



Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 8 December 2011

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

APPLICANT	DATE VALID	TARGET DATE
Leeds Bradford International Airport	Not applicable	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 are also asked to continue their support for the approach of officers in seeking to resolve any future issue of PIA breaches by continued dialogue rather than formal action at this stage given that no breaches have occurred in the last eight months.

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

INTRODUCTION:

- .1 The last monitoring report was considered by Members at the Panel meeting on 28 April 2011 for the period September 2010 to February 2011. During that period there were a total of two movements which were in breach of the planning condition relating to night flying and aircraft noise.

- .2 At the April Plans Panel, Members noted the number of breaches which had happened over the last 3 years but that improvements had been made and the latest breaches were due to exceptional circumstances. Members considered that enforcement action at that time would not be appropriate but that the issue should be kept under review and the enforcement file should remain open.
- .3 Members resolved to:
 - .3.1 To note the contents of the report in relation to night time aircraft movements, noise and the air quality monitoring.
 - .3.2 To note the update in relation to outstanding enforcement action in relation to breaches of the planning condition on night flying and aircraft noise.
 - .3.3 To support the approach adopted by officers so far, in seeking to resolve the issues of the PIA breaches by continued dialogue rather than formal action at this stage given the improvement in the position over time and the low number of breaches now occurring.
 - .3.4 To note the intention to present a further monitoring report in six months time.
- .4 This report is the further monitoring report requested by members.

SIX MONTHS MONITORING REPORT:

- .1 Planning permission to allow 24 hour flying at Leeds Bradford International Airport was granted subject to conditions in January 1994 (Application Reference 29/114/93/FU).
- .2 The planning approval contains a number of detailed conditions regarding night flying and its monitoring and prohibits departures and landings in the night-time period by specific types of aircraft.
- .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.
- .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.”
- .5 A monitoring scheme has been approved with regular reporting on the following matters:
 - .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.
 - .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.

.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).

.6 This monitoring report covers the period March 2011 to October 2011 inclusive;

MONTHLY NIGHT TIME MOVEMENTS:

.1 During the periods covered by this report, the night-time movements have been as follows:

Month	Number
March 2011	140
April 2011	194
May 2011	242
June 2011	293
July 2011	297
August 2011	270
September 2011	250
October 2011	191

.2 During this period there have been **NO** movements which were in breach of the planning condition which sets out in detail restrictions on the type of aircraft which can operate in the night time period.

.3 Members should note that there are current maximum night time aircraft movement limits in place at LBIA. In the Winter Period (November to April) there is limit of **1,200** movements and in the summer period (May to October) there is a limit of **2,800** movements.

.4 There were **872** movements in this winter period (2010/11) and **1,542** movements in this summer period (2011). This shows that the overall number of night time movements are well below the maximum numbers permitted by the planning approval (**68%** of winter movements and **55%** of summer movements).

ENVIRONMENTAL MONITORING:

.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 period covered in this report. The table of results give details of:

.1.1 Noise monitoring at the boundary of the noise insulation scheme 1994;

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

.1.3 Air quality monitoring around the airport.

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

- .2.1 Tarn View Road, Yeadon;
 - .2.2 Wood Hill Road, Cookridge;
 - .2.3 Westbrook Close, Horsforth;
 - .2.4 Beacon House Farm, Yorkgate; and
 - .2.5 Majentta Farm, Carlton.
- .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).
- .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.
- .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:

	1 st March 2011 – 31 st October 2011		
	TNL (dB(A))	Number	Levels
Departures Runway 32	77.0	7	78 – 79
Departures Runway 14	84.0	0	n/a
Arrivals Runway 32	79.0	19	79 – 82

- .6 Members should also note that this permanent noise monitoring is not within the planning regime and specifically controlled via condition. It is however a guide that was established to allow the Council's Environmental Studies Section to review the noise being generated by aircraft arriving and departing.
- .7 Even bearing these issues in mind, the above figures represent a very small percentage (1.4%) of overall jet aircraft movements at night and are only a slightly higher dB noise level to the control levels – the differences not being discernible to some listeners.
- .8 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 the 6 month period are summarised as follows:

Location	NO ₂ (µg/m ³)
	1 st March 2011 – 31 st October 2011
Brownberrie Lane	22
Scotland Lane	13
Victoria Avenue	17
Novia Farm	18
Terminal Building	20
Main Runway	19

- .9 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 and relates to background levels in residential areas. The results still show that NO₂ levels are below this level and are highest at the terminal building.
- .10 Members should also note that the levels are usually lower in the summer than winter, which explains the change in levels from the last report.

RECOMMENDATION:

- .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.
- .2 Members are also asked to continue their support for the approach of officers in seeking to resolve any future issue of PIA breaches by continued dialogue rather than formal action at this stage given that no breaches have occurred in the last eight months.
- .3 A verbal updated on the introduction of a B777 aircraft for the PIA flights will be given at the Panel Meeting.
- .4 Officers will update Members on these issues and report again on the night time movements, noise and air quality monitoring in six months time.