



Report of the Chief Planning Officer

PLANS PANEL SOUTH & WEST

Date: 6 December 2012

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 & Yeadon
Guiseley & Rawdon
Adel & 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.

That a formal commitment is requested from LBIA and PIA on the introduction of the B777 aircraft for the PIA flights and such commitment includes details on timescales for implementation of this quieter and more reliable aircraft.

That a formal procedure is considered that allows notification and justification between Officers and LBIA in relation to PIA flights that arrive late at the airport.

Despite recent breaches, Members are asked to reaffirm their continued 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.

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 The last monitoring report was considered by Members at the Panel meeting on 8 December 2011 for the period March 2011 to October 2011. During that period there were a no movements which were in breach of the planning condition relating to night flying and aircraft noise.
- 1.2 At that meeting members were also informed that a test flight was planned for the new B777 plane that would be used by Pakistan International Airlines (PIA) and was to be introduced in 2012.
- 1.3 Members resolved to:
 - 1.3.1 Note the report in relation to the night time movements, noise and air quality movements. Members also noted that as aircraft technology evolved, aircraft noise should continue to reduce.
 - 1.3.2 Continue 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 had occurred in the last eight months.
 - 1.3.3 Request an update on the introduction of the B777 aircraft for PIA flights be given at a future Panel meeting.
 - 1.3.4 Require an updated and a further report on the night time movements, noise and air quality monitoring be reported in six months time.
- 1.4 This report is the further monitoring report requested by Members. Unfortunately there has been a delay in presenting this report as officers were undertaking further discussions with LBIA.

2.0 BACKGROUND:

- 2.1 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).
- 2.2 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.
- 2.3 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.
- 2.4 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.”
- 2.5 A monitoring scheme has been approved with regular reporting on the following matters:

- 2.5.1 Monthly reporting of the number of night-time aircraft movements by type of aircraft with reasons for any delayed or emergency movements being supplied.
- 2.5.2 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.
- 2.5.3 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).

2.6 This monitoring report covers the period November 2011 to October 2012 inclusive;

3.0 MONTHLY NIGHT TIME MOVEMENTS:

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

Month	Number
November 2011	36
December 2011	82
January 2012	92
February 2012	104
March 2012	138
April 2012	198
Winter 2011/12 Total 650	
May 2012	254
June 2012	302
July 2012	315
August 2012	305
September 2012	268*
<i>*Please note no data for 26th to 31st due to IT problems at LBIA</i>	
October 2012	236
Summer 2012 Total 1680	

3.2 Following a six month period in which there were no breaches of the airports night noise restrictions, there were **eight** movements, during this 12 month period 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.

3.3 The eight movements which exceeded the night-time noise quotas count restrictions were all PIA flights (A330 aircraft) to Islamabad as set out below;

Date	Departure Time	Operator	Runway
14/01/12	23:56	PIA	32
05/02/12	00:04	PIA	32
26/02/12	01:30	PIA	32
14/03/12	23:02	PIA	32
18/03/12	00:03	PIA	32

12/05/12	23:07	PIA	32
12/09/12	23:59	PIA	32
15/09/12	23:03	PIA	32

3.4 Officers contacted LBIA to request an explanation for these contraventions of the planning condition and have received the following explanations: -

Date	Time	Reason
14/01/12	23:56	The late arrival (arrived 22:15) of the Inbound aircraft forced a late departure.
05/02/12	00:04	Significant snowfall forced snow closure of the airfield and a subsequent backlog of flights forced a late departure.
26/02/12	01:30	Departed late due to the late arrival of the inbound flight (arrived 23:51).
14/03/12	23:02	Departed late due to the late arrival of the inbound flight (arrived 20:59).
18/03/12	00:03	The late arrival (arrived 22:38) of the inbound aircraft forced a late departure.
12/05/12	00:07	Departed late due to the late arrival (arrived 22:39) of the inbound flight.
12/09/12	23:59	Departed late due to the late arrival (arrived 22:17) of the inbound flight.
15/09/12	23:03	Departed late due to the late arrival (arrived 21:08) of the inbound flight.

3.5 The late departure on 5th February caused by poor weather conditions is beyond the control of LBIA and is an exceptional circumstance. In relation to the other 7 late departures these were all caused by the late arrival of the incoming aircraft. The PIA flight covers the longest journey time for any service to LBIA (*over eight hours*) which increases the potential for delays. The airport has stated that, if PIA is anticipating a delayed arrival at the airport they are required to follow the procedures set out in the UK Aeronautical Information Publication (AIP) and obtain permission from senior management to allow a late departure, if necessary. On all seven occasions, the aircraft was authorised (by senior management) to depart on humanitarian grounds, to minimise any further distress and discomfort to passengers. Whilst LBIA took the decision to allow the above aircraft to depart they have confirmed that only two complaints were received from local residents in respect of the above departures. It can be seen that when the aircraft arrives late the turn around time for the flight is approx 2hrs, this shows that the airport do ensure that the aircraft leaves LBIA as swiftly as possible.

3.6 Members need to be aware that LBIA has some of the most stringent night-time noise restrictions of all the major UK airports and are currently the only airport not permitted to allow aircraft to depart during the night- time hours that have a noise quota count greater than 0.5. The majority of the main airports in the UK allow noise quota count of 4.0 during the night time period. This is the equivalent of an additional 6 - 8.9 dba above that permitted at LBIA.

3.7 It is accepted that LBIA has and continues to work hard with PIA to minimise night-time breaches. As members are aware, the outcome of these previous discussions are that the number of PIA flights from LBIA has been reduced, and the time that they depart from LBIA has been moved forward by two hours. The result of these ongoing discussions and the changes made is that the numbers of breaches that

have occurred have been reduced over time although the performance over the past 12 months is a retrograde step.

- 3.8 Whilst these eight breaches account for 8% of the PIA flights over the year, at LBIA as a whole they represents only **0.3%** of the total of **2330** movements which took place over the year.
- 3.9 Overall officers still consider that whilst breaches are relatively rare, due to the complexities of air travel there is always the potential for breaches of night noise restrictions, particularly in relation to long haul flights. This is the same situation at other UK airports, where night time breaches do occur regularly. The night time breaches recorded at other regional airports are worthy of note. These being: -
- Bristol Airport – 240 breaches in 2011;
 - Luton Airport – 19 in 2010;
 - Birmingham Airport – 10 in 2012 so far; and
 - East Midlands Airport - Limited information, but 15 breaches in June 2012 alone.
- 3.10 LBIA have stated that they will continue to work closely with PIA and seek to minimise the potential for any future breaches and as part of that process they will seek the replacement of the current fleet with new 777s as soon as possible. They have stated that they will keep the Council updated on progress, but have not given timescales. As required and approved by DEFRA, LBIA also has a noise action plan in place, which sets out a series of objectives to minimise noise emitted from the airport. Using the action plan as a framework, LBIA have stated that they will continue to seek to minimise airport noise on its surrounding communities.

4.0 ENVIRONMENTAL MONITORING:

- 4.1 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:
- 4.1.1 Noise monitoring at the boundary of the noise insulation scheme 1994;
 - 4.1.2 Aircraft which exceeded the night-time Target Noise Levels (TNL's) measured by the permanent monitoring system; and
 - 4.1.3 Air quality monitoring around the airport.
- 4.2 The noise monitoring has been carried out at the following places around the airport:
- 4.2.1 Tarn View Road, Yeadon;
 - 4.2.2 Wood Hill Road, Cookridge;
 - 4.2.3 Westbrook Close, Horsforth; and
 - 4.2.4 Beacon House Farm, Yorkgate.
- 4.3 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).

- 4.4 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.
- 4.5 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 November 2011 – 31 May 2012		
	TNL (dB(A))	Number	Levels
Departures Runway 32	77.0	15	78 – 79
Departures Runway 14	84.0	0	n/a
Arrivals Runway 32	79.0	25	79 – 82

- 4.6 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.
- 4.7 Even bearing these issues in mind, the above figures represent a very small percentage (1.7%) 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.
- 4.8 Air quality monitoring survey results show low average concentrations of nitrogen dioxide (NO₂) in and around the airport. The levels at 5 No. sites are significantly below the required air quality standards for NO₂. The 'Terminal Building' site is showing higher than normal levels due to the sighting of an auxiliary power unit adjacent to the diffusion tube resulting in artificially high levels. As this location is not accessible to the general public the levels should not be considered to be indicative of the area. Starting in December 2012 an additional measurement location is planned on the opposite side of the terminal building near to passenger entrances/exits. The general results at the six locations where diffusion tube tests have been carried out are summarised as follows:

	NO ₂ (µg/m ³)
Location	1 November 2011 to 31 October 2012
Brownberrie Lane	25
Scotland Lane	16
Victoria Avenue	22
Novia Farm	26
Terminal Building	60
Main Runway	26

- 4.9 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 by 21st December 2005 and relates to background levels in residential areas.

5.0 RECOMMENDATION:

- 5.1 Members are requested to note the contents of this report, in relation to the night time movements, the noise and the air quality monitoring.

- 5.2 That a formal commitment is requested from LBIA and PIA on the introduction of the B777 aircraft for the PIA flights and such commitment includes details on timescales for implementation of this quieter and more reliable aircraft.
- 5.3 That a formal procedure is considered that allows notification and justification between Officers and LBIA in relation to PIA flights that arrive late at the airport.
- 5.4 Despite recent breaches, Members are asked to reaffirm their continued 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.
- 5.5 Officers will update Members on these issues and report again on the night time movements, noise and air quality monitoring in six months time.