

# NIGHT NOISE POLICY ISSUE 7

**Department:** Airfield Environment - Airfield Operations

**Authority:** Airport Operations Director

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 London Luton Airport Consultative Committee  
 London Luton Airport Noise & Track Sub-Committee  
 London Luton Airport Night Noise Working Group  
 Upon Request

**Effective Date:** April 1, 2007 to March 31, 2010

**Review Status:** Amended February 21, 2007

ISSUE	DATE	DESCRIPTION
1	March 28 2002	First Issue
2	April 05 2002	Insertion on policy for departing aircraft below 34,000 kg
3	April 26 2002	Amendments following Night Jet Working Group Consultation
4	May 13 2003	Authority title changed to Airport Services Director
5	October 1 2003	Amendment to Aerodrome Flying Training Restrictions at night
6	September 4 2006	Amendments incorporating review of Night Noise Working Group
7	February 21 2007	Amendments incorporating review of Night Noise Working Group
7	December 1 2008	Policy extended to March 31 2010 without amendment

## **Purpose**

LLAO has previously operated a Night Jet Policy with the specific aim of accelerating the removal of Chapter II aircraft from its night operations. This policy was successfully achieved and expired on the 31st March 2002, which coincided with the implementation of national regulations regarding Chapter II aircraft from the 1st April 2002.

As well as implementing the Night Noise Policy, LLAO has had in operation various monitoring and control mechanisms relating to the noise impact of its night operations.

The purpose of this new policy is to formalise those activities, describing the various arrangements, and setting out additional monitoring which will occur. The policy is designed to demonstrate that LLAO will continue to monitor and manage the impact of its night operations, providing information to stakeholders and enabling the Airport management to continue to balance the economic and social benefits of its night operations with the consequential noise impact.

## **Background**

- 1.0 London Luton Airport Operations Ltd (LLAO) is licensed by the Civil Aviation Authority for 24-hour operations under its Public Use Aerodrome License issued in accordance with the Air Navigation Order (1995).
- 2.0 With regards to night noise, LLAO 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),  $L_{Aeq,8h}$  contour for an average summer's night shall not exceed 85 km<sup>2</sup>. 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.

## **Current Monitoring and Control Activities**

- 3.0 LLAO will continue to comply with the planning conditions which, apply to it and, in particular, that concerned with Night Noise.
- 4.0 LLAO will continue to monitor and manage the number of aircraft movements at night and report them quarterly to the LLACC.
- 5.0 LLAO 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.
- 6.0 LLAO 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. LLAO will continue to operate a fining system related to infringements of night noise limits.

## Night Noise Policy

- 7.0 LLAO 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.
- 8.0 LLAO will continue to apply surcharges on the Landing and Navigation Service Charge in respect of any landing immediately prior to a take-off during which the following maximum noise levels are recorded at any of the monitors during the night period:
- 2300 – 0559 Sunday to Friday inclusive & 2300 – 0659 on Saturdays;
- |                |                  |
|----------------|------------------|
| >85 – 87 dB(A) | – 300% surcharge |
| >87 – 91 dB(A) | – 500% surcharge |
| >91 dB(A)      | – 600% surcharge |

### **Additional Monitoring and Control Activities**

- 9.0  $L_{Aeq,8h}$  noise exposure contours for an average night in each quarter (Jan–Mar; Apr–Jun; Jul–Sep; and Oct–Dec) for the night period commencing at 48 dB(A) and showing increasing values in 3 dB(A) steps will be produced and reported to the LLACC.
- 10.0 LLAO has developed a programme of noise monitoring at night to understand further the impact of its night operations on the local community. This programme and the location of the sites monitored is developed in consultation with the affected local authorities and community representatives. The results of the monitoring are reported to the LLACC.
- 11.0 LLAO will comply with the Aeroplane Noise Regulations 1999, which state that:

With effect from 1<sup>st</sup> 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.

There are special agreed EC Provisions, which LLAO 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.

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.

- 12.0 In addition LLAO will extend the restriction described in Para 11.0 above to aircraft with a maximum take-off weight of more than 11,600 kg between the hours of 2259 to 0559 Sunday to Friday nights and from 2259 to 0659 on Saturday nights for departure movements only. Arrival movements remain unrestricted 24-hours per day.
- 13.0 The exceptions to the restrictions set out in Paras 11.0 and 12.0 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 scheduled movements from major disruption of air traffic;
  - 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.
- 14.0 Details of any such exceptions will be reported quarterly to the LLACC.
- 15.0 Provide aircraft operators and pilots with noise and track keeping data at the quarterly Flight Operations Committee meetings in order to monitor trend data and share such data with aircraft operators.
- 16.0 Flying Training at London Luton Airport is currently only permitted between 0600-2300 (0800-2300 on Sundays) for aircraft required to comply with Noise Preferential Routing (NPR) procedures. Aircraft which are NPR exempt are those below a maximum take-off weight (MTOW) of 5,700kg although jet aircraft below 5,700 kg are NOT NPR exempt.

Effective October 1, 2003, LLAO will extend the Flying Training Restriction to the hours of 2000 – 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.

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.

In exceptional circumstances Operators can apply to London Luton Airport Operations for permission to carry out Flying Training or Air Tests.

17.0 The conditions under which LLAO 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.

18.0 Effective April 1, 2007, LLAO will implement a scheduling ban on all QC8 type aircraft (e.g. Boeing 747-200) with no aircraft allowed to arrive or depart with the exceptions listed in Para 13.0 of the Policy.

19.0 Engine ground running and the testing of engines in the night period will be further managed by LLAO.

#### **Notes**

20.0 Any changes in legislation or regulation by the Government or other national authority shall take precedence over the clauses within this policy.

21.0 This policy shall apply from 1<sup>st</sup> April 2007 to 31<sup>st</sup> March 2010.

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