

NIGHT NOISE POLICY (ISSUE 8)

Department: UK Aeronautical Information Publication (UK AIP)
Airfield Operations

Authority: Luton Based Handling Agents, Airport Operations, London Luton Airport, Consultative Committee, Airport Operations Director

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Aircraft Operators

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Review Status: Amended 1st February 2010

Issue	Date	Description
1	28th March 2002	First Issue
2	5th April 2002	Insertion on policy for departing aircraft below 34,000 kg
3	26th April 2002	Amendments following Night Jet Working Group Consultation
4	13th May 2003	Authority title changed to Airport Services Director
5	1st October 2003	Amendment to Aerodrome Flying Training Restrictions at night
6	4th September 2006	Amendments incorporating review of Night Noise Working Group
7	21st February 2007	Amendments incorporating review of Night Noise Working Group
7	1st December 2008	Policy extended to March 31st March 2010 without amendment
8	1st February 2010	New policy incorporating NTSC review and Noise Action Plan objectives

1. Purpose

1.1 London Luton Airport Operations Limited (LLAOL), operator of London Luton Airport, is licensed by the Civil Aviation Authority (CAA) for 24-hour operations under its Public Use Aerodrome License issued in accordance with the Air Navigation Order (1995).

1.2 LLAOL's commitment is to voluntarily minimise the effect of night noise on the surrounding community, whilst balancing the economic and social benefits of its night operations with the consequential noise impact. The Night Noise Policy seeks to set out those controls and procedures implemented to minimise night noise impact, as well as detailing monitoring

activities and how this information will be shared and communicated.

1.3 For the purpose of the Night Noise Policy night is defined as:

2300 - 0559 Local Time (Monday to Saturday)

2300 - 0659 Local Time (Sunday)

Additional controls are in place for an 8 hour night noise contour period (2300 - 0700) and flying training restrictions apply between 2000 and 0800.

2. Background

2.1 LLAOL originally published its Night Jet Policy with the specific aim of accelerating the removal of Chapter 2 aircraft from its night

operations. This objective was successfully achieved and that policy expired to coincide with the implementation of national regulations regarding Chapter 2 aircraft from the 1st April 2002. Since 2002, LLAOL has published further versions of the Night Noise Policy.

2.2 This Night Noise Policy (Issue 8) seeks to build on this approach, taking into consideration the views of community and aviation stakeholders, as well as forming an important component of the London Luton Airport Draft Noise Action Plan.

2.3 With regards to night noise, LLAOL operates within Condition 11 associated with the planning consent granted in 1998. This

requires the airport to operate in such a manner that the night noise contours do not exceed the impact, which occurred in 1984 in terms of land area affected. In particular, the area within the 48 dB(A), LAeq,8h contour for an average summer's night shall not exceed 85 km². If results show that the 1999 predicted values have been exceeded, an action plan will be implemented to avoid the possibility of exceeding the 1984 values.

2.4 LLAOL will continue to comply with the planning conditions and, in particular in the context of this Policy, Condition 11.

2.5 In September 2009, LLAOL published its first Draft Noise Action Plan (2010-2015) for public consultation, which was prepared in response to the Environmental Noise Directive (2002/49/EC), transposed into UK law under the Environmental Noise (England) Regulations 2006 (as amended). The final Draft Noise Action Plan was submitted to the Department for Environment, Food and Rural Affairs (DEFRA) and the Department for Transport in late January 2010. Subject to formal adoption by DEFRA, London Luton Airport will publish the final Noise Action Plan shortly thereafter. Once published, the Noise Action Plan will set out London Luton Airport's noise management strategy. This Night Noise Policy forms part of the Noise Action Plan and will be appended to it.

3. Monitoring

3.1 LLAOL has developed a programme of noise monitoring to understand further the impact of its operations on the local community and is committed to report the results to the London Luton Airport Consultative Committee (LLACC)

and/or its Noise and Track Sub Committee (NTSC), as well as to other interested parties, in an agreed and recognised format.

3.2 LLAOL will continue to maintain a noise and track-keeping system to monitor aircraft operations.

3.3 LLAOL will continue to monitor the noise of departing aircraft at fixed monitors at each end of the airport runway and report the results quarterly to the LLACC and/or NTSC.

3.4 LLAOL will continue to monitor the number of aircraft movements at night and report them quarterly to the LLACC and/or NTSC, and on an annual basis in the Annual Monitoring Report, produced in collaboration with Luton Borough Council.

3.5 LLAOL will continue to monitor and respond to any complaints made to the airport about its night operations and report details of these complaints, quarterly, to the LLACC and/or NTSC.

3.6 LLAOL will prepare LAeq,8h noise exposure contours for an average night in each quarter (Jan-Mar; Apr-Jun; Jul-Sep; and Oct-Dec) for the night contour period (2300-0700). These contours will commence at 48 dB(A) and show increasing values in 3 dB(A) steps, and will be reported to the LLACC and/or NTSC.

3.7 LLAOL will continue to produce annually noise contours for the average summer's night (mid-June to mid-September) based on actual movements and similar contours predicted for the forthcoming summer in accordance with Condition 11 attached to the 1998 planning consent.

3.8 LLAOL will monitor and report night time Continuous Descent Approach

(CDA) performance quarterly to the NTSC and work with operators and National Air Traffic Services (NATS), through the Flight Operations Committee (FLOPC), to improve compliance rates. LLAOL will agree a night time CDA target with NATS and monitor progress with the support of FLOPC and report to NTSC.

3.9 LLAOL will provide its aircraft operators and pilots with noise and track keeping data at the quarterly FLOPC meetings in order to monitor trend data, with a view to improving track-keeping performance, particularly at night.

4. Control Measures & Procedures

4.1 LLAOL will develop and implement policies, procedures and control measures to minimise the effects of aircraft noise and encourage improvements from airline and other operators.

Night Operating Charges

4.2 LLAOL will continue to encourage daytime operations through levying higher night operating charges. These will be published in the London Luton Airport Charges and Conditions of Use document (available at <http://www.london-luton.co.uk/en/content/8/160/operations.html>).

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Noise Violation Limits

4.3 LLAOL will continue to apply surcharges on the Landing and Navigation Service Charge in respect of any landing immediately prior to a take-off. From 1st April 2010, the night noise violation limits will be lowered. The following surcharges will be levied if maximum noise levels are recorded at any of the monitors during the night period:

2300 - 0559 Monday to Saturday
& 2300 - 0659 on Sunday;

>82 - 85 dB(A) - 300% surcharge
>85 - 88 dB(A) - 500% surcharge
>88 dB(A) - 600% surcharge

Operational Controls - Chapter 2 Aircraft

4.4 LLAOL will comply with the Aeroplane Noise Regulations 1999, which state that 'with effect from 1st April 2002, all subsonic jet aircraft with a maximum take off weight of more than 34,000 kg and a capacity of more than 19 seats operating to airports in the EEA must comply with Chapter 3 noise standards regardless of the age of the aircraft'. Aircraft hushkitted or modified to Chapter 3 standards comply with these requirements.

4.5 There are special agreed EC Provisions, which LLAOL will have to comply with and these provide exemptions to certain aircraft registered in developing nations and meeting specified criteria. The UK is also obliged by the EC Directive to recognise exemptions granted by other states in respect of Chapter 2 aircraft registered in those states. Details of exempted aircraft are available from the CAA's Economic Regulation Group, CAA House, 45-59 Kingsway, London, United Kingdom.

4.6 Additionally the CAA would normally be prepared to grant exemptions in respect of Chapter 2 aircraft visiting the UK solely for the purposes of maintenance provided that the aircraft operates empty on both inbound and outbound sectors. Chapter 2 aircraft under such exemptions may be permitted to operate into Luton.

4.7 In addition, LLAOL extended the restriction described above to aircraft with a maximum take-off weight of more than 11,600 kg between the hours of 2300 to 0559 Monday to Saturday and from 2300 to 0659 on Sunday for departure movements only. Arrival movements remain unrestricted 24-hours per day.

4.8 LLAOL will work with operators to encourage the voluntary phase out of the noisiest aircraft.

4.9 Exemptions to the restrictions set out in Paragraphs 4.4 and 4.7 above are:

- delayed departures of any aircraft exempted by the CAA from the requirements of the Aeroplane Noise Regulations;
- departures permitted in emergency situations;

- relief flights where urgent need exists;
- military and support aircraft for military operational reasons;
- delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers and/or animals;
- off schedule movements from major disruption of air traffic; and
- VIP flights, which include flights by members of the Royal Family, UK Government Ministers and Service Chiefs of Staff, and members of foreign Royal Families, Heads of State and senior ministers, but excludes show business and sports personalities.

4.10 Details of any such exemptions will be reported quarterly to the LLACC, although for security reasons LLAOL may be unable to supply full details.

Operational Controls - Flying Training¹

4.11 Flying Training will not be permitted between the hours of 2000 and 0800. This means no jet aircraft training or air testing can be undertaken between these hours. All aircraft movements to and from London Luton Airport between these hours will be expected to be associated with an arrival and/or a departure. NPR exempt aircraft will not be subject to this restriction.

4.12 In exceptional circumstances Operators can apply to LLAOL for permission to carry out Flying Training or Air Tests. The conditions under which LLAOL may grant exceptional permission for Flying Training or Air Tests are;

- Delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers and/or animals where an Air Test is required to enable a planned flight to operate a service.
- Unplanned technical repair of an aircraft scheduled to operate a passenger or cargo revenue service.
- VIP flights, which include flights by members of the Royal Family, UK Government Ministers and Service Chiefs of Staff, and members of foreign Royal Families, Heads of State and senior ministers, but exclude show business and sports personalities.

Operational Controls - Noise Scheduling Ban

4.13 Effective 1st April 2010, LLAOL will extend its scheduling ban to include QC4/QC8/QC16 type aircraft, with no aircraft scheduled to arrive or depart between the hours of 2300 to 0559 Monday to Saturday and 2300 to 0659 on a Sunday, with the exception of those exemptions listed in Paragraph 4.9 above.

Operational Controls - Engine Ground Running

4.14 The use of the term 'engine run' is a generic term that applies to any combination of the following:

- Aircraft Engine Ground Run - any engines start up not followed immediately by the departure of the aircraft concerned (including engine dry running and cross bleed starts).
- Auxiliary Power Unit (APU) Run - any APU start up that is not immediately connected with the pre-flight or post flights sequence for an aircraft.
- Ground Power Unit (GPU) Run - any GPU start up that is not immediately concerned with the pre-flight sequence for an aircraft departure or post flights sequence, this includes GPU maintenance runs of greater than two hours.

4.15 Engine ground running and the testing of engines will not normally be permitted during the night period as shown below, unless the aircraft concerned is required for a London Luton Airport service departing during the first wave of flights of the day. Positioning flights are not included within this category.

- Weekdays - between 2300-0559 hours local
- Saturdays, Sundays and local Public Holidays - between 2300-0659 local

4.16 Applications for engine runs are required to be submitted to the airport through the Airport Operations Centre with a minimum of 1 (one) hours prior notice being given before the planned commencement of the engine run. Applications submitted with less than 1 hours notice will only be considered if the engine run is safety critical.

4.17 Approved ground running operations will be monitored by ATC and LLAOL. If the parameters contained within the Approval detail are not adhered to, the operation will be terminated by LLAOL through ATC.

5. Communication

5.1 LLAOL will circulate this Policy to the distribution list set out above, publish on its website and amend the London Luton Airport Charges and Conditions of Use document accordingly.

6. Notes

6.1 Any changes in legislation or regulation by the Government or other national authority shall take precedence over the clauses within this Policy. LLAOL will amend this Policy in light of new legislation and regulations.

6.2 This Policy shall apply from 1st April 2010 to 31st March 2015, with an interim review in October 2012.

¹ The definition of flying training also includes air testing where aircraft under maintenance are technically required to conduct an actual flight, which may involve circuits at approved altitudes.