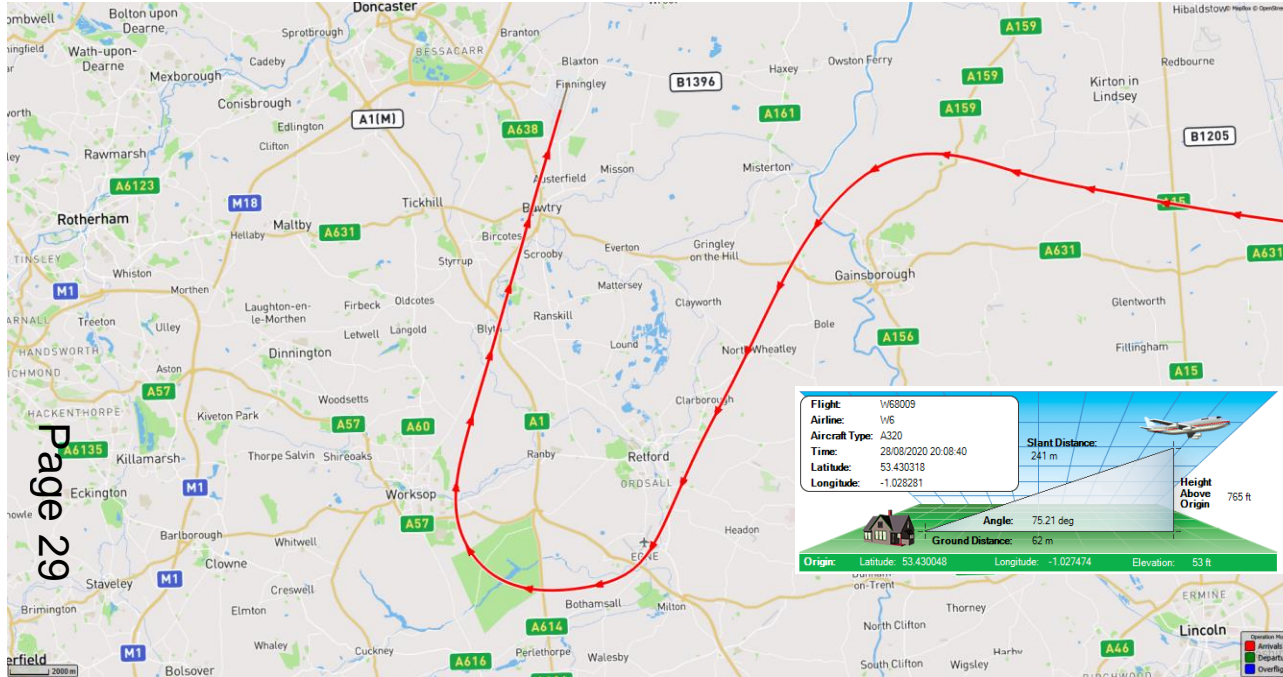
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## Night-time Noise Sanctions Scheme

Definition	Limit, dB(A)
All aircraft types with QC greater on departure than 4	92
Aircraft with a QC on departure of 2 or 4	89
Aircraft with a QC on departure of 1	85
Aircraft with a QC on departure of 0.5 or less	83

Aircraft found, without reasonable cause, to have exceeded the noise limits during the night time period (23:00 to 07:00) will be subject to a financial penalty of at least £500. Aircraft found exceeding the noise limits during the daytime are investigated and operators asked to modify their operations. For the period of this report there have been no breaches of the Sanctions Scheme.

# Noise Complaints



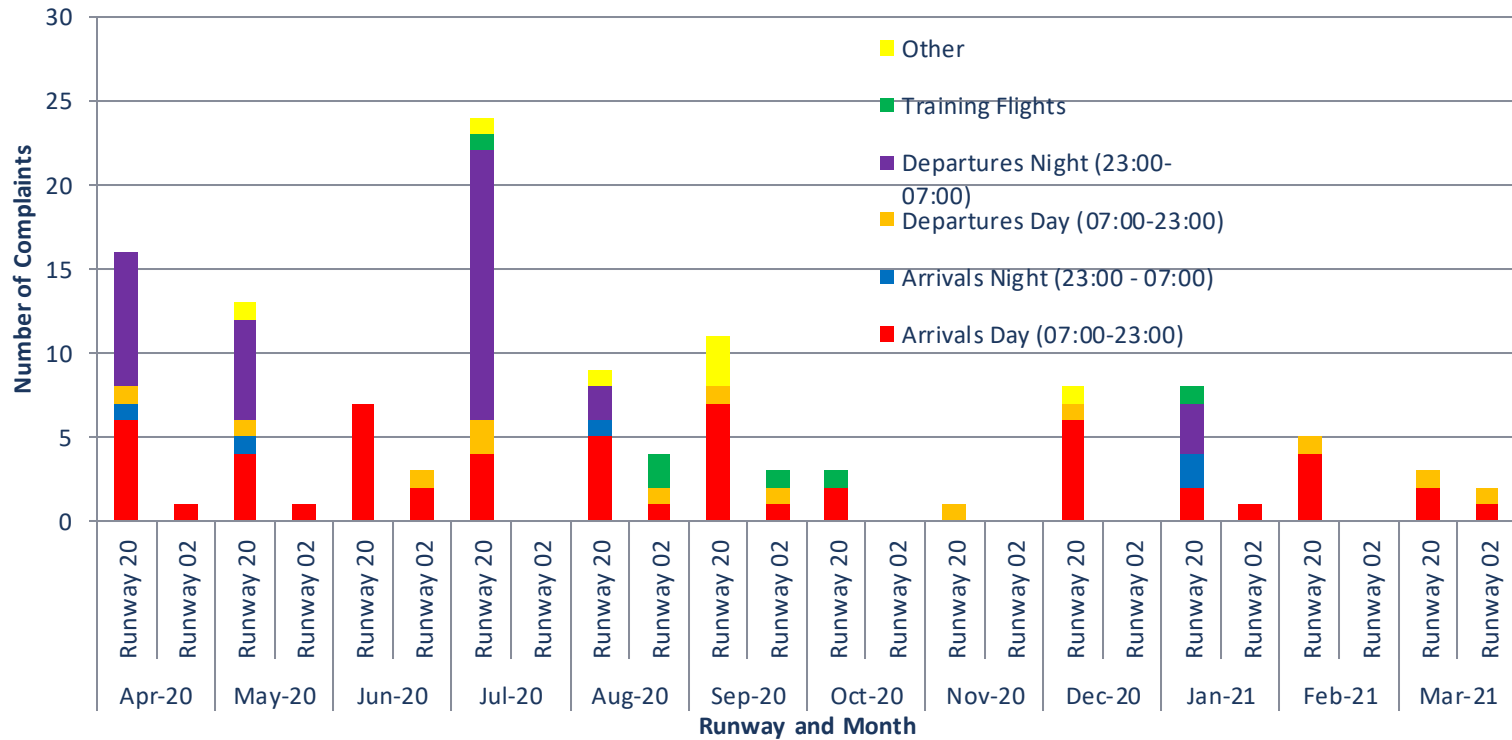
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Doncaster Sheffield Airport operates a Noise Management System to accurately record the nature of the noise complaints made by the local community to the Airport Company.

A complaint can be made via the website, email, voicemail service, by telephone or letter to Doncaster Sheffield Airport.

The Airport requests the minimum amount of information from the individual which includes a description of their concerns, the date, time and contact details. This information is used to investigate their concerns using the Airport Noise Monitoring and Management System (ANOMS). ANOMS correlates radar (both Secondary Surveillance and ADS-B) and operational data with information from the Noise Monitoring Terminals. In October 2018 Doncaster Sheffield Airport invested £90K in a new ANOMS system from EMS Brüel & Kjær (now renamed Envirosuite) which included the ANOMS software, two fixed Noise Monitoring Terminals (NMT) and one portable NMT.

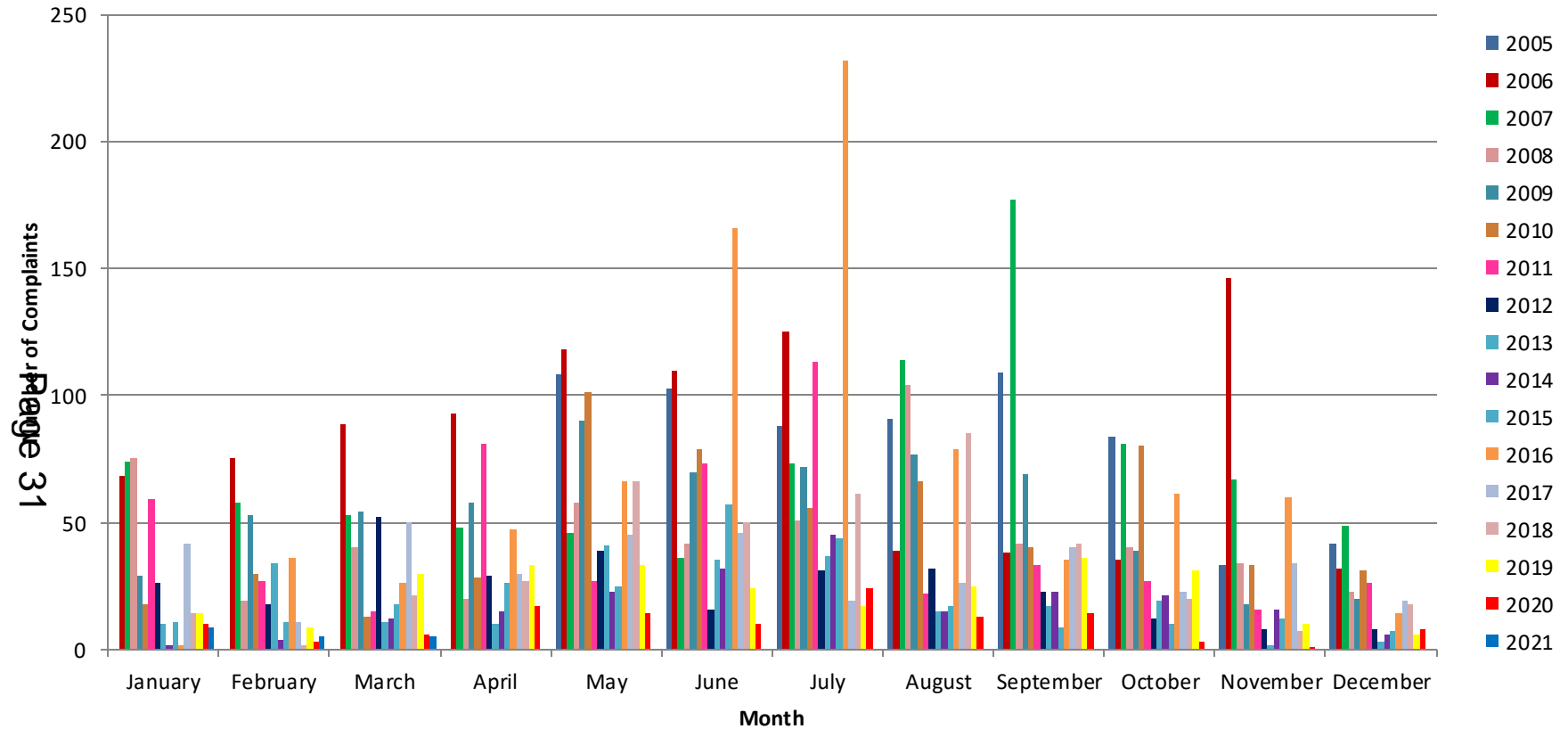
# Noise Complaints April 2020 to March 2021



**17 | 14 | 10 | 24 | 13 | 14 | 3 | 1 | 8 | 9 | 5 | 5**

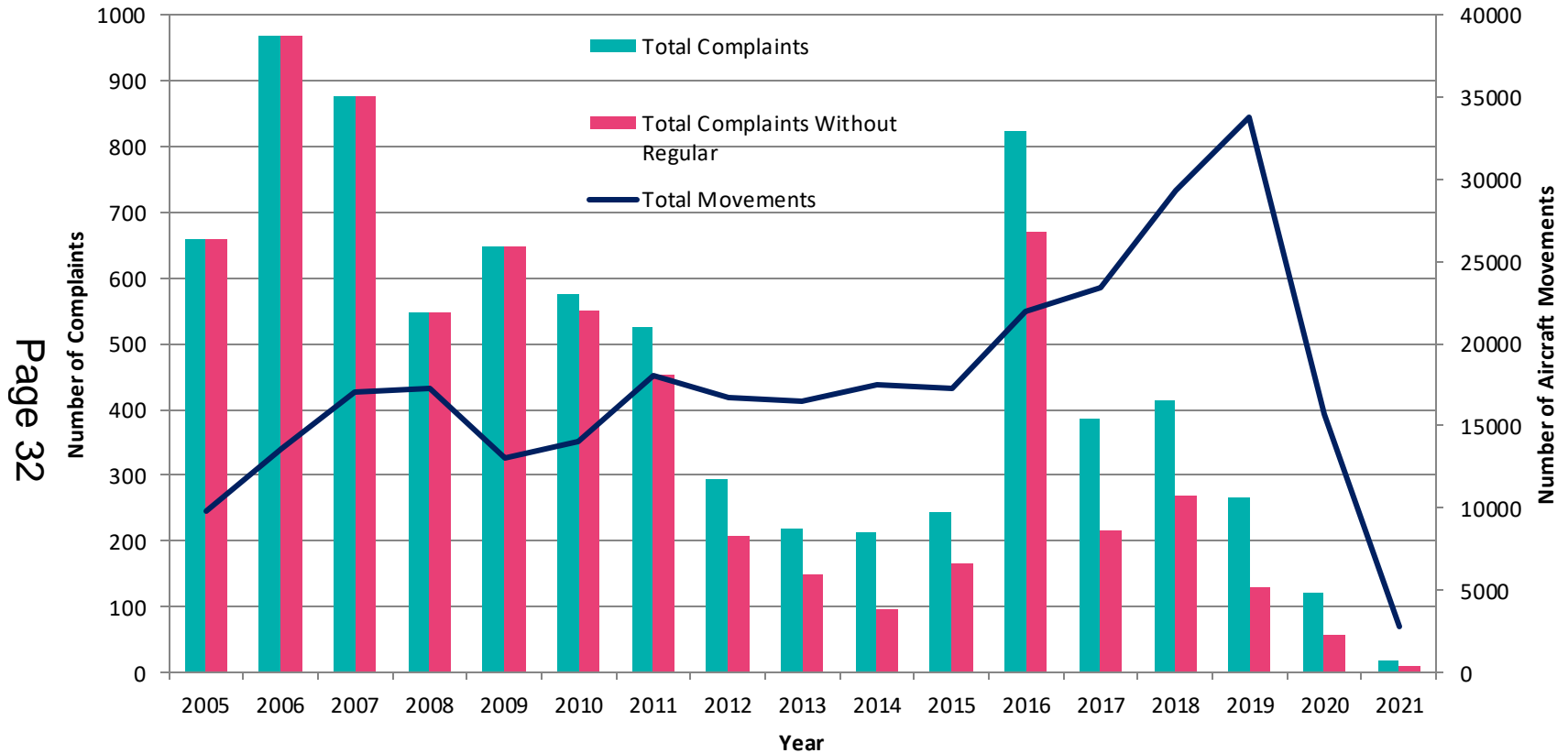
The above chart shows the number of noise complaints by operation from April 2018 to March 2019. The numbers below the chart show the total number of complaints received for each month. 123 complaints were received for the period April 2020 to March 2021.

# Historical Noise Complaints April 2005 to March 2021



The above chart shows the number of noise complaints by operation from April 2005 to March 2021.

# Annual Noise Complaints & Aircraft Movements 2005-2021



The above chart shows the number of annual noise complaints and annual total aircraft movements from April 2005 to March 2021.

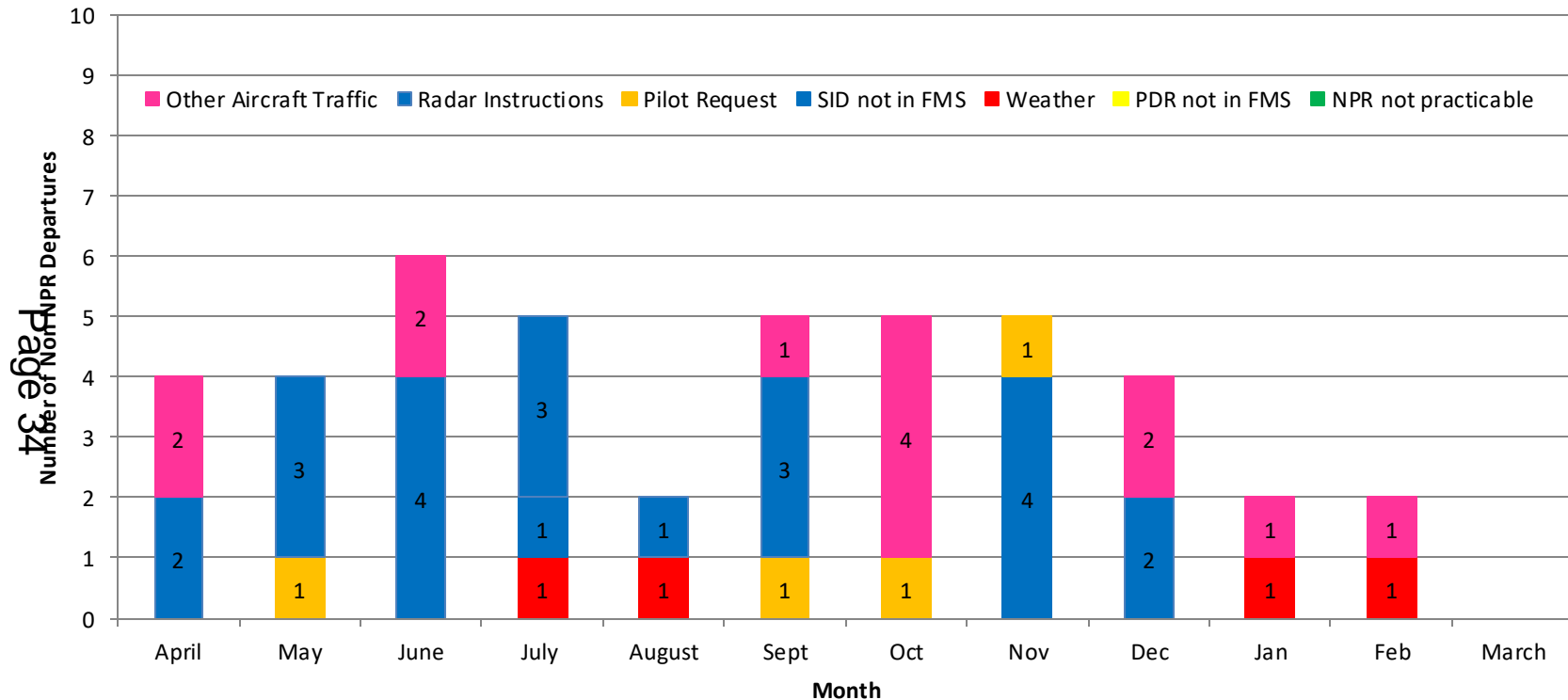
# Noise Preferential Routes



The figures to the left show the Noise Preferential Route's (NPRs) which apply to all aircraft departing from the airport on an instrument flight plan. NPR's allow aircraft to follow a route to join the national airways system aiming to minimise noise to residents as best possible. NPR's also allow Air Traffic Control to maintain separation distances between aircraft. The NPR's are shown on the map as 3km swathes that aircraft are obliged to operate within. Not all aircraft shall attain a path within the swathe due to external factors such as wind and aircraft separation.



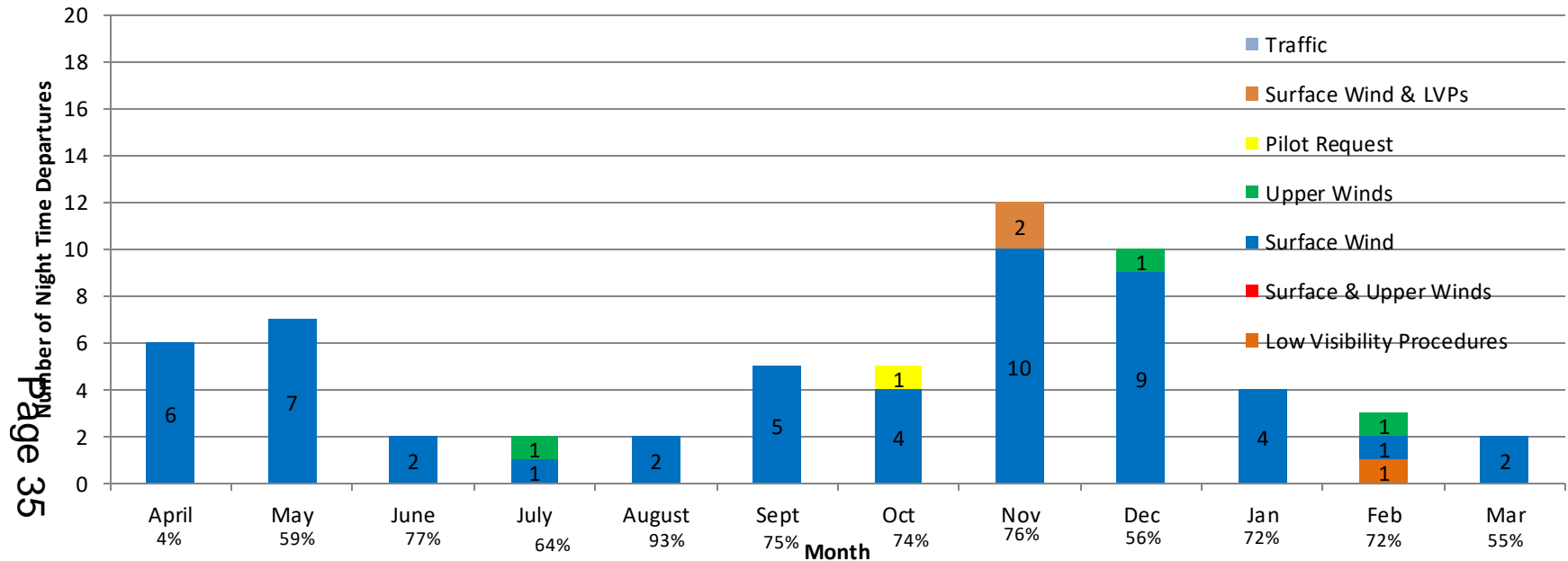
# Track Performance – Non Noise Preferential Route Departures for April 2020 to March 2021



The Noise and Track Keeping System allows the Airport to monitor an aircraft track, altitude, speed and noise level which can be reported to a complainant. Monthly track keeping reports are reported to the Noise Monitoring Sub Committee each quarter. On occasions, for the purposes of aircraft safety, aircraft are vectored by Air Traffic Control (ATC) outside of the NPR. This may be due to other traffic or weather conditions why the NPR can not be adhered. ATC record all aircraft that are vectored outside of the NPR's.



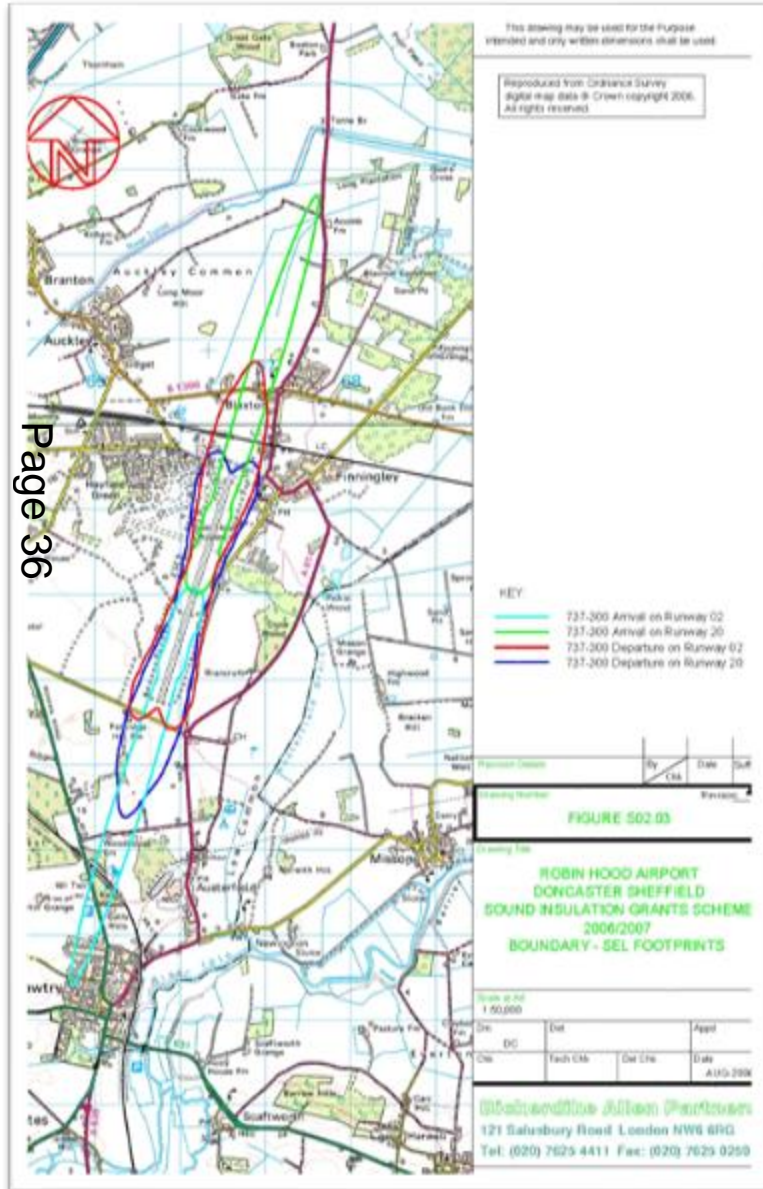
# Night Departures from runway 20 for April 2020 to March 2021



The Night Noise Policy of Doncaster Sheffield Airport states that between the hours of 2300 and 0700 Runway 20 shall not be used for take-off unless its use is operationally essential (defined as any activity required to enable aircraft operations to be undertaken with full regard to meeting safety and air traffic control requirements).

Details of every occasion on which Runway 20 is used for take-off between the hours of 2300 and 0700 together with an explanation of the reasons for it being considered operationally essential is logged and notified to Noise Monitoring & Environmental Sub Committee. The above chart shows the number and reason for night time departures from runway 20.

# Sound Insulation Grant Scheme



The Sound Insulation Grant Scheme (SIGS) was developed prior to the Airport opening based on movement forecasts up to and including 2007. The scheme makes available up to £3000 for glazing and up to £500 for loft insulation for each residential property within the scheme. The scheme is based on noise exposure levels derived from modeling aircraft noise. The noise contours produced from the modeling use a 63 dB  $L_{Aeq}$  16 hour day noise contour, a 55 dB  $L_{Aeq}$  8 hour night contour and a 90 dB SEL contour.

A total of 29 properties have taken up the scheme since April 2005, the majority of properties in the village of Blaxton. The scheme is regularly reviewed.

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# Find Out More or Make A Noise Complaint

<https://dsa.aero/about-us/environment/noise/>

## Lodging A Complaint

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There is a 24 hour answering service to lodge a complaint: 01302 623499, or alternatively write to:

Environment & Community Manager, Doncaster Sheffield Airport, Heyford House,  
First Avenue, Doncaster, DN9 3RH  
or email [environment@dsa.aero](mailto:environment@dsa.aero)

Please leave your name and address followed by the date of the disturbance, time and any other information to assist the investigation.

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### **HCEB Study – Suggestions for ACCs**

#### **Have a wide-but-local focus**

It is important for the ACC to focus on the local area surrounding the airport – but to consider local issues not directly related to the airport alongside the airport itself. ACCs will need to work hard to demonstrate that local residents' and local business' interests are given a platform and that the forum is not dominated by large businesses and more powerful stakeholders.

#### **Be visible**

The ACC needs to engage with its residents using diverse communication channels. Local residents need to know the ACC exists and what it does. Only learning about their local ACC when taking part in consultations is especially frustrating for local people. Having a visible ACC is also crucial in gaining the trust of local residents who need to know the members of their ACC.

#### **Demonstrate tangible results**

ACCs should demonstrate how they are influencing the airport in making changes. They should do this by showing local residents and local business evidence of changes they have made including the airport's relationship with its community.

#### **Be accessible**

It is also important for the work of ACCs to be accessible to a diverse range of residents from different areas, backgrounds, and disabilities. This means providing simple messages through different channels.

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