

Briefing Note to Shepway DC

London Ashford Airport (LAA)

Review of Conditions and S106

29th March 2011

0.0 This briefing note addresses items within the proposed Conditions and Section 106 (S106) agreement¹ for London Ashford Airport Ltd. (LAA) near Lydd. The details contained within this note were discussed and agreed, in principle, between Shepway District Council (SDC), Parsons Brinkerhoff (PB), LAA and Bureau Veritas (BV) at a meeting at SDC on 24th March 2011.

1. Periodic reporting

1.1 Reporting is addressed under 10.4 of the S106. It was agreed that two levels of reporting shall be proposed:

- A full airport operation report submitted annually to SDC. The content is yet to be comprehensively defined, but should include reporting of the parameters contained within the Conditions and relevant Noise Management Plan. Parameters include those relating to operational limits such as movement numbers, passenger numbers, individual aircraft event noise levels, aircraft take-off weights and complaints records. Data should be appropriately processed and summarised.
- Quarterly reporting has been agreed which should comprise the reports submitted to the Consultative Committee. The content of these is yet to be comprehensively defined, but should include information within the previous 3-month period on aspects such as: movement numbers, passenger numbers, complaints data, and, following commencement of the Second Noise Management Plan, noise monitoring data including details of any infringements.

1.2 This reporting will enable trend spotting and a preventative approach to noise control via the quarterly reporting. It will also enable checking compliance with operational constraints at the appropriate times. By requesting Consultative Committee reports on a quarterly basis, no additional reporting resources are required of LAA over and above what they would otherwise spend.

2. Trigger to invoke Second Noise Management Plan

2.1 The 45 tonne threshold currently proposed to invoke the Second Noise Management Plan does not relate directly to the noisiness of an aircraft, neither does it take into account the number of movements and thus the noise impact of overall aircraft operations.

2.2 It was agreed that a different trigger shall be proposed that is based on:

- a) either the area of the 57 dB $L_{Aeq,16h}$ average mode daytime noise contour (annual or summer average to be specified);

¹ Conditions and Section 106 both dated 14th February 2011

- b) a Quota Count limit, assuming the night quota system used at the London airports can be adapted to daytime operation at Lydd; or
 - c) individual aircraft Quota Counts.
- 2.3 Suggestions a) and b) would trigger at an agreed level corresponding to when the airport has reached a certain level of economic growth. Suggestion c) would trigger when proposed aircraft start to operate which generate more than an agreed threshold individual event noise level.
- 2.4 A combination of c) and either a) or b) may offer the best level of protection, but may be unnecessarily onerous for LAA to implement.
- 2.5 Approval of SDC shall be sought on the details of both the First and Second Noise Management Plans prior to implementation of the plans.

3. Contour limit

- 3.1 The wording of 9.3.3 of the S106 should clearly define to which contour the limit applies. It was agreed at the time of the meeting that under the First Noise Management Plan the limit shall be based on the annual average 57 dB $L_{Aeq,16h}$ daytime contour. It shall correspond to 500,000 ppa² throughput.
- 3.2 Upon commencement of the Second Noise Management Plan, the limit should be based on the summer average 57 dB $L_{Aeq,16h}$ daytime contour. It should correspond to 500,000 ppa throughput.
- 3.3 The 92-day summer period³ covers the period when people are most likely to spend time in gardens and public outdoor areas. It is also the period when aviation activity is typically at its highest, owing to summer holiday charter flights. It is therefore logical to use a summer average contour as the control.
- 3.4 The Upper Parameter scenarios reported in the Environmental Statement are based on strategic forecasts and not actual movement data. It is therefore not possible to set a meaningful limit based on summer average contours until sufficient actual movement data has been gathered.
- 3.5 It was agreed to insert a new clause, 9.1.6 (h), in the S106 to include a revision to the contour limit upon commencement of the Second Noise Management Plan.

4. Emergency and Governmental operations

- 4.1 Various parts of S106 exempt these types of operations from some of the noise control mechanisms. LAA clarified that training is not envisaged to be revenue-earning, that the airport is required to provide this service at the request of the military, and that such training activity is not encouraged by LAA.
- 4.2 It was agreed that genuine emergency operations shall not be subject to the noise control mechanisms or contribute to the noise control limits. However, requests for LAA to be

² Passengers per annum

³ From 16th June to 15th September inclusive

involved in training exercises by Governmental organisations (e.g. the Coast Guard) shall be made to SDC for prior approval. On this basis, movements relating to these training exercises shall also not be subject to the noise control mechanisms or contribute to the noise control limits.

5. Helicopters

- 5.1 The proposed 1,200 movement cap on rotary wing aircraft operations is based on annual movement numbers recorded in 2005 at LAA. It has been identified that 1,100 of the 1,200 rotary wing movements that occurred were categorised as military or training movements; these would have been exempt from the proposed cap. If a similar proportion of military and training to business rotary wing operations is likely to continue, the movement cap would be ineffective unless it includes all rotary wing movements.
- 5.2 It was agreed that Condition 20 for the Runway Extension and Condition 19 for the Terminal Building shall be modified so that the final sentence reads: 'The annual number of helicopter movements shall be limited to 1,200 movements per annum in any Calendar Year.'

6. Scheme of noise response measures

- 6.1 Part 9.3.3 of the S106 is concerned with a scheme of noise response measures to be submitted, agreed and implemented in the event that any of the noise control limits stated in 9.3 are exceeded.
- 6.2 It was agreed that clause 9.3.3(a) shall be modified so that LAA shall be required to submit such a scheme within 3 months, unless otherwise agreed with SDC, of any of the limits being breached.

7. Complaints reporting

- 7.1 It was agreed that a summary of the complaints received by LAA shall be provided under the quarterly reporting requirements. The data shall be provided in tabular form, including information on the nature of complaint, complainant address and LAA response.
- 7.2 It was agreed that copies of complaint letters shall not be sent to SDC, but that they shall be kept and made available to SDC upon request.
- 7.3 By providing such periodic complaints reports, SDC will be better able to identify trends caused by any specific operational aspect which could be addressed to reduce the likelihood of subsequent complaints resulting from noise disturbance.
- 7.4 It was agreed that the complaints service shall be operated by LAA and be advertised with LAA as the first point of contact. The service shall not, however, preclude complainants from contacting SDC, and the advertising shall not discourage such a course of action.
- 7.5 The Noise Management Plans shall include details of the lines of communication.

8. Noise monitoring system

- 8.1 It was agreed that the noise monitoring system will include a minimum of 2 no. noise monitoring terminals (NMTs), i.e. one at either end of the runway at precise locations to be agreed with SDC.

9. Aircraft-specific and individual movement noise controls

- 9.1 It was agreed that noise from individual aircraft movements should be measured and assessed in terms of L_{Amax} rather than by thrust setting as stated in 9.1.6(a) and (b). Therefore, clauses 9.1.6(c) and (d), and 9.3.2 shall be removed, and clause 9.1.6(b) be associated with 9.3.1 and both shall be amended to be judged by reference to L_{Amax} as oppose to thrust.
- 9.2 The noise monitoring system proposed under the Second Noise Management Plan shall be used to monitor L_{Amax} levels from individual aircraft operations. A suitable infringement threshold shall be agreed between LAA and SDC.

10. Ground noise

- 10.1 LAA gave clarification that engine power checks occur at Hold B and C, as specified in the UK AIP⁴. LAA stated they would welcome a condition to constrain ground operations accordingly. LAA have agreed to consider the inclusion of details relating to all aircraft ground activity in the Noise Management Plans.

11. Greatstone Primary School

- 11.1 The development would enable noisier aircraft to operate at LAA. Although official sound insulation trigger levels are not likely to be exceeded, individual noise levels will be noticeably higher than they are currently. As such, LAA is offering to provide financial assistance towards noise insulation as a goodwill gesture.
- 11.2 An inspection of the school building should be undertaken by a suitably qualified person to establish the most effective approach to providing mitigation. This could comprise uprating the glazing by providing acoustic double-glazing or acoustic secondary glazing if double-glazing is already in place, providing acoustic ventilation if necessary to enable school operation with windows closed (to enable the glazing to be effective), acoustic roof insulation, or a combination of the above.
- 11.3 If and when the form of the treatment is established, a suitable trigger will need to be agreed. This could be upon commencement of the Second Management Plan.

12. Sound Insulation

- 12.1 There are no properties which are currently, or will be under the development scenarios, eligible for financial assistance towards noise insulation under the Government's requirements as detailed within the Air Transport White Paper. This threshold for eligibility is set at 63 dB $L_{Aeq,16h}$.

⁴ AD 2-EGMD-1 – 6 / EGMD AD 2.20 — LOCAL TRAFFIC REGULATIONS / 6 – Use of Runways (a)