

Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

24 MARCH 2022 – HELD VIRTUALLY

PRESENT: A Tolhurst OBE (Chair)
C Barnes (Doncaster Sheffield Airport / Liverpool John Lennon Airport),
A Bosmans (FODSA), Councillor S Cox (Doncaster MBC),
Town Councillor A Cropley (Bawtry Town Council), A Dutton (Doncaster
Sheffield Airport / Liverpool John Lennon Airport), Councillor Greenhalgh
(Doncaster MBC), A Hudson (Air Traffic Control Services Ltd, Doncaster
Sheffield Airport), Councillor B Johnson (Doncaster MBC), Councillor
S Knowles (Doncaster MBC), G Levett (Doncaster MBC), K Moran
(Doncaster Sheffield Airport), Parish Councillor J Scutt (Substitute Member
for Blaxton Parish Council), A Shirt (Committee Secretary (Barnsley MBC)),
Town Councillor I Smith (Substitute for Tickhill Town Council),
Parish Councillor I Swainston (Auckley Parish Council),
Parish Councillor S Ward (Cantley with Branton Parish Council) and
Parish Councillor A Wolliams (Substitute for Misson Parish Council)

Apologies for absence were received from Parish Councillor J Baker (Wroot
Parish Council), Parish Councillor J Clarke (Finningley Parish Council),
Councillor L Curran (Doncaster MBC), Parish Councillor S Petherbridge
(Blyth Parish Council), Parish Councillor P Raybould (Blaxton Parish
Council) 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 given the easing of Covid-related
restrictions and the possibility of a new Environmental Manager being appointed at
DSA, he had considered holding this meeting in person for the first time in two years.
However, although the recruitment process is under way, no-one has yet been
appointed and rather than have Andrew and Colin travel from Liverpool, he had
decided to stick with the virtual format for, hopefully, the last time.

Although the resumption of travel after such a trying time was to be welcomed, with an
increase in travel bookings, the war in Ukraine and the looming increase in the cost of
living are having a dampening impact on the outlook for the future. Airlines will
obviously be adversely affected with an expected downturn in traveller numbers from

Russia and Ukraine, but that might make offers for UK travellers more attractive, except that the impact of higher fuel prices have yet to be seen.

Therefore, the short to medium futures are maybe not as bright as to be hoped, or expected, but bookings are holding up even if they are being made with a watchful eye.

Clearly, we all hope that the war in Ukraine will soon be ended but its impact will undoubtedly be felt for decades.

3 MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 9 DECEMBER 2021

RESOLVED –That the minutes of the Noise Monitoring and Environmental Sub-Committee held on 9 December 2021 be agreed as a correct record.

4 MATTERS ARISING

i) Carbon Reductions Profile

It was confirmed that a copy of Liverpool John Lennon Airport's Carbon Reductions profile for 2010-2021 had been circulated to Members following the December meeting.

It was explained that the profile was very similar to Doncaster Sheffield Airport's Carbon Reductions profile.

ii) Air Transport Movements and Quiet Operations Policy Report

Further to a request made at the December meeting, C Barnes confirmed that the Air Transport Movements and Quiet Operations Policy Reports would now include details of the aircraft types for the complaints received.

iii) Explanation of the Approach taken by Cargo Planes

A Tolhurst welcomed A Hudson, Air Traffic Services Manager to the meeting.

A Hudson provided the Committee with an explanation of the approach taken by cargo aircraft when landing on runway 20 at DSA.

It was explained that the Airspace at DSA was different to the West and to the East of the airfield. Controlled airspace is to the West of the airfield and uncontrolled airspace is to the East of the airfield.

It was explained that, to the West of the airfield, the joining points for the airways that aircraft join from are much lower. Whereas to the East of the airfield, the joining points for the airways are much higher.

The airways climb from West to East. The further East, the higher the aircraft are. For example, aircraft would join DSA's airspace at around flight level 100 to 160 (10,000 to 16,000 feet), rather than joining at between 6,000 and 9,000 feet.

It was explained that it takes cargo aircraft time to lose height when they approach DSA. The B747 aircraft can be observed approaching DSA towards the Foxtrot November Yankee beacon for the airport.

Aircraft descent towards this, then take a downwind righthand pattern to lose height and to enable the aircraft to be at the correct height and altitude to pick up final approach into DSA.

It was confirmed that cargo aircraft would also aim to use the Continuous Descent Approach (CDA) method when approaching DSA prior to landing.

The CDA method was designed to reduce fuel consumption and noise compared to other conventional descents.

- Traditionally, landing aircraft approach a runway by 'stepping' down from the cruising level to the ground. At each step, the pilots have to alter the thrust of the engines to level out the aircraft which generates noise and increases fuel intake.
- New technology means that airlines can work with air traffic control and airports to create a much smoother descent to the runway, cutting out the stepping procedures and cutting fuel use and noise at the same time.
- According to articles found on the internet, airlines estimate that each continuous descent approach can save 150kg of jet fuel (around 500kgs of CO2).

iv) Installation of a Viewing Platform on High Common Lane

Further to discussion at the December 2021 meeting, K Moran said that he would ascertain with Peel colleagues whether a viewing platform could be installed on High Common Lane. **ACTION: K Moran.**

5 ELECTION OF 3 PARISH AND TOWN COUNCIL REPRESENTATIVES TO THE ACC

In accordance with paragraph 8 of the Airport Consultative Committee's Constitution, an election was required to be undertaken to fill three places on the Airport Consultative Committee from Parish and Town Council representatives of the Noise Monitoring and Environmental Sub-Committee for the 2022 calendar year.

RESOLVED – That Councillors Cropley, Raybould and Ward be elected to fill the three places on Airport Consultative Committee for the 2022 calendar year.

6 AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT FOR THE PERIOD 1 DECEMBER 2021 TO 28 FEBRUARY 2022

The Committee received a presentation from C Barnes regarding the Air Transport Movements and Quiet Operations Policy report for the period 1 December 2021 to 28 February 2022.

The presentation included analysis of the number of air transport movements for the period, 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 December 2021 to 28 February 2022, 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 December 2021 to February 2022, the number of Quota Count 4 Movements from November 2010 to February 2022, the number of Quota Count Points used from April 2005 to February 2022, and the number of Engine Tests undertaken during the period December 2021 to February 2022.

In relation to the type of complaints received during the period, it was noted that:

- In December 2021, a total of 6 complaints had been received in relation to aircrafts departing during the day on Runway 20 and a total of 6 complaints had been received in relation to aircrafts arriving during the day on Runway 20.
- In January 2022, 4 complaints had been received in relation to aircraft arriving during the day on Runway 20.
- In February 2022, 6 complaints had been received in relation to aircraft arriving during the day on Runway 20.

During the period December 2021 to February 2022, a total of 36 complaints had been received from 17 individuals. Without the regular individual, 20 complaints had been received from 14 individuals.

As requested at the December 2021 meeting, details on the aircraft type that resulted in complaints from each area was also included in the presentation.

It was noted that a wide mix of aircraft types had resulted in complaints. However, there had been three complaints from Finningley residents in relation to the Piper PA31 aircraft.

The Committee confirmed that the extra information provided in the presentation was very useful. The Committee asked if details of the aircraft operator could also be included in the presentation. **ACTION: C Barnes.**

In response to a query from Town Councillor Smith, C Barnes confirmed that any complaints received by DSA in relation to military aircraft would be included in the presentation. A response was also provided by the airport to the complainant to confirm the type of aircraft, its height and any noise measured at either Bawtry or Boston Park Farm noise monitoring terminals. If the aircraft was found to be at fault, then DSA would contact the military base.

The Committee confirmed that the Air Transport Movements and Quiet Operations Policy presentation did continue to meet Members' requirements to enable them to answer questions from local residents.

The Committee thanked C Barnes for his informative presentation and acknowledged that there would most likely be an increase in complaints received during 2022 as activity increases at DSA.

RESOLVED – That the presentation be noted.

7 ENVIRONMENTAL REPORT

K Moran reported that recruitment was currently taking place for a Sustainability and CSR Manager with second stage interviews being held shortly.

It was anticipated that recruitment for an Environmental Officer would take place during April 2022.

RESOLVED – That the update be noted.

8 COMMUNITY DEFIBRILLATORS

A Tolhurst reminded the Committee that DSA had agreed to fund the purchase of three defibrillators for installation in the local areas.

A request for applications had been sent out by the Committee Secretary on 10 February 2022 with a closing date of 31 March 2022.

To date, three applications had been received for the installation of defibrillators in the local areas of Rossington, Misson and Auckley.

The Committee noted that the applications would be considered at the forthcoming Airport Consultative Committee meeting on 7 April 2022, where the Committee would make a recommendation to the Airport to support the installation of defibrillators in the local areas of Rossington, Misson and Auckley.

RESOLVED – That the Committee supports the installation of defibrillators in the areas of Rossington, Misson and Auckley.

9 FEEDBACK FROM SUB-COMMITTEE MEMBERS

There was no feedback provided from Sub-Committee Members at today's meeting.

10 ANY OTHER BUSINESS

The Committee noted that today's meeting could possibly be the last meeting which A Dutton and C Barnes would be attending.

On behalf of the Committee, A Tolhurst thanked A Dutton and C Barnes for all their support and hard work over the last few years.

11 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 23 June 2022 at 10:00 am.

CHAIR

DRAFT