

Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

9 DECEMBER 2021

PRESENT: A Tolhurst OBE (Chair)

C Barnes (Doncaster Sheffield Airport / Liverpool John Lennon Airport),
A Bosmans (FODSA), Parish Councillor R Castle (Substitute
Member for Finningley Parish Council), Town Councillor A Cropley
(Bawtry Town Council), Councillor L Curran (Doncaster MBC),
A Dutton (Doncaster Sheffield Airport / Liverpool John Lennon Airport),
Councillor S Knowles (Doncaster MBC), G Levett (Doncaster MBC),
Parish Councillor N McCarron (Blaxton Parish Council), M Bray (BMBC),
I Smith (Doncaster Sheffield Airport), 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 J Clarke
(Finningley Parish Council), Councillor S Cox (Doncaster MBC),
Councillor M Greenhalgh (Doncaster MBC), Councillor B Johnson
(Doncaster MBC), K Moran (Doncaster Sheffield Airport),
A Shirt (Committee Secretary) and Town Councillor P Walker (Tickhill Town
Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

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

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

A Tolhurst opened the meeting and he said that with attention focused in recent weeks on the COP26 climate conference, sustainability had never been a more crucial issue. The concept had captured public attention like few other subjects, especially with the young. He had noticed an increase in articles recently about the future of flight with the focus turning to flying without the need to burn jet fuel or avgas.

Sustainability had been at the heart of planning at DSA for a number years now and it was a crucial factor in the airport masterplan.

The new Vulcan to the Sky experience would have green technology at the heart of the visitor's experience. FlyBe, which was due to restart operations early next year, was emphasising the benefits of its turbo prop aircraft as a marketing factor.

A Tolhurst commented that it was not so very long ago when a man was put on the moon, but it was only in the very recent past that engineers had turned to developing non-combustion engine powered aircraft. Although the new technologies had in the past usually been developed in sheds alongside short runways, the aerospace giants were becoming increasingly involved. Rolls Royce, for example, had already adapted conventional powered aircraft on test. Engineering minds were already working on developing hydrogen and other types of fuel. Infrastructure would be required to support these changes.

On 8 December 2021, the Government had made an announcement that the country was now back on a semi-lockdown due to the COVID-19 pandemic. It was noted that pandemics that had previously occurred and had been less severe than COVID-19, had taken at least 18 months to control.

A Tolhurst had recently attended the virtual UKACCs AGM, where sustainability had been a major topic of discussion.

3 MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 23 SEPTEMBER 2021

RESOLVED –That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 23 September 2021 be agreed as a correct record.

4 MATTERS ARISING

i) ACC Newsletter

Following the discussions held at the last meeting regarding expanding the outlet for the ACC newsletter, it had since been published in the local editions of the Arrow magazine. A number of the Members confirmed that they had received the ACC newsletter within their respective ward areas.

The most recent ACC newsletter had included the details of the flights from DSA, as suggested by Town Councillor Cropley.

ii) Community Activities

A Dutton would contact K Moran to obtain further details of the locations where the defibrillators would be installed in the local community.

At the last meeting a discussion had ensued in relation to the demise of the Independent Commission on Civil Aviation Noise (ICCAN) which had been wound down in September 2021 and the possibility of creating new guidelines for the Airport Consultative Committees (ACCs).

A Tolhurst commented that the matter had been discussed at the UKACCs Annual Meeting, where there had been no preconceived view of the outcome of the study. The DfT had considered the survey undertaken on the various ACCs,

and new guidelines for the ACCs would be issued on the basis of a further questionnaire that would be issued in early 2022. It had been highlighted at the UKACCs Annual Meeting that some ACCs were becoming too close to their respective airports. A Tolhurst sought reassurance that the ACC had not become too close to the DSA management.

Members considered that the ACC was detached and independent from the DSA management with the correct level of governance and good representation on behalf of the public with a good audit trail.

5 THE AIRPORT OPERATORS ASSOCIATION (AOA) DECARBONISATION REPORT

The Committee noted that the Airport Operators Association (AOA) had launched its Decarbonisation Report on 19 October 2021.

The AOA Decarbonisation Report set out the further actions UK airports were taking to reduce their energy use, invest in sustainable energy and heat generation and work with third parties to reduce the emissions by airlines, ground-handling companies, passengers and people working at the airports, or near to them.

The report also revealed that greenhouse gas emissions had fallen by up to 50.6% since 2010, whilst passengers numbers increased by 41.7% over the same period (2010-2019).

The full AOA Decarbonisation Report was available to view at:

<https://www.aoa.org.uk/wp-content/uploads/2021/10/AOA-Decarbonisation-Report.pdf>

A Dutton commented that Liverpool John Lennon Airport was slightly behind the curve in comparison to DSA, due to it being an older airport. The equipment that had been installed at DSA when it had opened in 2005, was still relatively new to operate the terminal. Over the last 10 year period and pre-COVID-19, Liverpool John Lennon Airport had reduced its omissions by approximately 22%, with a 63% reduction in carbon omissions in relation to power. Members were referred to the challenges associated around gas, which had a carbon intensity that was well below electricity. One of the large challenges for DSA was to move away from gas and onto a form of heat pump i.e. ground source or air source. DSA had an accredited energy management system.

Parish Councillor McCarron requested A Dutton to provide Members with a breakdown of the statistics in advance of the next meeting.

RESOLVED – That the Committee noted the publication of the AOA's Decarbonisation Report.

6 COP 26 DECLARATION: INTERNATIONAL AVIATION CLIMATE AMBITION COALITION

The Committee noted that The International Aviation Climate Ambition Coalition had been launched at the COP26 Climate Change Summit held on 10 November 2021.

Through this declaration, member states of the coalition committed to working together to reduce aviation CO₂ emissions in line with the global average temperature increase of 1.5 °C.

They had also committed to supporting specific measures to reduce aviation emissions including sustainable aviation fuels, the CORSIA global offsetting scheme and new aircraft technologies.

RESOLVED – That the Committee noted the COP26 Declaration: International Aviation Climate Ambition Coalition.

7 **SUSTAINABLE AVIATION VIDEO**

Due to technical difficulties, it had not been possible to view the Sustainable Aviation Collaboration video.

A Tolhurst invited Members to view the video outside of the meeting via the following link:- <https://www.sustainableaviation.co.uk/videos/>. He suggested that Members may wish to show the video within their respective authorities, to demonstrate the aviation work undertaken in relation to sustainability.

RESOLVED – That Members would view the Sustainable Aviation Collaboration video outside of the meeting.

8 **AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT FOR THE PERIOD 1 SEPTEMBER TO 30 NOVEMBER 2021**

The Committee received a presentation from C Barnes regarding the Air Transport Movements and Quiet Operations Policy report for the period 1st September to 30th November 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 1st September to 30th November 2021, together with a table setting out Flight Priority Categories.

The presentation also included details of the number of night time departures that did not follow the Noise Preferential Route from September to November 2021, the number of Quota Count 4 Movements from November 2010 to November 2021, the number of Quota Count Points used from April 2005 to November 2021, and the number of Engine Tests undertaken during the period September to November 2021.

In relation to the type of complaints received during the period, it was noted that in September 2021 a total of 15 complaints had been received in relation to aircrafts arriving on Runway 20 and a total of 7 complaints had been received in October 2021 in relation to aircrafts arriving on Runway 20. During November 2021, a share of complaints had been received in relation to one training flight, two aircrafts that had departed during the night time from Runway 20 (which were cargo aircrafts departing

at 4.00am), one aircraft departing during the daytime from Runway 20 and three aircrafts that had arrived during the daytime at Runway 20.

The number of complaints from September to November 2021 without regular individual had reduced.

Members noted that 24 of the complaints had originated from two individuals that resided in Moorends. The nature of the complaints had related to the aircrafts being too low and too loud upon arrival at Runway 20. No complaints had been received from Blaxton during the period.

Town Councillor Cropley expressed his concern regarding the amount of time that was spent at each meeting discussing the complaints received from one particular individual that resided in Moorends.

C Barnes commented that he would ensure that the aircraft types for the complaints received were included in the presentation for the next meeting.

The Committee thanked C Barnes for his informative presentation.

RESOLVED – That the presentation be noted.

9 ENVIRONMENTAL REPORT

The DSA had advertised for the positions of Head of Sustainability and Head of Environment and Community. It was envisaged to appoint into the two roles as soon as possible. A Dutton and C Barnes would assist the individuals to transition into the roles.

10 COMMUNITY ACTIVITIES

None.

11 FEEDBACK FROM SUB-COMMITTEE MEMBERS

i) Noise Complaints

Parish Councillor Swainston referred to the number of noise complaints received in relation to night time flights, in particular to cargo planes which approached DSA from the east, flew over the airport and made a loop to come into land from the north. He considered that this could be attributable to the additional complainant that resided in Moorends.

A Dutton would invite DSA's Air Traffic colleagues to attend the next meeting to explain the technicalities to the Members.

ii) Excessive traffic

Parish Councillor Swainston referred to the number of complaints received from the residents on Broad Lane, regarding vehicles parking outside of their homes and also taxis waiting for aircrafts to arrive at DSA. He considered that this could be attributable to some of the Whizz Air flights that did not land on time.

iii) DSA's Community Investment Fund

Councillor Curran queried when the applications could be submitted for the next round of DSA's Community Investment Fund.

A Tolhurst requested M Bray to ascertain with A Shirt when the messages had previously been sent to out remind everyone of the Community Investment Fund.

Post meeting note:- Notification had last been sent on 8 February 2021 to inform everyone that the Community Investment Fund was open to receive applications, with a closing date of 31 March 2021.

iv) Trees on High Common Lane

Parish Councillor McCarron referred to the band of trees on High Common Lane which had been cut away in parts to enable individuals to view the runway through the wire fencing. She queried whether a viewing platform could be installed on that area of High Common Lane.

A Dutton would pass the request onto K Moran.

12 ANY OTHER BUSINESS

A Tolhurst thanked everyone for their attendance and contributions made at today's meeting. He wished everyone the very best for a merry Christmas and a happy and healthy New Year.

13 SCHEDULE OF 2022 MEETING DATES

RESOLVED – That future meetings of the Noise Monitoring and Environmental Sub-Committee be held on:-

Thursday 24 March 2022
Thursday 23 June 2022
Thursday 22 September 2022
Thursday 1 December 2022

All meetings will commence at 10:00 am.

Members would be notified of the meeting arrangements in advance of the meeting.

14 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 24 March 2022 at 10:00 am.

CHAIR

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