

Robin Hood Airport

IATA/ICAO CODE: DSA/EGCN
 CITY: Doncaster
 COUNTRY: UK

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Mike Morton	
Title:	Airport Director	Environment & Community Manager
Airport:	Robin Hood Airport	
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Email:	environment@robinhoodairport.com	
Airport Web Site:	www.robinhoodairport.com	

ELEVATION: 55 ft.

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
02/20	2893	-	3.0	60

NOISE ABATEMENT PROCEDURES

See UK AIP for detail information.

1. General

a. All aircraft inbound and outbound from this airport are required to conform to the following procedures, notwithstanding that these may at anytime be departed from to the extent necessary for avoiding immediate danger:

i. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

ii. Unless otherwise authorised by ATC aircraft using the ILS in IMC and VMC shall not descend below 2000 ft before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

iii. NPRs shall not apply to aircraft whose MTOW (as stated in the certificate of airworthiness) is less than 5700 kg.

- iv. Jet aircraft failing to meet certification noise levels appropriate to ICAO Annex 16 Volume 1 Chapter 3 will not be permitted to land.

2. Arrivals — Continuous Descent Approaches

- a. Turbo-jet and turbo prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
- b. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight
- c. To facilitate these techniques aircraft should be flown no faster than 250 kt from the speed limiting points and below FL 100 and 250-210 kt during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
- d. ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

3. Departures

- a. The Noise Preferential Routeings are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety. **See UK AIP for details.**
- c. On take-off from Runway 20, pilots should take care to avoid overflying the villages of Bawtry, Austerfield and Harworth-Bircotes;
- d. On take-off from Runway 02 aircraft make a minor track adjustment to the left to track north to minimize the effect to the villages of Blaxton and Finningley.
- e. Aircraft operators shall instigate their aircraft manufacturer's noise abatement procedures on departure and up to FL 100 or implement the procedures listed below:
 - i. Take-off to 1500 feet QNH: — Power- Normal Take off — Speed -V2+10kt (+)
 - ii. Take-off to 1500-3000 feet QNH: — Power- Reduce to climb thrust — Speed-V2+10kt (+)

Note: Speed may be higher than V2+10kt (+) due to aircraft performance or pitch angle
- f. No turns below 500 ft aal.
- g. NPR's after departure do not apply to helicopters above 500 ft.

4. Reverse Thrust

- a. Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2300-0700(Local).

5. Engine Run-up

a. Test running of aircraft engines shall be restricted to the screened engine test area designated for the purpose unless for essential operational reasons the test must be carried out elsewhere on the manoeuvring area. Aircraft engine testing will not be approved between 2300-0700(L), unless an aircraft is urgently required to provide an operational service. For further information contact Operations Duty Manager.

6. APU Usage

a. Use of APU shall be limited as much as possible. The use of APU equipment at night is discouraged. APUs should be shut down 5 minutes after arrival on stand and are not to be restarted more than 30 minutes prior to departure from the stand.

7. Night Operations

a. Doncaster Sheffield airport operates and manages a Night Noise Quota System, which is based on the Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, Gatwick and Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annex to the Supplement

i. The night restriction period is between 2300-0700 (Local), with the quota count period being between 2330-0600 (Local).

ii. Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certified landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Doncaster Sheffield, to Air Traffic Control,
Tel: +44 (0)1302-625644 as part of the PPR request process.

iii. Quota Count Restrictions

1. 2300-0700 – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land.

Certain exemptions (including emergencies) apply contact the Noise Manager for a full list of exemptions.

CONTINUOUS DESCENT APPROACHES (CDA)

Yes, see noise abatement procedures information.

AIRPORT CURFEWS

7. Night Operations

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Tel: +44 (0)1302-625021 as part of the PPR request process.

- iii. Quota Count Restrictions
 - 1. 2300-0700 – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land.

Certain exemptions (including emergencies) apply contact the Noise Manager for a full list of exemptions.

PREFERENTIAL RUNWAYS

The airport has a preferred runway policy which is in effect at all times subject to the safety requirements, ATC requirements, weather conditions, approach aid limitations and aircraft performance.

The preferred approach runway is Runway 20 and the preferred departure runway is Runway 02 however, these requirements may be departed from to the extent necessary for operational reasons. In this case, the runway to be used shall be at the discretion of the aircraft commander provided that the preferred runway procedures are not violated for reasons of expediency.

OPERATING QUOTA

Yes - see information under Airport Curfew

ENGINE RUN-UP RESTRICTIONS

- 5. Engine Run-up
 - a. Test running of aircraft engines shall be restricted to the screened engine test area designated for the purpose unless for essential operational reasons the test must be carried out elsewhere on the manoeuvring area. Aircraft engine testing will not be approved between 2300-0700(L), unless an aircraft is urgently required to provide an operational service. For further information contact Operations Duty Manager.

APU OPERATING RESTRICTIONS

- 6. APU Usage
 - a. Use of APU shall be limited as much as possible. The use of APU equipment at night is discouraged. APUs should be shut down 5 minutes after arrival on stand and are not to be restarted more than 30 minutes prior to departure from the stand.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	Closed - A Sound Insulation Grant Scheme for residential properties that fall within the (SIGS) boundary is in development and will be introduced in a phased manner.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-

Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has two fixed noise monitors which are located at Boston Park Farm (north of the airport) and at the RAF Cadet Center in Bawtry (south of the airport). There is a flight tracking system that combines information from the noise monitors with radar data.

FLIGHT TRACK MONITORING SYSTEM

Yes, see noise monitoring system information.

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Yes - see information under Airport Curfew