

Leeds-Bradford International Airport

IATA/ICAO CODE: LBA/EGNM
CITY: Leeds
COUNTRY: UK

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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ELEVATION: 681 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
14/32	2250	14/673 32/662	14/3.5 32/3	46

NOISE ABATEMENT PROCEDURE

See AIP UK for details.

The following Noise Preferential Routeings and Procedures shall apply to turbo-jet aircraft and all other public transport aircraft with a MTWA that is greater than 5700 kg

- a. These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
- b. Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- c. Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment.
- d. Departing Aircraft:
 - i. Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic)
 - ii. Runway 32 – Climb straight ahead. At 1181 ft QNH (500 ft QFE) or I-LF D0.5, whichever is the later, turn left to track 313° MAG. At 'I LF' DME 2.1 *535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 274° MAG. Maintain this track until 'I LF' DME 3.5 *535405N 0014521W before setting course
 - iii. Turbo-prop: After take-off make good a track of 313° MAG and at DME 2.1 turn onto course.

Note: The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances.

The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.

e. Target Noise levels

Daytime means 0700-2300 (local)

Night-time means 2300-0700 (local)

All aircraft (excluding supersonic and military jet aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

- i. After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;
- ii. After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night
- iii. On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

f. Night Restrictions

i. The airport company is subject to planning requirements imposed during the night time period 2300-0700 (local)

ii. Such aircraft movements are permitted only by approval from one of the following:

- Operations Director — 0113-391 3202
- Air Traffic and Safety Services Manager — 0113-391 3207
- Air Traffic Control — 0113-391 3282
- Airside Operations and Safety Manager — 0113-391 3232
- Airside Operations Duty Officer — 0113-391 3231

iii. Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:

1. Delayed landings up to 0100 hours local by aircraft scheduled to land between 0700-2300 hours local.

2. An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal

g. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 ft before intercepting the glidepath, nor thereafter fly below the glidepath. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

To assist with this requirement aircraft on a visual approach will be instructed not to descend below altitude 2000 feet under established on final approach.

h. To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.

i. Ground running of aircraft engines is not permitted between 2300 and 0700 (local) and is subject to ATC permission at all other times.

j. Fanstop Procedures

i. Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 ft (QFE);

ii. simulated engine-out manoeuvres below 300 ft (QFE) must not be initiated during take-off from Runway 14.

CONTINUOUS DESCENT ARRIVAL (CDA)

Work is underway with Manchester ATCC to design CDA profiles through Manchester's airspace to permit CDA to the airport.

AIRPORT CURFEWS

Night Restrictions

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PREFERENTIAL RUNWAYS

Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment.

OPERATING QUOTA

In accordance with UK NOTAM S3/2000: No departures in the night-time period (2300 to 0700) shall take place by aircraft with quota counts of 1, 2, 4, 8 and 16 on takeoff. No landings in the night-time period shall take place by aircraft with quota counts of 2, 4, 8 and 16 on landing.

ENGINE RUN-UP RESTRICTIONS

Engine ground runs will NOT normally be permitted within the following periods (However, see note below):

Weekdays	Between 2300-0700 local
Sat. Sun. and Public Holidays	Between 2300-0700 local
Armistice Day	No engine running permitted between 1055-1105 local

Note: Between 2300 and 0700 engine ground runs may only be permitted up to one hour before the aircraft's ETD provided the run is essential for that aircraft to depart. The aircraft concerned must be required for a LBIA service and not a Positioning flight.

Engine running may not be permitted during other periods that may be specified by the Airport Authority.

APU OPERATING RESTRICTIONS

Except in the case of the movements of noise exempt and aircraft QC 0.5-1.0 as specified in the UKAIP Supplement S4/2008. No aircraft movements or activities involving the running of aircraft engines or APUs shall take place between 2300-0700 hours unless such movements are necessary in the case of an aircraft that had landed before 2300 hours; or in the case of a delayed landing before 0100 hours local time and the aircraft is proceeding immediately from the landing or from any discharge of passengers from the aircraft following that landing to an apron or stand.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Per confirmation received from the airport 2/2011:

Landing Charge: MTOW
Over 3 tonne GBP 13.18 per tonne
Noise charge is 10% of the landing charge.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1994-1996	Residential properties (bedrooms) within a 90 dBA contour of a Boeing 733/757 following approval for 24 hr availability.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has in place a Lochard Noise and Track Monitoring System (NTMS) which continually records track keeping performance and aircraft noise from 4 permanent noise monitors.

Departing Runway 32 (monitors M1/M2 on the map provided). Monitors 7.1 KM from start of roll and 1950m apart straddling the centerline of the flight path.

Departing Runway 14 (monitors H1/H2 on the map provided). Monitors 5.4km from start of roll and 950m apart straddling the centerline of the flight path.

FLIGHT TRACK MONITORING SYSTEM

Yes - See information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

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CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are prohibited from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)