

Our ref: ACC/AIS

Your ref:

Date: 11 June 2014

This matter is being dealt with by: **Andrew Shirt**
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Direct Line: 01226 772207

**TO:- ALL MEMBERS OF THE AIRPORT CONSULTATIVE COMMITTEE –
NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE**

Dear Member

**RE: AIRPORT CONSULTATIVE COMMITTEE – NOISE MONITORING AND
ENVIRONMENTAL SUB-COMMITTEE ON 19 JUNE 2014**

I write to inform you that the next meeting of the Noise Monitoring and Environmental Sub-Committee will be held on **Thursday 19 June 2014 at 10.00 am in Heyford House, Robin Hood Airport, First Avenue, Doncaster, DN9 3RH.**

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



Andrew Shirt
Secretary

Enc

Membership:

Councillor Yvonne Woodcock (Chair)

J Bamford (Nottinghamshire CC), C Barnes (Robin Hood Airport), A Bosmans (FODSA), Parish Councillor R Brown (Blyth Parish Council), P Cole (Office of Caroline Flint, MP), T Corden (Doncaster MBC), Town Councillor A Cropley (Bawtry Town Council), L Daffern (Robin Hood Airport), J Davies (Doncaster MBC), A Dutton (Robin Hood Airport), Parish Councillor L Gilfedder (Austerfield Parish Council), S Gill (Robin Hood Airport), Parish Councillor R Harrison (Austerfield Parish Council), Councillor B Hoyle (Doncaster MBC), P Knight (Doncaster MBC), Parish Councillor M Lindley (Finningley Parish Council), Parish Councillor M Marrison (Tickhill Town Council), Parish Councillor N McCarron (Blaxton Parish Council), T McDonald (Doncaster MBC), Councillor H McNamee (Doncaster MBC), Mr J Proudman (Bassetlaw District Council), S Racjan (Doncaster MBC), Town Councillor P Scholey (Maltby Town Council), A Shirt (Secretary, South Yorkshire Joint Secretariat), Parish Councillor Chris Stringer (Mission Parish Council), Parish Councillor I Swainston (Auckley Parish Council), A Tolhurst OBE (Chair of the ACC, Ex-officio), Parish Councillor M Wiles (Wroot Parish Council) and Parish Councillor J Worthington (Cantley with Branton Parish Council)

Duties of the Noise Monitoring and Environmental Sub-Committee

The Sub-Committee's duties are:

- a. To act as a link with local communities
- b. To review the implementation of the Quiet Operations policy
- c. To review every two years the Sound Insulation Grants Scheme.
- d. To consider the impact on the local community of ground operations associated with the airport.
- e. To monitor the air quality as measured at the monitoring stations.
- f. To monitor the level of complaints and the performance of the airport's complaints procedure.
- g. To review the environmental implications of planning applications.
- h. To review any incidents involving the use of emergency procedures relating to fuel dumping and fire water.
- i. To review the effectiveness of bird control measures.
- j. To monitor the effectiveness of water resource management and the waste management plan.

**ROBIN HOOD DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE –
NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE**

THURSDAY 19 JUNE 2014

**IN HEYFORD HOUSE, ROBIN HOOD AIRPORT, FIRST AVENUE, DONCASTER,
DN9 3RH.**

AGENDA: Reports attached unless stated otherwise

	Item	Page
1	Welcome, Introductions and Apologies for absence	
2	Minutes of the Noise Monitoring and Environmental Sub Committee held on 20 March 2014	1 - 6
3	Airport Developments	Verbal Report
4	FARRRS Development - Progress	Verbal Report
5	Press Release: Civil Aviation Authority urges UK aviation to improve noise performance and do more to engage communities	7 - 14
6	Air Transport Movements and Quiet Operations Policy Report	15 - 32
7	Annual Noise Report 2013/14	Verbal Report
8	Environmental Report	Verbal Report
9	Community Activities	Verbal Report
10	Any other Business	
11	Date and Time of Next Meeting - Thursday 18 September 2014 at 10:00 am in Heyford House, Robin Hood Airport, Doncaster	

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ROBIN HOOD AIRPORT DONCASTER SHEFFIELD

NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE

20 MARCH 2014

PRESENT: Councillor Y D Woodcock (in the Chair)
A Bosmans (FODSA), Parish Councillor R Brown (Blyth Parish Council),
Councillor T Corden (Doncaster MBC), Town Councillor A Copley (Bawtry
Town Council), L Daffern (Robin Hood Airport), J Davies (Doncaster MBC),
A Dutton (Robin Hood Airport), Councillor P Knight (Doncaster MBC),
Parish Councillor M Lindley (Finningley Parish Council),
Parish Councillor N McCarron (Blaxton Parish Council), T McDonald
(Doncaster MBC), Councillor H McNamee (Doncaster MBC), A Shirt
(Secretary, South Yorkshire Joint Secretariat),
Parish Councillor Chris Stringer (Mission Parish Council),
Parish Councillor I Swainston (Auckley Parish Council), A Tolhurst OBE
(Chair of the ACC, Ex-officio), Parish Councillor M Wiles (Wroot Parish
Council) and Parish Councillor J Worthington (Cantley with Branton Parish
Council)

Apologies for absence were received from P Cole (Office of Caroline Flint,
MP), S Gill (Robin Hood Airport), Parish Councillor M Marrison (Tickhill
Town Council), S Racjan (Doncaster MBC) and Town Councillor P Scholey
(Maltby Town Council)

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

Councillor Woodcock welcomed Members to the March meeting of the Noise Monitoring and Environmental Sub-Committee. An extended welcome went to Trevor McDonald, (Enforcement Team Manager South/West, Doncaster MBC) and to Councillor Pat Knight Doncaster MBC's Cabinet Member for Health and Adult Social Care.

Apologies for absence were noted as above.

2 MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB COMMITTEE HELD ON 5 DECEMBER 2013

RESOLVED – That the minutes of the meeting of the Noise Monitoring and Environmental Sub-Committee held on 5 December 2013 be agreed as a correct record.

3 AIRPORT DEVELOPMENTS

L Daffern, Head of Terminal Services and Security informed the Committee that LinksAir would be basing an aircraft at Robin Hood, launching new routes to Belfast City and the Isle of Man.

The Belfast flights would commence on 7th April 2014 and would run twice-daily on weekdays and a single Sunday return. A number of advance bookings had already been made.

Following feedback received from passengers, the Airport would be installing a 400 square meter cover at the rear of the terminal building. Installation would take place after winter 2014.

Wizz Air would be increasing capacity over the summer period. A new route to Riga would commence on 20th June.

Dayle Hauxwell had now commenced in post as the Airport's Cargo Manager. It was reported that Dayle had vast knowledge and experience in the cargo industry and that he would be a real asset to the Airport.

Members were made aware that the management of Manston Airport in Kent had issued its staff with details of a 45-day consultation to closure notice. It was noted that if the Airport did close, it may result in increased QC4 operations from Robin Hood Airport.

Upgrades to the car park facilities at the Airport were due to be completed by Easter 2014. The Airport would be re-installing the drop-off lane at the front of the Terminal building (a charge of £1.00 would apply for up to ten minutes). Short-stay car parking located directly opposite the Terminal would be free for the first 15 minutes and stays of up to 30 minutes would be charged at £2.50.

A new Robin Hood Airport website was in the final stages of completion, it was anticipated that the new website would be launched week commencing 24th March 2014.

Craig Hewitt the Airport's Travel Trade Sales Executive had recently been working with all the Thomson travel agency stores in South Yorkshire and Lincolnshire on an incentive to entice customers to use Robin Hood Airport. Prior to the start of the incentive sales figures were -16%, following the incentive sales were now better than average at +6%.

A Dutton reported that the Chancellor George Osborne had announced in his Budget on 19 March 2014 that there would be £20m available from the regional air connectivity fund which would allow airports to apply for funding to entice airlines to set up new routes to places within the European Union.

On a separate issue, Councillor McNamee informed the meeting that she had visited the Airport's Terminal building on Friday 21st February 2014 at 7pm to collect a passenger arriving on the Lithuania Wizz Air flight. Highlighting that none of the information screens in the Terminal building had been working. **ACTION: L Daffern to investigate and report back to Councillor McNamee.**

Parish Councillor McCarron asked if there had been any further developments with locating the Red Arrows at the Airport. L Daffern reported that discussions were currently on-going with the Airport's Head of Aviation Development.

A Bosmans reported that there would be one long-haul Thomson flight departing from the Airport in November 2014 to Jamaica. Upon arrival in Jamaica passengers would be joining the Thomson Dream cruise ship for 14 nights.

4 AIR TRANSPORT MOVEMENTS AND QUIET OPERATIONS POLICY REPORT

The Committee received a presentation from A Dutton regarding the Air Transport Movements and Quiet Operations Policy for the period 1 November 2013 to 28 February 2014.

a) Air Transport Movements

The presentation reported on the following:-

- i) The number and type of aircraft movements November 2013 to February 2014.
- ii) The number of arrivals and departures on each runway from November 2013 to February 2014.
- iii) Number of arrivals and departures on each runway from April 2005 to February 2014.

b) Quiet Operations Policy

The presentation reported on the following:-

- i) The number of complaints received from Robin Hood Airport from 1 November 2013 to 28 February 2014 amounted to 11 complaints.
- ii) Robin Hood Airport's total number of complaints and type of complaints for November 2013 to February 2014.
- iii) Number of complaints and individuals for November 2013 to February 2014.
 - During November 2013, the Airport received 2 complaints from 2 individuals.
 - During December 2013, the Airport received 3 complaints from 1 individual.
 - During January 2014, the Airport received 2 complaints from 2 individuals.
 - During February 2014, the Airport received 2 complaints from 4 individuals.
- iv) Number of complaints and individuals from each area for the period.
 - During the period (November 2013 to February 2014) there had been 7 complaints from 1 individual residing in the Moorends area.

- v) The per cent of total complaints from each area for the period.
- vi) Number of complaints and comparison figures for the 2012 and 2013 period.
- vii) Robin Hood Airport's annual number of complaints from 2005 to February 2014.
 - The total number of complaints received by the Airport continued to decline year-on-year from 2009 onwards.
 - From 1st January 2014 to 28 February 2014 there had been 6 complaints received by the Airport.
- viii) Number of night time departures from Runway 20 for the period November 2013 to February 2014.
- ix) Number of non-NPR aircraft departures November 2013 to February 2014.
- x) Number of Quota Count Points used and Quota Count Points from April 2005 to February 2014.
- xi) A QC4 Atlas Air Boeing 747-400 flight had departed from the Airport on 21st January 2014 at 23:43 on runway 20.
- xii) The number of engine tests for the period.

c Complaints Procedure

Members were reminded that the Airport had developed a Public Noise complaints procedure approved by Doncaster MBC to handle, monitor, investigate and report each complaint lodged by members of the public.

Members of the public could send their complaints to the Airport by writing, calling, sending an email or submitting a complaint via the link on the Airport's website.

The Airport investigates and responds to all complaints in writing within 10 working days to explain why and what has occurred and also issues an apology if something has gone wrong. Data from the Airport's Track Keeping System and fixed noise monitors are accessed to accurately locate the flight path of an aircraft and their noise level.

Members requested that a presentation be given a future meeting on the Airports' Track Keeping System. **ACTION: A Dutton**

RESOLVED – That the presentation be noted.

5 ENVIRONMENTAL REPORT

A Dutton informed the Committee that energy consumption continued to fall at the Airport.

The annual energy consumption figures for the Terminal Building 2012/13 were presented:

<u>Utility</u>	<u>2012 Annual Consumption</u>	<u>2013 Annual Consumption</u>	<u>Reduction of</u>
Gas	158,173 m ²	116,729 m ²	41,444 m ² (26%)
Electricity	2,926,807 KWH	2,601,355	325,454 KWH (11%)
Water	12,201 m ³	9,853 m ³	2,348 m ³ (19%)

RESOLVED - That the update be noted.

6 COMMUNITY ACTIVITIES

Parish Councillor J Worthington informed the Committee that Yorkshire Wildlife Park would shortly be re-homing a Polar Bear from Mexico; asking if the Bear would be arriving into Robin Hood Airport.

L Daffern indicated that she was unaware of any forthcoming flight containing the “specialist cargo”, however, she would make enquires and report back to the Committee accordingly. **ACTION:- L Daffern**

7 ANY OTHER BUSINESS

i) Hedge on Station Road, Blaxton

Parish Councillor McCarron reported that the hedge on Station Road in Blaxton now required trimming, prior to birds nesting in the hedge. **ACTION:- L Daffern**

8 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Noise Monitoring and Environmental Sub-Committee be held on Thursday 19 June 2014 at 10:00 am in Heyford House, Robin Hood Airport, Doncaster.

CHAIR

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Civil Aviation Authority urges UK aviation to improve noise performance and do more to engage communities

29 May 2014

The UK Civil Aviation Authority (CAA) has today published a series of [recommendations \(please see Appendix A\)](#) to help drive improvements in the way the aviation industry manages aircraft noise.

More people in the UK are affected by aviation noise than any other country in Europe. With the Airports Commission currently considering proposals for increasing the UK's aviation capacity, the CAA is clear that the industry will not be able to grow unless it first tackles its noise and other environmental impacts more effectively. To help drive improvements from the industry, the CAA has published *Managing Aviation Noise*, a document setting out a series of recommendations to help reduce, mitigate and compensate communities for aviation noise.

The recommendations cover changes airports and airlines could make now, as well as improvements policy-makers and industry could make ahead of any future increases in capacity. There is a strong focus on making sure airports work with their local communities more closely, as well as operational changes and ideas for incentivising airlines to reduce the noise impact of their flights.

Key recommendations for the aviation industry include:

- Airports and airlines should ensure that operational approaches to mitigate noise are incentivised and adopted wherever feasible. The CAA will work with industry to consider, trial and promote novel operational approaches to noise minimisation.
- When looking to expand, airports should do more to ensure local residents see benefits from additional capacity – whether through funding community schemes, direct payments, or tax breaks.
- Airports seeking expansion should significantly increase spending on noise mitigation schemes to get closer to international competitors – including full insulation for those most affected.
- Airlines should focus on noise performance when purchasing new aircraft.
- Airports should structure their landing charges to incentivise airlines to operate cleaner, quieter flights.

In addition, the document proposes creating a new Airport Community Engagement Forum bringing together local residents, the aviation industry, policy makers and planners focussed on how new capacity can be developed and operated to minimise noise impacts and maximise community benefits, rather than whether it should be built.

Measures that Government and local authorities could consider include the potential for tax breaks for local people and businesses and, if other methods are not successful, the potential for a future noise tax to incentivise airlines to procure and operate fleets in the most noise efficient fashion possible and to internalise noise impacts in consumer decision making.

Iain Osborne, Group Director for Regulatory Policy at the CAA, said:

“Very many people in the UK are already affected by aviation noise and it’s clear that unless the industry tackles this issue more effectively, it won’t be able to grow. The recommendations we’re making will help the industry to reduce and mitigate its noise impact, whilst also making sure the communities affected by aircraft noise are fairly compensated and feel much more involved in the way their airport operates.

“We believe these measures could make a real difference to people living near airports today, as well as ensuring any future decisions on aviation capacity increases take full account of the impact of aviation noise on people’s quality of life.”

The noise area of the CAA website includes information designed to help improve the public’s understanding of aircraft noise and how it is currently managed. For more information please visit: www.caa.co.uk/noise

Chapter 10

Managing Aviation Noise Recommendations

The CAA is clear that the aviation industry, the regulator, and policy-makers must work in a unified fashion to tackle aircraft noise impact – this is not only an obligation owed to the communities who experience many of the downsides of aviation, but as we face increasing capacity squeezes, it is likely to be a pre-requisite to see new infrastructure constructed.

It is widely accepted that there is no single solution to aviation noise and instead it must be managed and actively reduced through a series of complementary measures, all of which should be encouraged through a unified set of policies to ensure industry have the right incentives to act.

Even if this approach is successful in reducing aviation noise to a significantly lower level than that which communities experience today, pressures imposed by demand growth mean that it is vital to do more to engage those local people who feel that expansion is a zero-sum game where they are the sole losers and the aviation industry, travelling public, government and wider economy all gain at their expense.

For aviation, facing this challenge means accepting that greater ambition is necessary to achieve step changes in performance; for policy-makers, that means facilitating better performance through incentives and policy levers to aid industry in reducing noise.

Given their inherently close relationship with local communities, often facilitated through existing Consultative Committee structures, airports are best placed to take a lead in coordinating industry action, and in assessing which measures best fit their individual circumstances.

In relation to the Airports Commission process, the final location chosen for a new runway will affect which measures are most appropriate to adopt. As much as possible, this consideration should be done in consultation with the communities who are affected, rather than being decided by aviation in isolation.

The Government's policy position on aviation noise is to limit and, where possible, reduce the number of people in the UK significantly affected by noise – in the context of the debate around aviation capacity, we believe that if industry is to be able to expand in the south east, it must go further.

A successful noise strategy would not only focus on actively reducing the numbers of people affected by noise, but would also seek to compensate those who are still affected in full reflection of the disturbance they suffer, and would engage all of those affected by noise in the process of managing operations, designing mitigations and proposing compensation schemes.

The proposals set out in this document are summarised below.

Manufacture

The most significant potential noise reduction benefits in terms of reducing noise can be produced through enhancement in airframe and engine manufacture. It is through creating quieter aircraft that the significant benefits in noise reduction have been driven since the 1950s.

Airlines

The CAA urges airlines to continue to focus on improving noise performance when they purchase new aircraft. Measures to incentivise airlines to prioritise noise performance over and above other priorities are explored in the incentivisation section below. This is important as with the recent introductions of two new aircraft types with significant noise benefits over their predecessors, operators now have more options when considering new type purchases.

Policymakers

Policymakers should be aware of potential noise and carbon trade offs when considering incentives around sustainability and ensure that perverse incentives are not introduced which lead to increasing noise impacting local residents.

Manufacturers

Aircraft manufacturers face a series of pressures when they come to consider new product innovations including cost, configurability, efficiency, emissions, comfort, and noise performance. While many of these elements have an impact on aviation's externalities, improving noise performance uniquely improves life for people who may see little or no benefits from aviation. We would strongly encourage manufacturers to continue to work to drive noise improvements, working collaboratively, and ensuring that trade-offs with other elements do not mean increasing noise.

Operate

Continuous Descent Operations (CDO)

We recommend airports consider the potential for such league tables to add value in their efforts to reduce noise, and consider other measures to ensure airlines adopt CDOs.

Low power low drag

Airports should consider measures to incentivise airlines to deploy landing gear at the appropriate point to balance operational and safety requirements and noise reduction.

Reduced landing flap

Although a number of operators already use utilise the reduced landing flap technique, such a measure could be adopted relatively quickly by others to enhance noise benefits. Airports should work with their operators to enhance adoption of reduced landing flap.

Displaced landing thresholds

We will work with industry to gain a better understanding on the issues associated with displaced landing thresholds and will engage with industry, government and the Airports Commission to move forward operational assessment of the potential benefits.

Slightly steeper approaches

The aviation industry should consider the potential for slightly steeper approaches to impact on existing practices such as low-power/low-drag and reduced landing flap techniques as part of consideration of adopting this procedure where appropriate to mitigate noise.

Two-segment Approaches

We will work with industry to explore the potential for two-segment approaches, and request that the broader aviation industry actively engage with the work we have initiated with British Airways, and consider the potential for this concept to significantly reduce approach noise.

Optimised lateral path

The CAA will continue to engage with industry through the Airspace Change Process and the Future Airspace Strategy programme to identify opportunities for optimised lateral paths to deliver noise benefits.

Mitigate

Insulation funding

Airports should assess their insulation schemes within the context of their individual circumstances, but when insulation funding is offered, it is most effective where funding is available in full for those most seriously impacted by noise. It is also sensible to allow eligible households to source their own supplier, allowing market forces to drive down overall costs. Where part funding is available, the proportion funded by the airport should depend on the level of noise impact – with more funding offered to those who experience greatest noise.

Property removal

In the Airports Commission final report, a review of the potential impact of property removal alongside land rezoning in order to mitigate the highest noise and potential health impacts on local residents would help to give certainty that the numbers of people affected by new noise will be minimised.

Barriers and other noise absorption mechanisms

Airports, in particular when seeking to expand, should consider the potential to utilise noise absorption methods to limit the impact of aircraft ground noise – particularly to newly exposed populations.

Expenditure

Increasing spending on mitigation to compete with international best practice would be expensive given the UK's population density, particularly at Heathrow where noise affects many more people than any other European airport. However, increasing spending significantly above today's levels would achieve greater equity between airports and communities, and the CAA believes that it is likely to be a pre-requisite for the significant expansion of any airport.

Industry incentivisation

When considering both manufacturing and operational improvements, policy makers and regulators often do not have direct powers to affect changes to improve noise performance. As such, consideration of a range of incentives to ensure the aviation industry fully reflects the environmental externality caused by noise in its decision-making is vital.

Landing charges

Airports which have not already done so should adopt the CAA's good practice principles for landing charges to encourage quieter operations set out in the Environmental Charges publication.

Facilitation

Where they don't already exist, airports should provide effective fora to coordinate and drive operational techniques to mitigate noise impacts.

Noise envelopes

The imposition a noise envelope for any new runway capacity developed in the south east, which would contain a series of trigger points to allow new capacity to be utilised only when noise limitations are met, could have benefit for noise management and community trust. Imposition of such an envelope would be a decision for the Airports Commission and Government. The final design of such an envelope could be agreed by the Airport Community Engagement Forum.

If such an envelope is proposed, in setting out their National Policy Statement, government should apply the CAA's suggested principals to setting the noise envelope. Planning authorities considering additional capacity elsewhere should consider the utility of introducing a noise envelope to manage community noise impacts, and apply the principles if they choose to impose one.

Noise tax

Government should consider the potential for a future noise tax to incentivise airlines to procure and operate fleets in the most noise efficient fashion possible, if other methods are not successful, and to internalise noise impacts in consumer decision making.

Were it to be considered, the design of such a tax should, as the French one does, reflect the individual circumstances of different airports and their varying noise impacts - ensuring that impacts are proportionate and based on a clear cost/benefit analysis. If introduced, the CAA believes that it would more equitable for revenues to benefit local communities, either directly via funding insulation measures or indirectly through supporting schemes which benefit the entire local area.

Engaging communities

Even taking all the measures set out above, aviation noise will not be reduced to a level which annoys nobody in the foreseeable future, particularly if capacity expansion aims to meet demand growth. As such, alongside the proposals to minimise noise, more must be done to ensure communities are engaged with the aviation industry.

Information publication

The CAA will continue to develop proposals to make aviation's noise impact more easily understood to the public.

Airport Community Engagement Forum

An Airport Community Engagement Forum charged with ensuring clear, effective links and dialogue between local communities, the aviation industry, policy-makers and planners would help to facilitate community engagement and could help to ensure the Airports Commission's recommendations are delivered. For such a Forum to be effective, it must have respected, independent and objective governance to give weight to its recommendations around noise management strategies, community engagement and compensation measures. The Forum's core aim would be focussing on how new capacity is developed and utilised, rather than whether such capacity should be created – a decision which is for the Airports Commission and Government.

Financial incentives

Financial incentives for local communities could be an important part of compensating people for the negative impacts of aviation. The Airports Commission may propose such incentives in their final report – these are likely to be most impactful if local communities have a say in their design and if they are underwritten by law to ensure that residents can rely on them.

Landing charges and fines

Scheme proposers should consider the potential to do more to engage communities by spending more than they presently do on community engagement opportunities. In reaching its final recommendation, the Airports Commission could consider the potential for hypothecating an element of the airport landing charges and slot fines to benefit local communities, either directly via payments or indirectly through local schemes. This could include considering the potential to enhance deliverability of the proposed project, weighed off against the impact on its finance ability.

Ownership options

Although they are radical and likely to be challenging to implement, scheme proposers could consider the potential for utilising a novel ownership structure to better engage communities with airport success.

Tax breaks

Government and local authorities should consider the potential for tax breaks for local people and businesses to help to compensate local communities.

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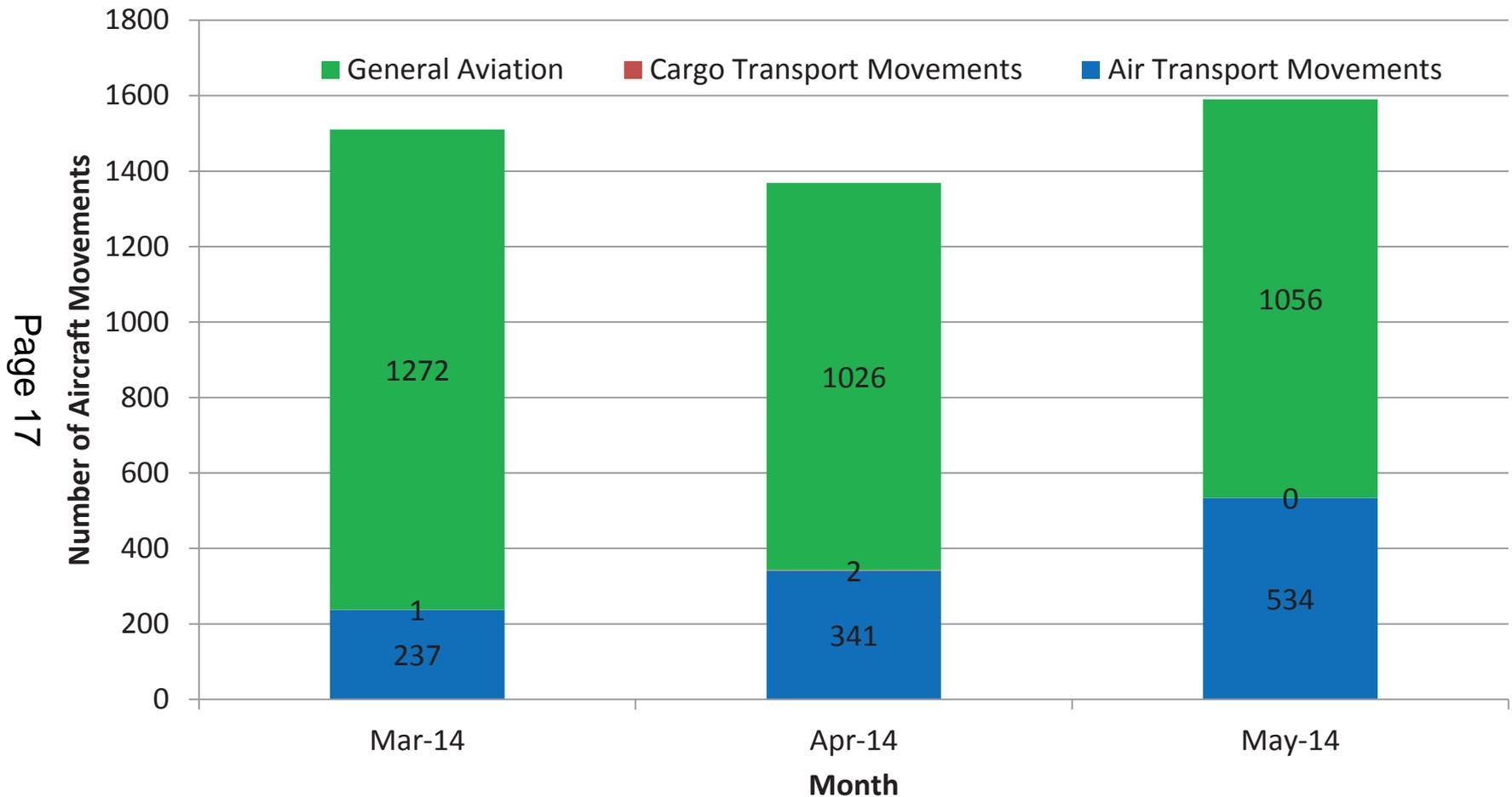
Noise Monitoring & Environmental Sub Committee

19th June 2014

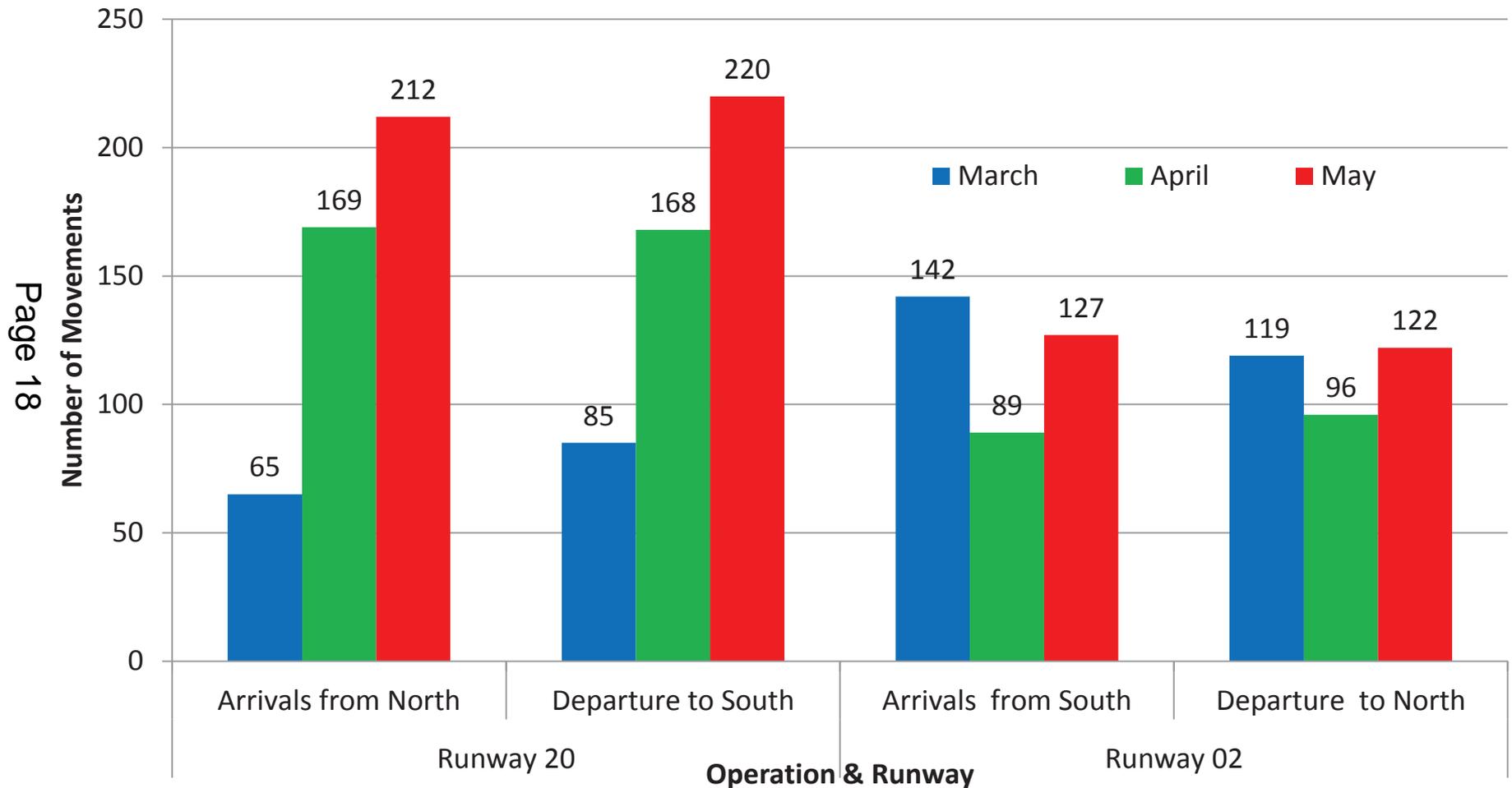
www.robinhoodairport.com

Air Transport Movements

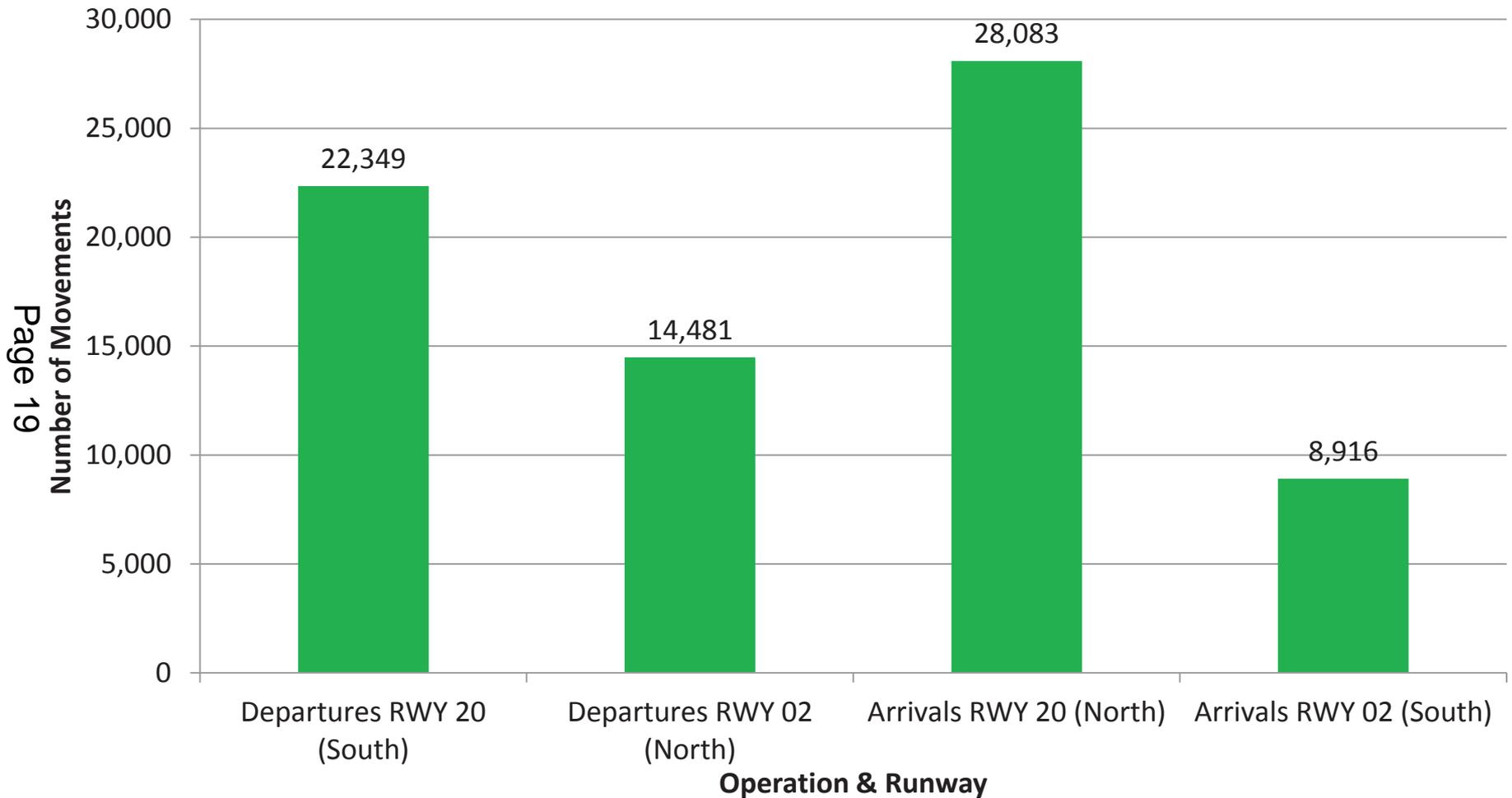
Robin Hood Airport Number and Type of Aircraft Movements March 2014 to May 2014



Robin Hood Airport Number of Arrivals & Departures on each Runway for March 2014 to May 2014



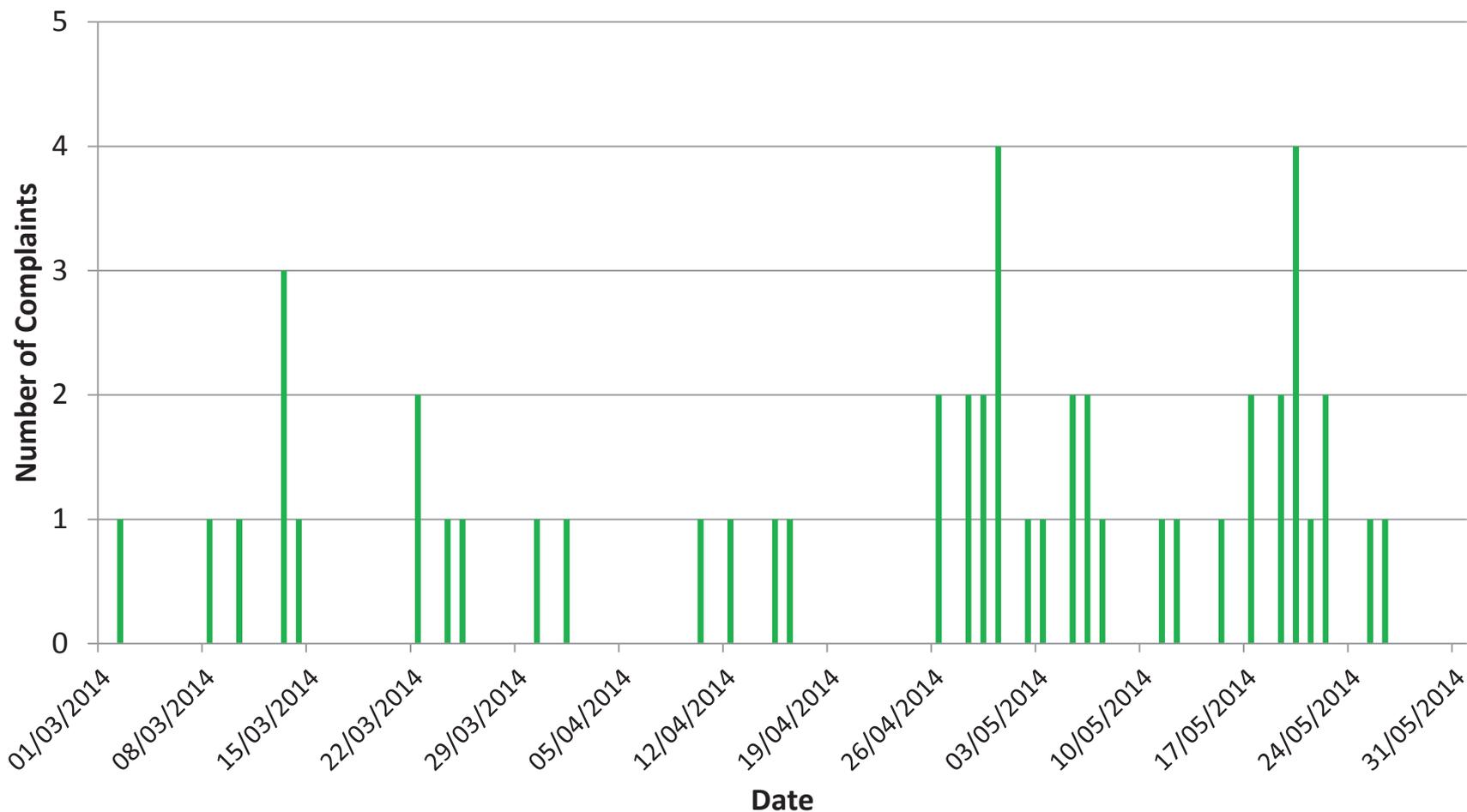
Robin Hood Airport Number of Arrivals & Departures on each Runway from April 2005 to May 2014



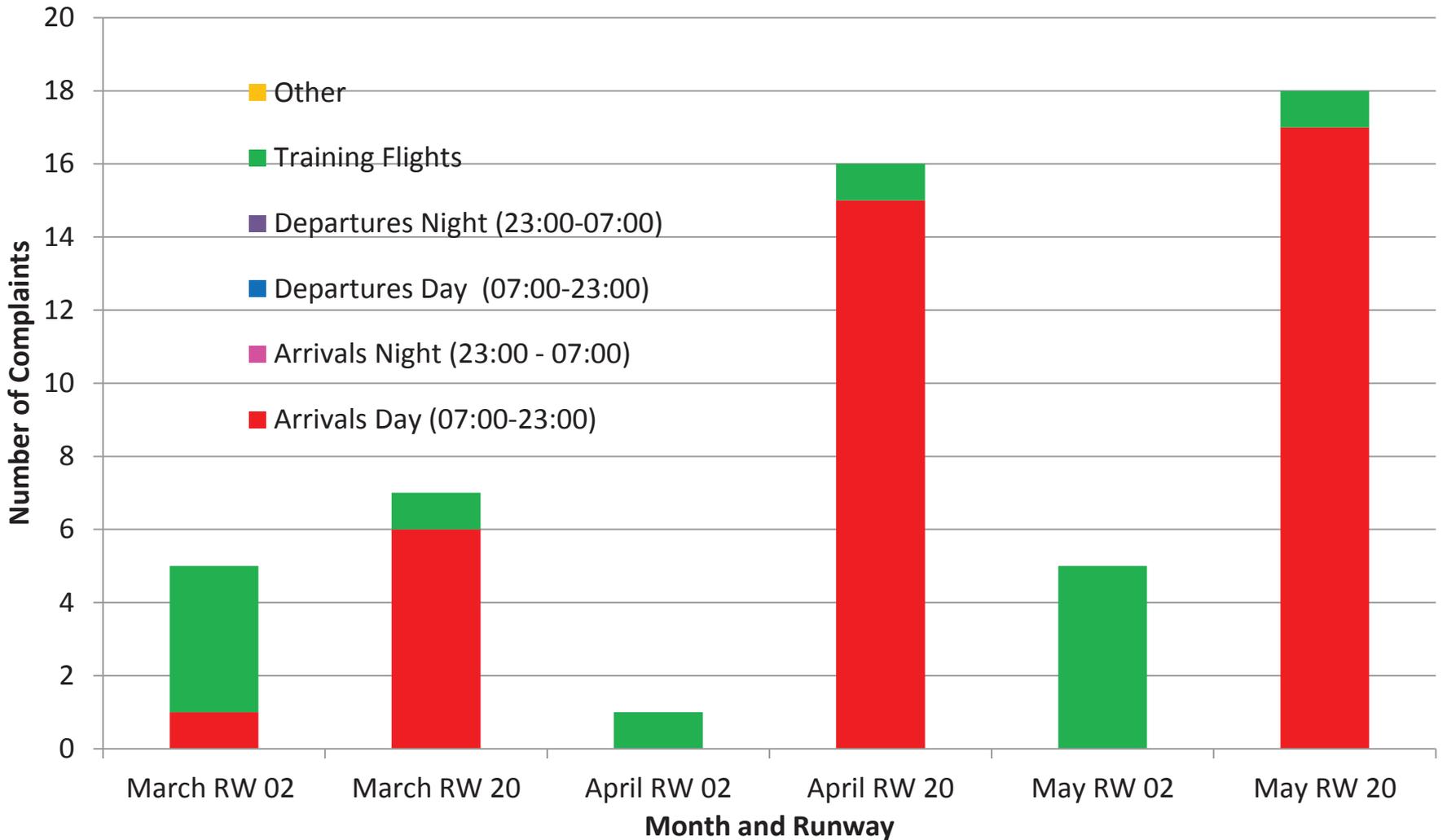
Quiet Operations Policy Report

Robin Hood Airport Number of Complaints from 1st March 2014 to 31st May 2014

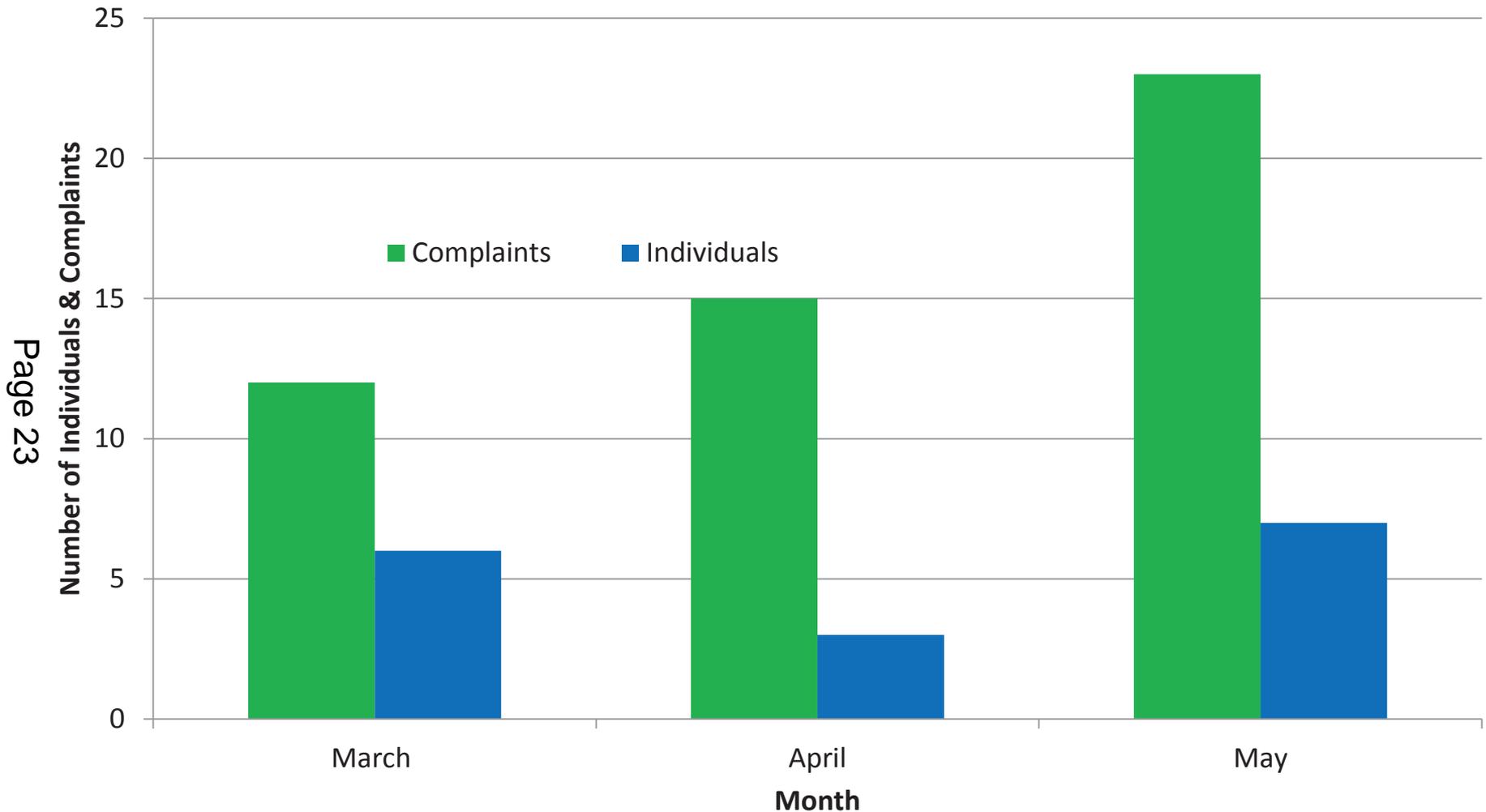
Page 21



Robin Hood Airport Number and Type of Complaints for March 2014 to May 2014

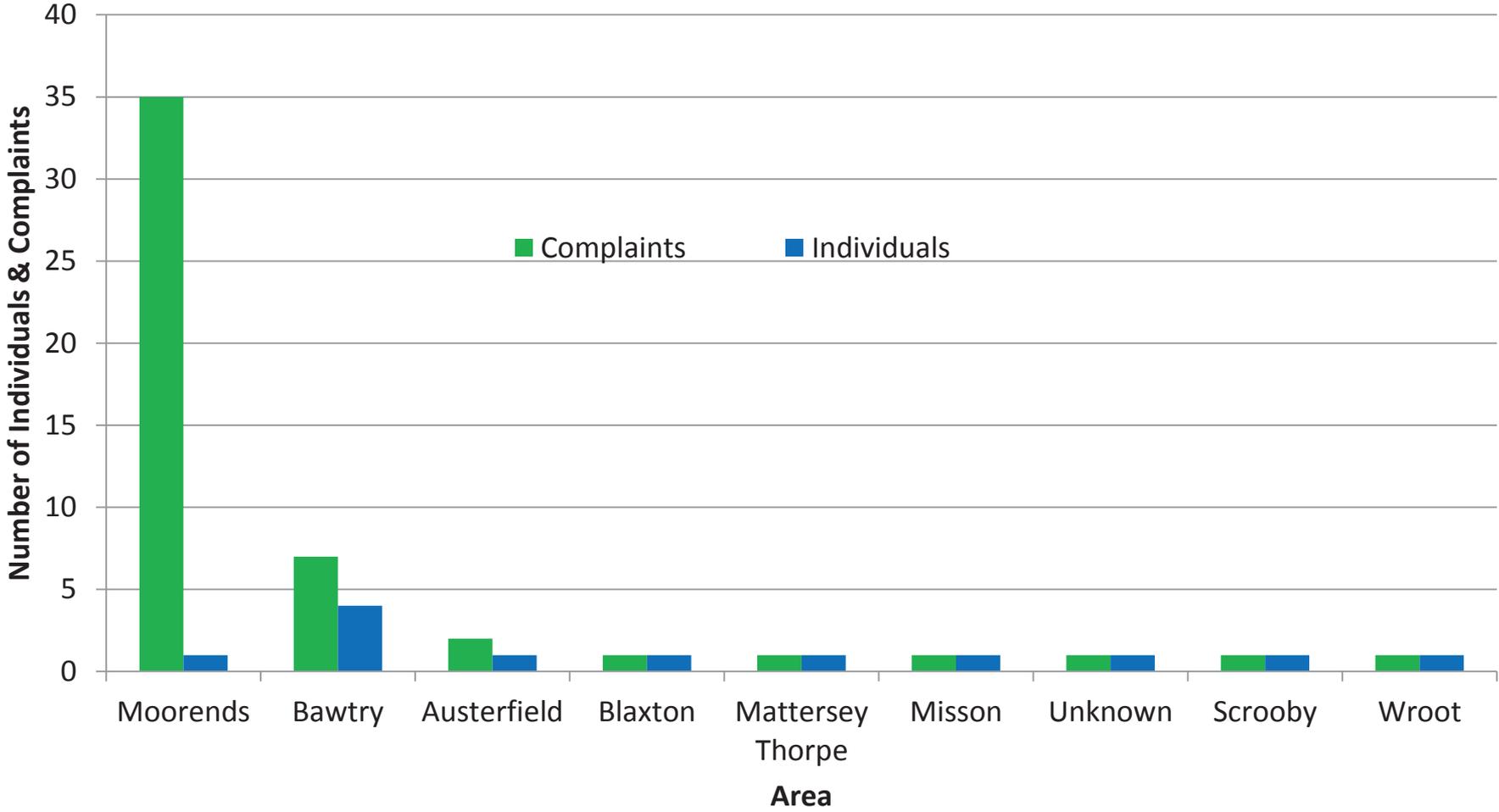


Robin Hood Airport Number of Complaints & Individuals for March 2014 to May 2014

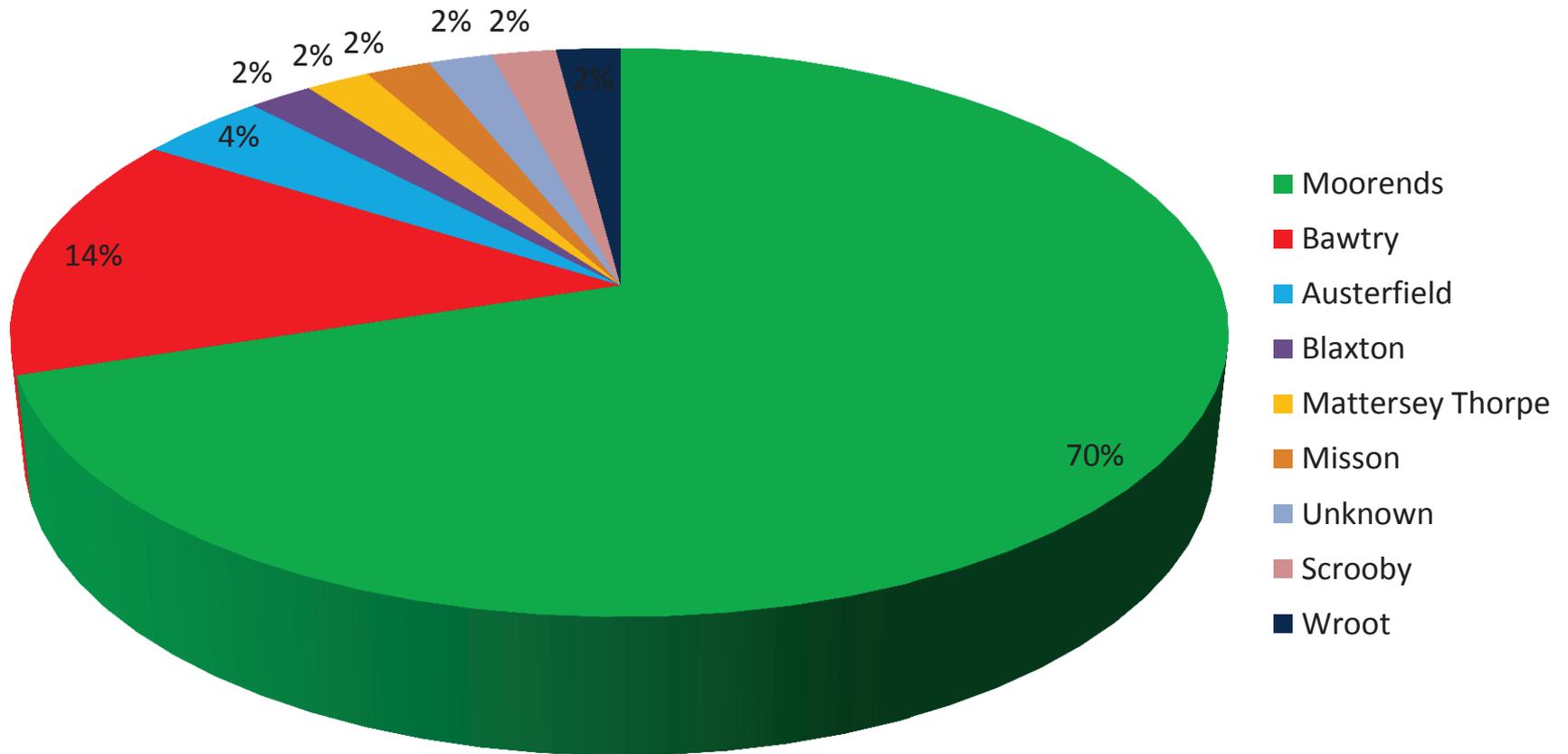


Robin Hood Airport Number of Complaints & Individuals from each Area from 1st March 2014 to 31st May 2014

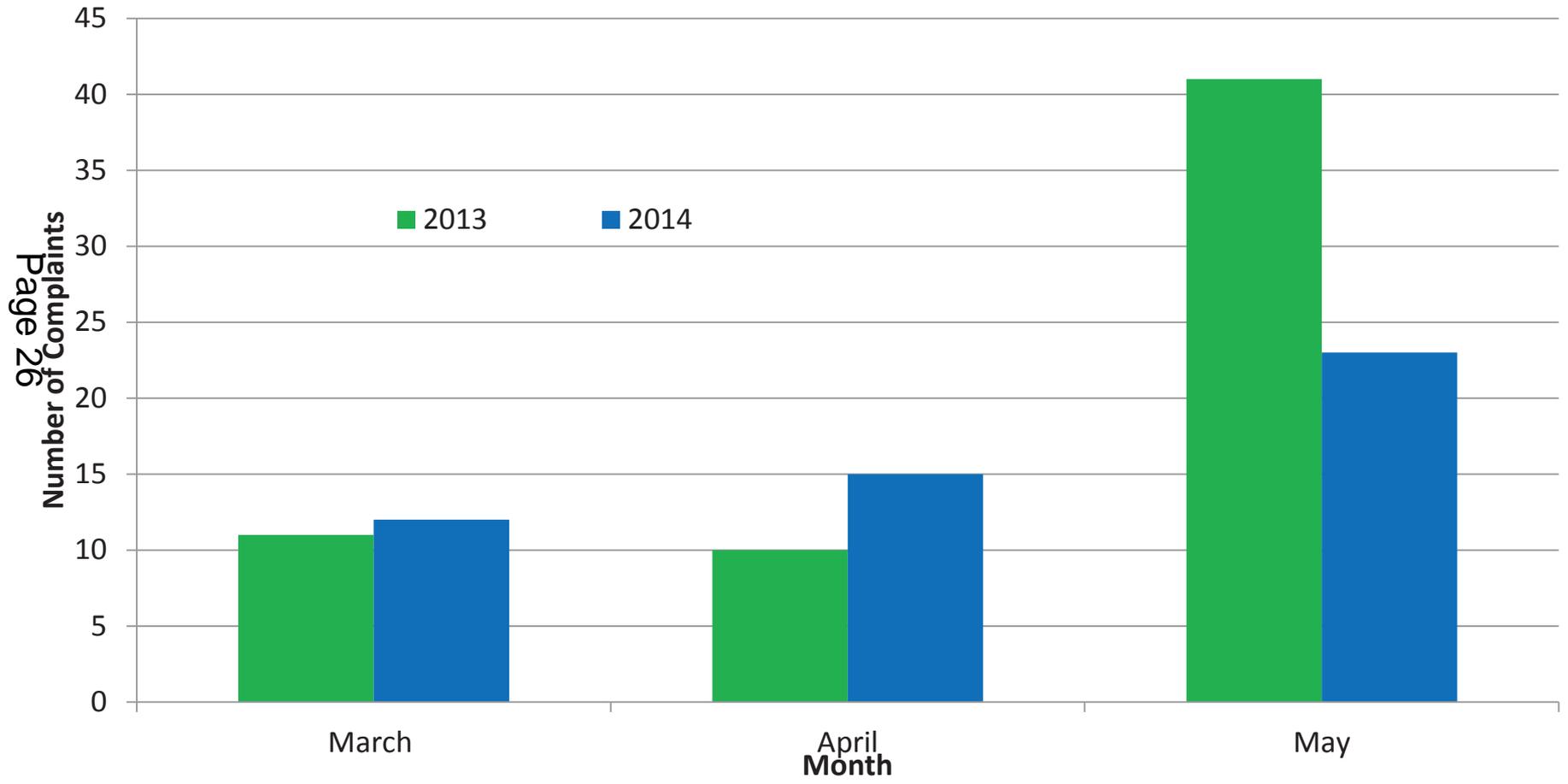
Page 24



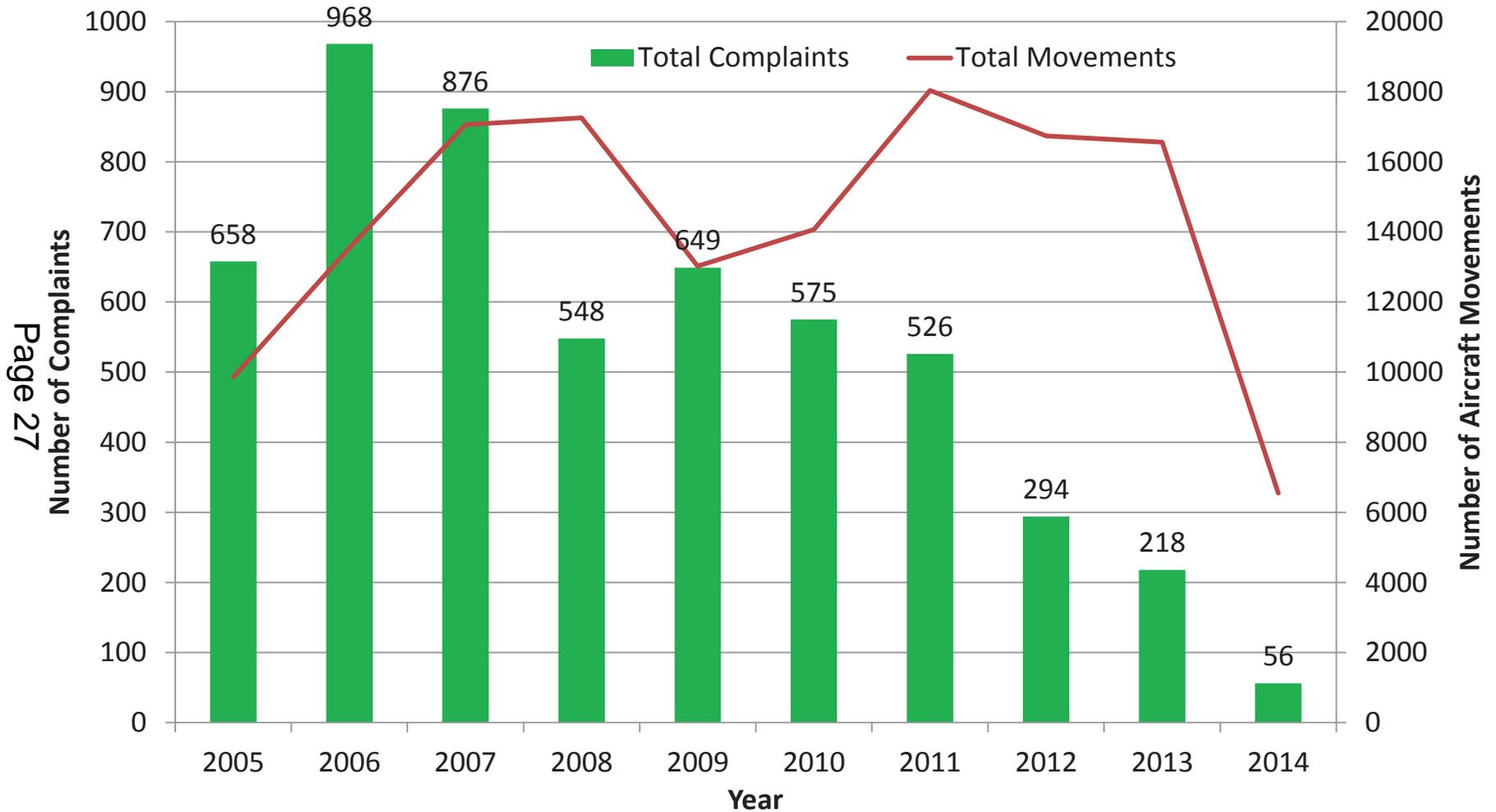
Robin Hood Airport Percentage of total Complaints from each Area from 1st March 2014 to 31st May 2014



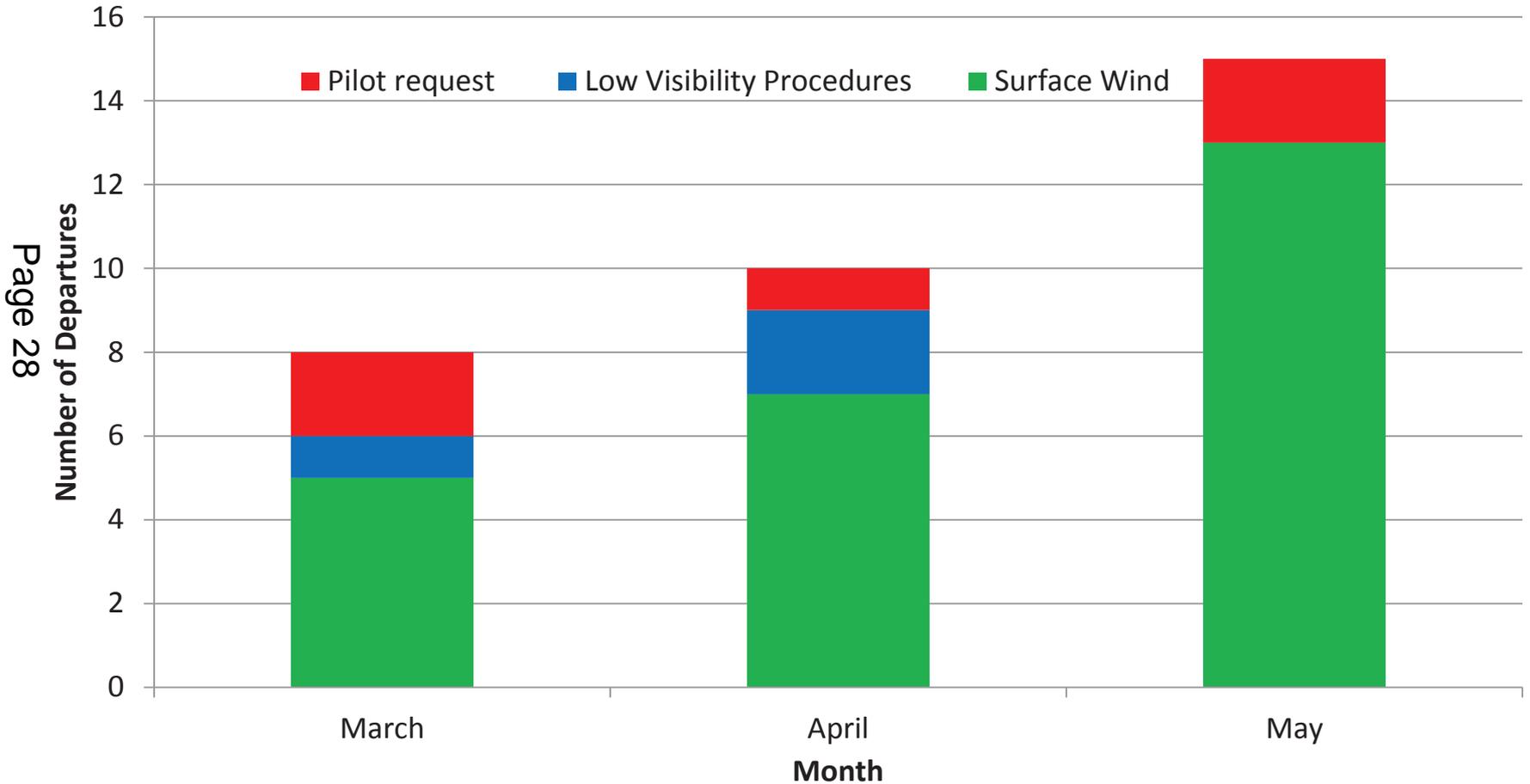
Robin Hood Airport Number of Complaints Comparison of March to May 2013 & 2014



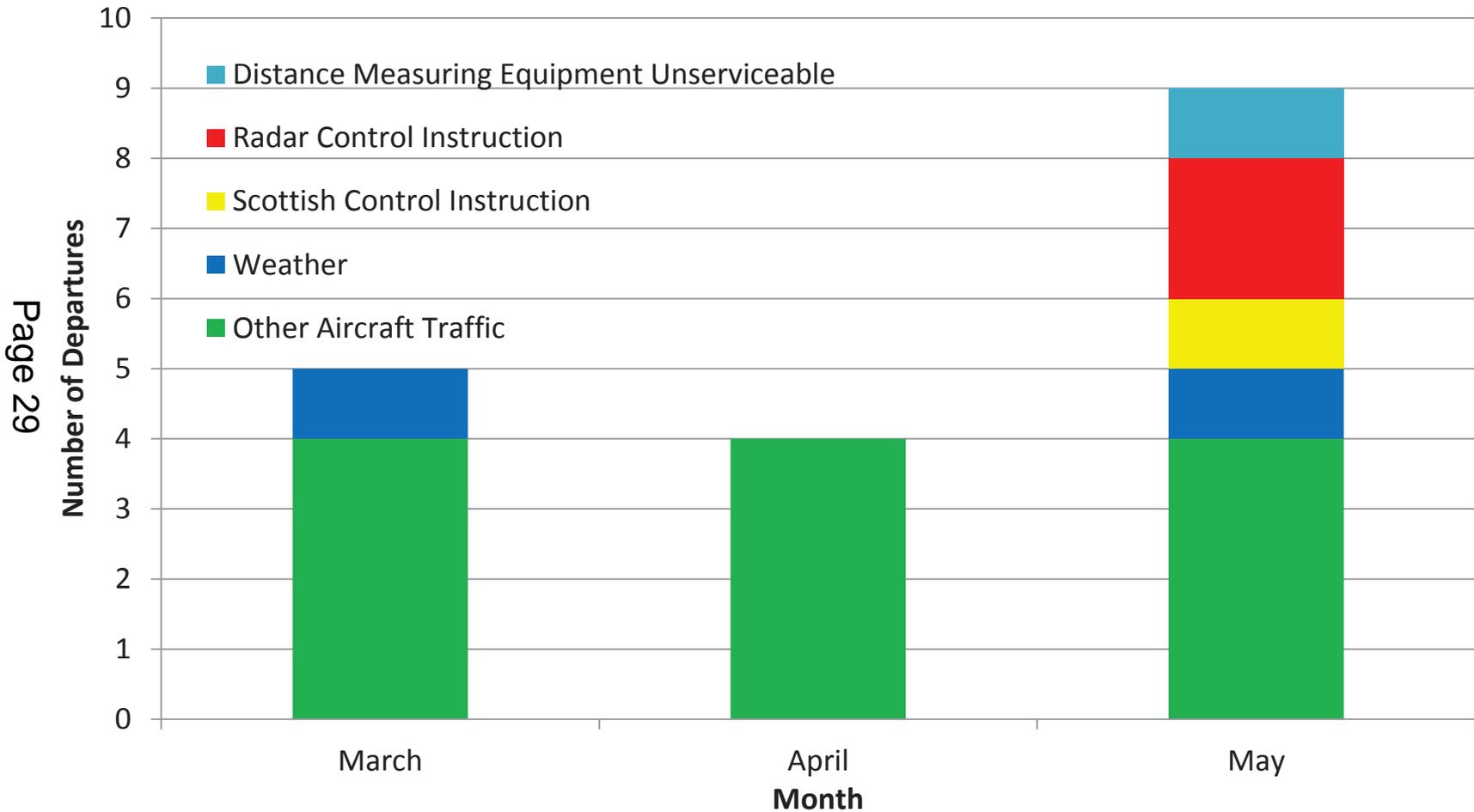
Robin Hood Airport Annual Number of Complaints and Total Movements from 2005 to 2014



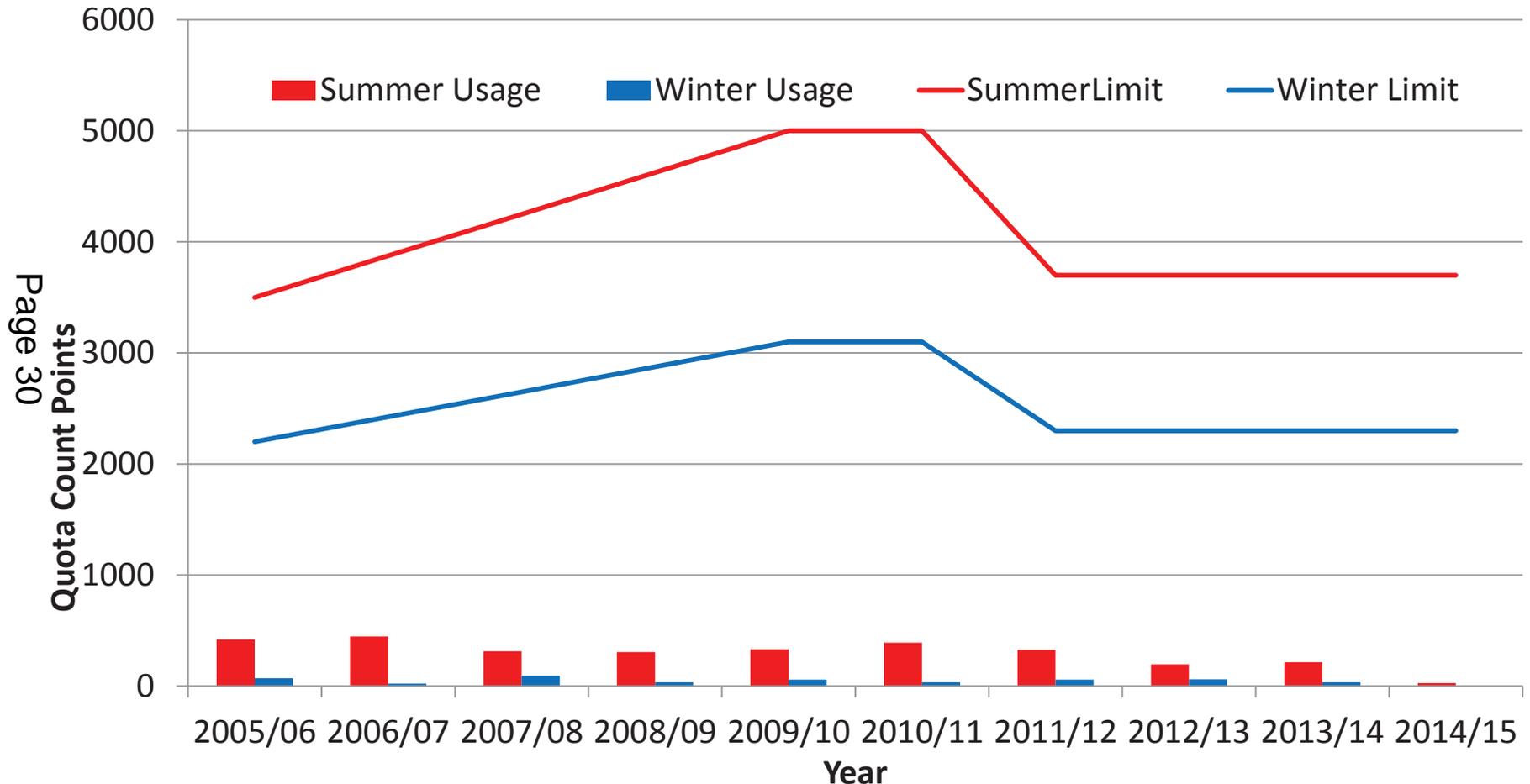
Robin Hood Airport Number of Night Time Departures from Runway 20 for March 2014 to May 2014



Robin Hood Airport Number of Non NPR Aircraft Departures March 2014 to May 2014

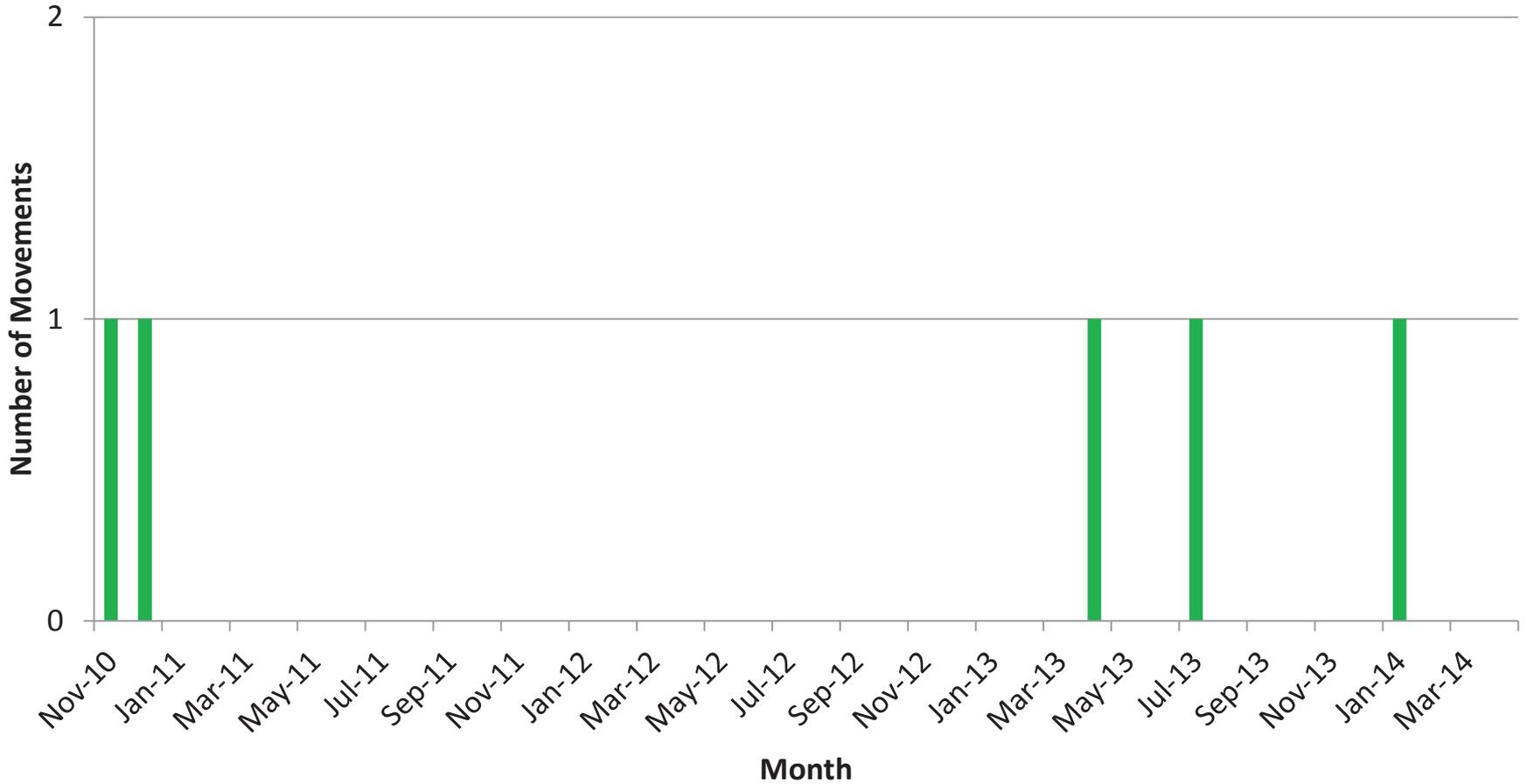


Robin Hood Airport Number of Quota Count Points (QCP) Used and QCP Limits from April 2005 to May 2014



Robin Hood Airport Number of Quota Count 4 Movements from November 2010 to May 2014

Page 31



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