
Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 15 April 2010

Subject: LEEDS BRADFORD INTERNATIONAL AIRPORT - MONITORING REPORT OF NIGHT TIME AIRCRAFT MOVEMENTS, NOISE LEVELS AND AIR QUALITY

APPLICANT

Leeds Bradford International
Airport

DATE VALID

Not applicable

TARGET DATE

Not applicable

Electoral Wards Affected:

Otley and Yeadon
Guiseley and Rawdon
Adel and Wharfedale
Horsforth

N

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

☐

Community Cohesion

☐

Narrowing the Gap

☐

RECOMMENDATION:

Members are requested to note the contents of this report, in relation to the night time movements, the noise and the air quality monitoring. Members are also advised that as aircraft technology evolves aircraft noise will continue to reduce.

Members authorise the Chief Planning Officer to write to the Airport and request an update and firm timescale on the initiatives that LBIA and PIA have committed to. These being;

- The introduction of a B777 aircraft for the PIA flights;
- The reduction of the numbers of departures per week of the PIA Flight;
- The re-scheduling and earlier departure time of the PIA flights; and
- The implementation of the Noise Action Plan.

Officers will update Members on these issues and report again on the night time movements, noise and air quality monitoring in six months time.

1.0 INTRODUCTION:

- 1.1 Planning permission to allow 24 hour availability at Leeds Bradford International Airport was granted subject to conditions in January 1994 (Application Reference 29/114/93/FU).
- 1.2 The planning approval contains a number of detailed conditions regarding night flying, its monitoring and prohibits departures and landings in the night-time period by specific types of aircraft.
- 1.3 As part of the 1994 permission the number of night time movements is restricted to 1200 for each winter season and 2800 for each summer season. The night time period is defined as 23.00 to 0700 hours local time and a movement is defined as a landing or departure.
- 1.4 Condition 12 on application 29/114/93/FU stated that “No aircraft movements in the night-time period shall take place until a scheme has been submitted and approved in writing by the Local Planning Authority for the monthly monitoring and reporting to the Local Planning Authority of the number of night-time aircraft movements by type of aircraft. The scheme shall allow for reference to the numbers of and reasons for delayed landings and emergency departures and landings.”
- 1.5 A monitoring scheme has been approved with regular reporting on the following matters:
 - 1.5.1 Monthly reporting of the number of night-time aircraft movements by type of aircraft with reasons for any delayed or emergency movements being supplied.
 - 1.5.2 Noise monitoring at both the boundary of the Noise Insulation scheme area (at night) and at fixed gateways, to check compliance with agreed Target Noise Levels (TNLs) which are set at 6 to 8 decibels (dB(A)) lower than daytime equivalents.
 - 1.5.3 Air quality as measured by nitrogen dioxide (NO₂) concentrations in and around the airport with two locations inside the airport boundary and four at residential locations close to the main flight paths (two of these four sites are near to existing roads to establish ambient NO₂ levels).
- 1.6 This monitoring report covers three reporting periods:
 - 1.6.1 November 2007 to October 2008;
 - 1.6.2 November 2008 to October 2009; and
 - 1.6.3 November 2009 to date.

2.0 MONTHLY NIGHT TIME MOVEMENTS:

Winter 2007/08 to Summer 2008:

- 2.1 During the periods covered by this report, the night-time movements have been as follows:
 - 2.1.1 Winter 2007/8 (1st November 2007 to 30th April 2008) – **787**; and

2.1.2 Summer 2008 (1st May 2008 to 31st October 2008) – **1539**.

- 2.2 During these periods there have been a total of **15** movements which were in breach of the planning conditions, which sets down in detail restrictions on the type of aircraft which can operate in the night time period (0.6% of a total of 2,326 movements).
- 2.3 Members should be aware that of the 15 movements which exceeded the night-time noise quotas count restrictions between November 2007 and October 2008, 11 of the movements were Shaheen Airlines (PIA predecessors) and 4 were the Pakistan International Airline (PIA) flights to Islamabad.

Winter 2008/09 to Summer 2009:

2.3.1 Winter 2008/9 (1st November 2008 to 30th April 2009) – **556**; and

2.3.2 Summer 2009 (1st May 2009 to 31st October 2009) – **972**.

- 2.4 During these periods there have been a total of **10** movements which were in breach of the planning conditions, which sets down in detail restrictions on the type of aircraft which can operate in the night time period (0.7% of a total of 1,528 movements).
- 2.5 Members should be aware that of the 10 movements which exceeded the night-time noise quotas count restrictions between November 2008 and October 2009, all 10 movements were the Pakistan International Airline (PIA) flights to Islamabad.
- 2.6 Officers wrote to LBIA in September 2009 advising the airport that the PIA flights to Islamabad (despite being scheduled to arrive at 19:25hrs and depart at 21:00hrs), had been breaching the above planning conditions. Officers asked LBIA to respond, provide any explanation for these alleged breaches and assurances that the PIA flights will operate within agreed parameters in the future.
- 2.7 LBIA responded stating that the airport had encountered a few problems with the PIA flight that were beyond its control, such as the late arrival of the aircraft, technical problems and security incidents. On these occasions the aircraft was authorised (by senior LBIA management) to depart on humanitarian grounds, as to minimise any further distress and discomfort to the passengers.
- 2.8 The airport also responding stating that they had only received one complaint in respect of the PIA flight departing later than scheduled during this period.
- 2.9 LBIA however concluded in stating that, they appreciated that there was scope for improvement and they would be working closely with PIA in order to mitigate any breaches. As such, in March 2009 LBIA changed the scheduled departure time of the PIA flight from 21:00hrs to 20:00hrs, to allow more time for the aircraft turnaround if there are any problems and to allow departure prior to 23:00hrs. LBIA also indicated that discussions had taken place with PIA regarding their current aircraft (Airbus 310) and the possibility of securing a Boeing 777, which would create greater operational flexibility and potentially (depending on take-off weight) fall within the permitted noise quota for night-time movements, should the aircraft be significantly delayed.

Winter 2009/10 to date:

- 2.10 Winter 2008/9 (1st November 2009 to 28th February 2010) – **333**;
- 2.11 During these periods there have been a total of **7** movements which were in breach of the planning conditions, which sets down in detail restrictions on the type of aircraft which can operate in the night time period (1.2% of a total of 333 movements).
- 2.12 Members should be aware that of the 7 movements which exceeded the night-time noise quotas count restrictions between November 2009 and February 2010, all 7 movements were the Pakistan International Airline (PIA) flights to Islamabad. (see table below).

Date	Departure Time	Operator	Runway
28/11/2009	23:04:00	PIA	14
21/12/2009	23:30:00	PIA	14
24/12/2009	03:01:00	PIA	14
03/01/2010	00:30:00	PIA	32
13/01/2010	23:35:00	PIA	14
03/02/2010	23:28:00	PIA	14
08/02/2010	23:23:00	PIA	32

- 2.13 Officers again wrote to LBIA in March 2010 to request an explanation for these further contraventions of the planning condition. Officers were seeking assurances that future breaches would not occur thus avoiding the possibility for formal action against the continuing breaches of the terms of the planning permission for night time operations.
- 2.14 LBIA replied to officers apologising for the PIA flight breaches and giving explanations for 4 occasions of the late departure of this aircraft. (see table below).

Date	Time	Reason
21/12/09	23:30	The late arrival (arrived 21:15) of the inbound aircraft forced a late departure. The requirement for de-icing forced further delays.
24/12/09	03:01	The late arrival (arrived 21:30) of the inbound aircraft, coupled with snow closure of the airfield and subsequent backlog of flights forced a late departure.
03/01/10	00:30	The late arrival (arrived 22:17) of the inbound aircraft forced a late departure.
13/01/10	23:35	The closure of the airfield due to snow and subsequent backlog of flights forced a late departure.

- 2.15 LBIA stated that the late departures were due to exceptional circumstances beyond the control of the airport and that on all four occasions, the aircraft was authorised (by senior management) to depart to minimise any further distress and discomfort to passengers.
- 2.16 The airport also stated that they did not receive any complaints from local residents regarding these departures. In fact, throughout the months of December 2009 and January 2010, the airport only received one noise complaint and this was not associated with PIA.

2.17 LBIA have confirmed in writing that they are undertaking the following actions with PIA:

- Advance discussions are underway with PIA to facilitate the introduction of B777 aircraft on this route and LBIA have carried out the required actions to facilitate this change. At this stage, however, LBIA are unable to obtain a definitive date for this change to a quieter type of aircraft;
- The PIA rotation will reduce from three departures per week to two departures per week commencing 22 March 2010;
- PIA scheduled time of departure has been 2100 hrs. LBIA have recently agreed with PIA to change their departures to 2000hrs for the remainder of the winter period. LBIAs current discussions with PIA are based around a departure time of 1930 hrs for the summer period. These times will provide more time for PIA to operate within the daytime quota period; and
- Continued regular dialogue between LBIA and PIA senior management to improve the situation.

Overall Night Time Aircraft Movements:

2.18 Members should note that there are current maximum night time aircraft movement limits at LBIA. In Winter Period (November to April) there is a maximum of **1,200** movements, While in the summer period (May to October) there is a maximum of **2,800** movements. The figures for each period indicate that the overall number of night time movements are well below the numbers permitted by the planning approvals.

3.0 NOISE MONITORING:

3.1 The results of environmental monitoring at the airport carried out by the Environmental Studies section of the City Development Department have been received for the periods covered in this report. The table of results give details of:

3.1.1 Noise monitoring at the boundary of the noise insulation scheme 1994;

3.1.2 Aircraft which exceeded the night-time Target Noise Levels (TNL's) measured by the permanent monitoring system; and

3.1.3 Air quality monitoring around the airport.

3.2 The noise monitoring has been carried out at the following places around the airport:

3.2.1 Tarn View Road, Yeadon;

3.2.2 Wood Hill Road, Cookridge;

3.2.3 Westbrook Close, Horsforth;

3.2.4 Beacon House Farm, Yorkgate; and

3.2.5 Majentta Farm, Carlton.

- 3.3 A number of aircraft have been monitored using both runways over the periods to produce an average noise level. The average values for the aircraft types allowed to operate at night were below the boundary criterion of 90 dB(A). However, the breaches to the planning conditions mentioned in section 2 above resulted in the boundary criterion of 90dB(A) being exceeded on some occasions.
- 3.4 The results continue to confirm the accuracy of the CAA noise footprints on which the noise insulation scheme was based, as the vast majority of aircraft arriving and departing comply with the criteria.
- 3.5 The permanent monitoring system at the airport records which aircraft exceeded the night time target noise levels. Over the periods covered by this report the system recorded the following aircraft:

1st November 2007 to 31st October 2008			
	TNL (dB(A))	Number	Levels
Departures Runway 32	77.0	17	77 - 83
Departures Runway 14	84.0	1	84.2
Arrivals Runway 32	79.0	11	79 - 84

- 3.6 The above figures represent a very small percentage (1.2%) of overall jet aircraft movements at night.

1st November 2008 to 31st October 2009			
	TNL (dB(A))	Number	Levels
Departures Runway 32	77.0	2	77 - 78
Departures Runway 14	84.0	6	84 - 86
Arrivals Runway 32	79.0	5	79 - 82

- 3.7 The above figures represent a very small percentage (0.9%) of overall jet aircraft movements at night.

4.0 AIR QUALITY:

- 4.1 Air quality monitoring survey results show low average concentrations of nitrogen dioxide (NO₂) in and around the airport. The general results at the six locations where diffusion tube tests have been carried out over most of the year are summarised as follows:

Location	NO₂ (µg/m³)	
	1st November 2007 to 31st October 2008	1st November 2008 to 31st October 2009
Brownberrie Lane	25	28
Scotland Lane	17	18
Victoria Avenue	24	22
Novia Farm	26	27
Terminal Building	35	31
Main Runway	22	26

- 4.2 Note The NO₂ concentration is an annual average and is measured as µg/m³ (microgram's per cubic metre). Under the Air Quality regulations 2000 the annual average NO₂ concentration should not exceed 40 µg/m³ by 21st December 2005 and relates to background levels in residential areas. The results show that NO₂ levels are well below this level and are highest at the terminal building.

5.0 LBIA DRAFT NOISE ACTION PLAN:

- 5.1 LBIA have recently produced a consultation document that aims to obtain views on the continuous and proposed Noise Action Plan of LBIA in the management and where possible reduction of the impact of noise produced by aircraft and the associated ground operations through the period of 2010-2015, this process will then be reviewed on a 5 yearly basis.
- 5.2 Members should be aware that this Draft Noise Action Plan is required under the European Parliament Directive (referred to as the Environmental Noise Directive) and aims to standardise the assessment of environmental noise across Europe, and sets a framework for the ongoing and future assessment and management of environmental noise.
- 5.3 The Directive requires the appropriate Competent Authority (In the case of this Noise Action Plan the Competent Authority is LBIA) to develop a noise action plan to assist with the management of noise.
- 5.4 The action plan is aimed to include not only the impact of noise from aircraft both arriving and departing at the airport but to take into account other airside noise operations and other activities within the operational boundary of LBIA.
- 5.5 LBIA have stated that it is their aim for this Noise Action Plan and the Masterplan completed in 2005 to work hand in hand to achieve best practice in the management of noise in line with other comparable airports. Over the next five years, LBIA have set the following main targets for their noise management programme, which they believe shows their commitment of reducing aircraft noise impacts by:
- Encouraging the operation of the quietest fleet possible;
 - Encourage airlines to adopt the quietest practicable aircraft operating procedures;
 - Effective and credible noise mitigation schemes;
 - Introduce new and effective methods of communication with communities affected by aircraft noise to allow a better understanding of their concerns;
 - Influence planning policy to minimise the number of noise sensitive properties around the airport; and
 - Put procedures in place to efficiently and effectively manage and respond to changes in aircraft or operational noise.
- 5.6 LBIA have also stated that, following the publication of their Noise Action Plan, they plan to provide regular progress Noise Action Plan updates to the airport's Consultative Committee, with details published on the LBIA website. LBIA have also started meeting local residents with an aim to keep local communities and other stakeholders informed of progress made and the implications of any policy decisions arising from the commitments made in the plan.

- 5.7 A public consultation on the airports draft plans has been ongoing from 14 December 2009 and runs until 27 April 2010.
- 5.8 As members are aware, the Air Transport White Paper identified and committed to 'limiting the number and where possible reducing the number of people in the UK significantly affected by aircraft noise'. The statement shown clarifies that eliminating all noise would be impossible but limiting those effected is the most appropriate way forward.
- 5.9 Therefore, members should be assured that at the time of the writing this report, the Local Planning Authority was in the process of making details comments on the Draft Noise Action Plan, particularly where it crosses over with planning matters. These can be reported to members of Plans Panel West if required.

6.0 RECOMMENDATION:

- 6.1 Members are requested to note the contents of this report, in relation to the night time movements, the noise and the air quality monitoring. Members are also advised that as aircraft technology evolves aircraft noise will continue to reduce.
- 6.2 Members authorise the Chief Planning Officer to write to the Airport and request an update and firm timescale on the initiatives that LBIA and PIA have committed to. These being;
- 6.2.1 The introduction of a B777 aircraft for the PIA flights;
 - 6.2.2 The reduction of the numbers of departures per week of the PIA Flight;
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- 6.3 Officers will update Members on these issues and report again on the night time movements, noise and air quality monitoring in six months time.