

NOTICE OF MEETING

Tuesday 5th April 2005

7.00pm in the Board Room at City Aviation House,
London City Airport



AGENDA

1. **APOLOGIES FOR ABSENCE** should be notified to the Secretary at 9 Palace Green, Croydon, CR0 9AJ, Telephone: 01689 843434, Fax: 0208 251 9858, E-Mail: secretary@lcacc.org
2. **PRESENTATION - AIRPORT UPDATE**
3. **THE MINUTES OF THE MEETING HELD on 11th January 2005 – previously circulated**
4. **MATTER ARISING**

(a) Item 4(a) – Committee Membership

The London Borough of Newham has still to nominate a replacement for Malcolm Smith. The Council have been reminded

(b) Item 4(c) – Airport Surface Access Strategy (ASAS)

The period for comments on the draft ASAS published last year closed at end of November 2004. Having considered the comments received, the Airport unveiled the new Strategy in February 2005. Copies were sent to members on 1st March 2005 and copies have also been posted to the Committee's website¹

(c) Item 6(a) – People with Reduced Mobility (PRMs)

The proposed new EU Regulation on the rights of people with reduced mobility when travelling by air was published on 16th February – full information about the proposed regulation has been posted to the website of the *Liaison Group of Airport Consultative Committees*²

(d) Item 11 - Crossrail

The hybrid Bill authorising this project was introduced in Parliament on 22 February 2005 - details were sent to members on 1st March including the Department of Transport's press release³ and information about how to access the Bill on Parliament's website⁴

It should be noted that the Airport has concerns relating to the Crossrail consultation process, and despite persistent requests, the promoters of the scheme have not so far seen fit to enter into a proper dialogue with the Airport on some serious issues.

¹ <http://www.lcacc.org/atf/asas05.pdf>

² <http://www.ukaccs.info/euprmcom200547en.pdf>

³ http://www.dft.gov.uk/pns/DisplayPN.cgi?pn_id=2005_0018

⁴ <http://www.publications.parliament.uk/pa/cm200405/cmbills/062/2005062.htm>

Notices served by Crossrail on the Airport are based on Ordnance Survey plans which are out of date and do not reflect the reality of the built environment on the ground. In particular the plans do not recognise the existence and operation of the London City Airport Jet Centre, and as published, could seriously damage that facility.

Whilst the Airport will continue in its efforts to seek appropriate consultation with the Crossrail promoters, the Airport feels it presently has little choice but to prepare in parallel with this process a legal petition of objection. The Committee will recall that the Airport lobbied extensively for the Crossrail to be routed via the Royals. Whilst that objective has been achieved, they remain disappointed that the proposed station will be at Custom House rather than at a more central location.

The Committee will be kept apprised of any changes, but may wish to comment

(e) Item 12 –Thames Gateway Bridge

At its last meeting the Committee noted that both the London Borough of Newham and the London Borough of Greenwich had decided they were “minded” to grant planning permission for the bridge, subject to conditions, and had referred the matter to the Mayor of London who would decide whether permission should be given. However on 19th January 2005 the application was called-in by the Secretary of State because he considered the applications "may conflict with national and regional policies on important matters". The decision on the application will therefore be taken by Secretary of State following a public inquiry which is planned to start on 7th June 2005 and last 5 - 6 weeks. A copy of the letter calling in the application was sent to members on 20th January and details of the public inquiry, and the pre-inquiry meeting, were circulated on 1st March.

(d) Item 13(b) – Parker Street – Lighting

The Airport will report

5. AIRPORT STATISTICS

The usual charts are attached.

6. AIRPORT DIRECTOR’S REPORT

7. COMMUNITY REPORT

(a) Quarterly Community Report

Angeline Barnes will report

(b) Community Review

The Airport will table a draft copy of this publication for the Committee’s information

8. STANDING ITEM ON ENVIRONMENTAL ISSUES

The report of the Airport’s Environment & Planning Manager will be tabled at the meeting.

9. NOISE INSULATION PROGRAMME – PART IV

The Airport will report progress on the implementation of this part of the programme

10. DLR AIRPORT EXTENSION – PROGRESS REPORT

AMEC will update the Committee on the progress of this project.

11. LONDON TRANSPORT USERS COMMITTEE – LONDON AIRPORTS ACCESS FORUM (LAAF)

This Forum met at London City Airport on 23rd March. The Agenda for the meeting included presentations by the Airport on the Airport's new Airport Surface Access Strategy and the DLR on the Extension of the light railway to London City Airport and North Woolwich. The Consultative Committee's representative on the Forum, Jagadish Jha, will brief the Committee on the discussions at the meeting.

This was the last meeting of the LAAF – please see the text attached of a letter received from the Chairman of the London Transport Users Committee.

12. LCY EMPLOYMENT SURVEY

The Airport will report the findings of a recent exercise to provide up-to-date information on where people working at the Airport live.

13. CONSULTATION- EU DIRECTIVE 2002/49/EC – IMPLEMENTATION

EU Directive 2002/49/EC, often referred to as the Environmental Noise Directive (END), aims to define a common approach across the European Union with the intention of “avoiding, preventing or reducing on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise”. It was adopted by the European Parliament and the Council of the European Union, on 25 June 2002, and must be transposed into law by all Member States of the European Union.

Attached is a letter, and extracts from a Consultation Paper⁵, issued by Department for Environment Food and Rural Affairs on 22 February detailing proposals for the implementation of the Directive in England. It will be seen that Chapter 7 sets out proposals for the for the noise mapping of airports and for preparing action plans based on the results of the noise mapping exercise. The action plans will aim to manage and reduce environmental noise where necessary, and to preserve environmental noise quality where it is good. In the case of London City Airport it is proposed that both these functions should be the responsibility of the airport operator although the action plans would require public consultation.

The Committee is asked if it agrees with these proposals for implementing the Directive in relation to the Airport – it will be seen that Chapter 7 includes a number of questions on which the Department is anxious to receive the views of those consulted.

14. AIRPORT TRANSPORT FORUM

The next meeting of this Forum is due to be held at London City Airport on Friday 15th April. The Agenda for the meeting includes presentations by the DLR on the progress made with their various extension projects and by London Buses on local bus service proposals and ideas. The Consultative Committee is represented by Bill Dunlop. The Consultative Committee will receive a report of the discussions at the Forum at its next meeting.

15. LOCAL DEVELOPMENT FRAMEWORK - DRAFT STATEMENT OF COMMUNITY INVOLVEMENT

On 18th March the Secretary circulated a copy of a letter from the London Borough of Newham (LBN) seeking comments on the draft of this Statement. The LBN should have sent by post hard copies of these papers to those members without e-mail facilities.

⁵ The Consultation Paper can be seen in full on the DEFRA website at <http://www.defra.gov.uk/corporate/consult/end-two/index.htm>

The Committee is asked if it wishes to send a response. Should members wish to send in comments of their own the closing date is 2nd May 2005

16. **WEEKEND TUBES: LATER START, LATER FINISH - CONSULTATION**

Please see the TfL Press Release attached. The proposal to start Tube services later on Saturdays will have an impact on access to the Airport. It is not yet clear whether the proposals will affect services on the DLR. The Committee is asked if it wishes to submit comments on the proposal.

17. **ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEES**

This meeting, attended by the Chairmen and Secretaries of member committees in the Liaison Group of Airport Consultative Committees, is to be held at Liverpool Airport on 22nd /23rd June 2005. The Chairman and Secretary will report at the Committee's next meeting in July. Meanwhile the Committee is asked if there are any matters of wider interest which it feels should be submitted for discussion at the Liaison Meeting. At present it looks as if the Agenda will include the following items:

- "The Future of Air Transport" White Paper including Airport Master Plans
- EU Emissions Trading Scheme - Update
- The Environmental Noise Directive
- Developing and Preserving Regional Services
- Security Issues
- Windfarms: Effect on radar
- Access to air travel for people with reduced mobility
- Illegal imports of meat and other foodstuffs of animal origin – update by HM Customs and Excise
- European Aviation Update

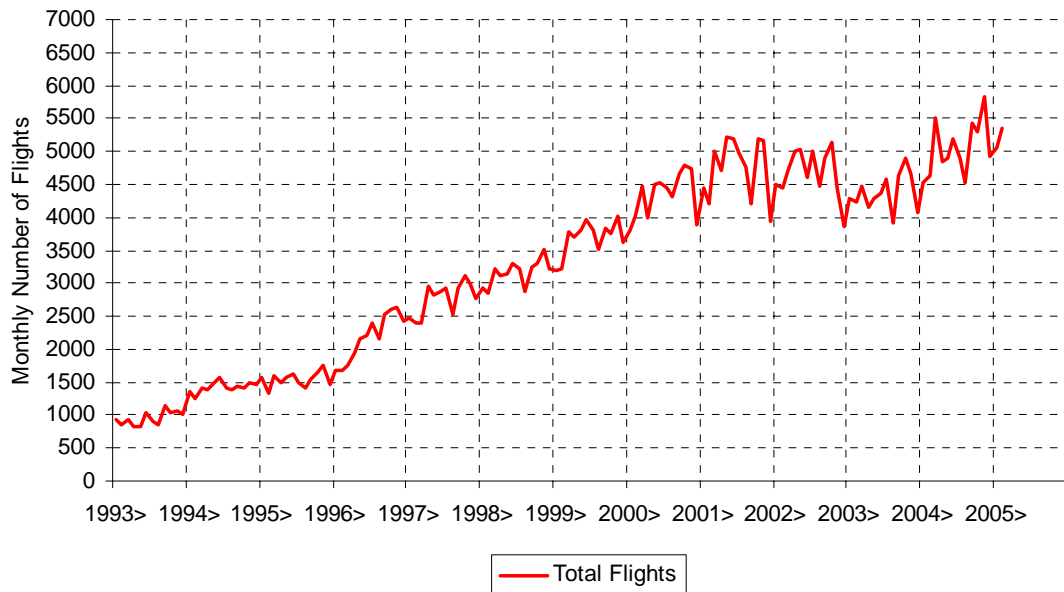
18. **ANY OTHER BUSINESS**

19. **DATE OF NEXT MEETING**

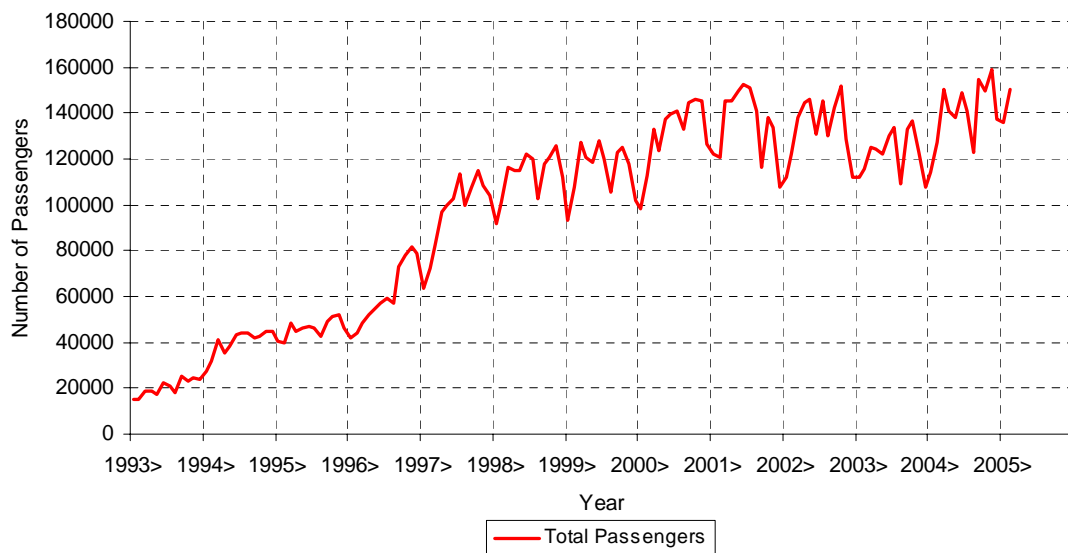
Tuesday 4th July 2005 at 1900 hours at City Aviation House, London City Airport

Agenda Item 5
Airport Statistics

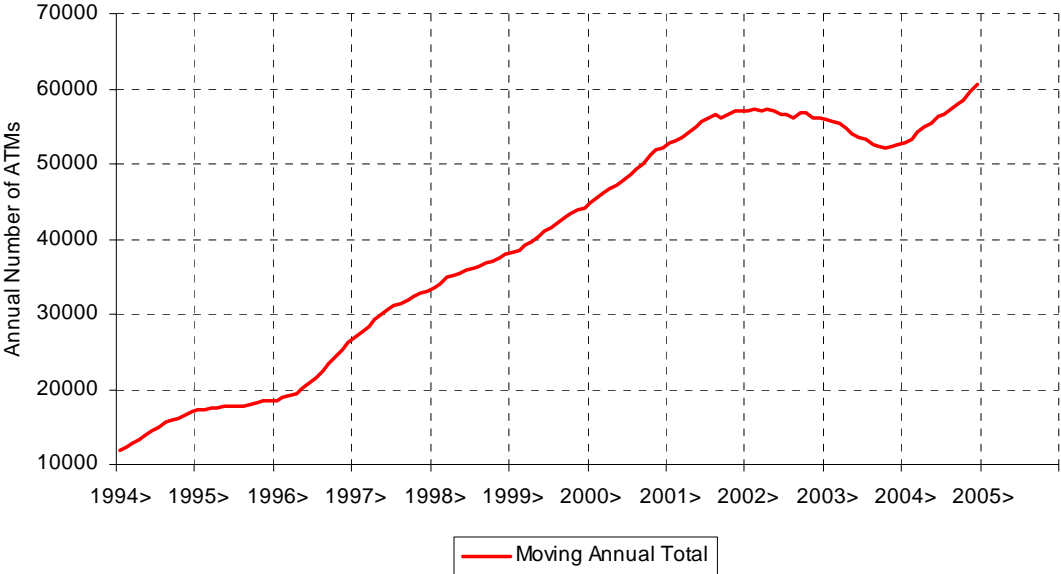
LONDON CITY AIRPORT
Monthly Number of Flights



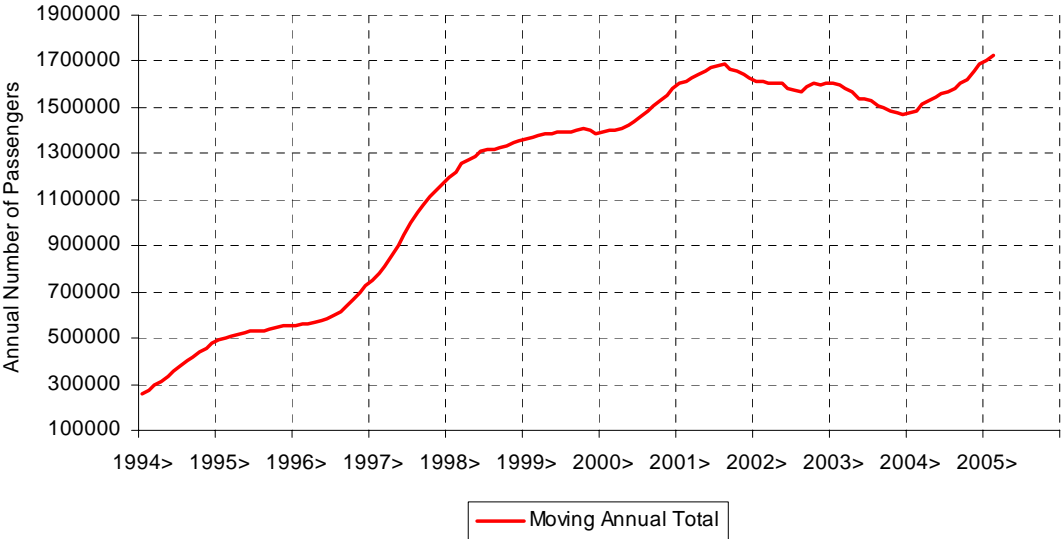
LONDON CITY AIRPORT
Number of Passengers



LONDON CITY AIRPORT
Number of Flights - Monthly Moving Annual Totals



LONDON CITY AIRPORT
Passengers - Monthly Moving Annual Totals



Agenda Item 11
London Airports Access Forum

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Text of letter received from Brian Cooke, Chairman, London Transport Users Committee

Monday 7th March 2004

London Airports Access Forum (LAAF)

As you may be aware LTUC has for a number of years operated this forum which brings together representatives from the Airports Consultative Committees, LTUC and the Rail Passengers Committees adjoining our area to consider surface transport access issues for London's airports, and to inform LTUC's policy in relation to these matters.

From time to time the Committee reviews the efficacy of the way we operate. Since my appointment as Chair in October 2004 I have undertaken a comprehensive review of all our activities and the way in which we deliver them. In particular I have to bear in mind the fact that our sponsors (the London Assembly) have reduced the number of members of LTUC from 24 to 21 with effect from 1st January 2005, with a further reduction of 3 members in two years time. The Railways Bill currently before Parliament will abolish the regional Rail Passengers Committees and replace them with a single national body - the Rail Passengers Council.

My members have recently endorsed my plan for change which will mean that from 1st April 2005 there will be a completely new structure of LTUC's subsidiary bodies.

In the case of LAAF we have agreed that Airport Access issues are of such importance that they will be considered by our new Strategy and Integration Sub-Committee (upon which all LTUC members will serve) The Strategy and Integration Committee will meet six times per year, and I would propose that in recognition of the importance of airport access that this Committee should hold some meetings at airports in the same manner that LAAF has done in the past.

I am, however, keen to retain our links with the Airport Consultative Committees and I would invite you to submit items to LTUC for consideration if they relate to surface access to the airport or transport integration - the legislation before Parliament provides for LTUC to have a continuing role in respect of transport integration and airports are an obvious place where this is very important.

I hope that the new arrangements will be acceptable to you. Please accept my thanks for the work that previously done through LAAF and the successes that it has achieved. I look forward to continuing to work with you for the interests of passengers in the future.

Consultation- EU Directive 2002/49/EC – Implementation

Consultation letter

Department for Environment Food and Rural Affairs
Environmental Noise Policy Team
4/H16 Ashdown House
23 Victoria Street
London SW1E 6DE
E-mail: noise@defra.gsi.gov.uk Website: www.defra.gov.uk

Dear Sir or Madam,

Consultation on proposals for transposition and implementation of Directive 2002/49/EC relating to the assessment and management of environmental noise (The Environmental Noise Directive (END))

I enclose a copy of a Consultation paper entitled *Consultation on proposals for transposition and implementation of Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise* issued by Defra.

Directive 2002/49/EC relating to the assessment and management of environmental noise is often referred to as the Environmental Noise Directive (END). The END was adopted by the European Parliament and the Council of the European Union, on 25 June 2002, and must be transposed into law by the Member States of the European Union.

The END will be implemented separately in England, Scotland, Wales and Northern Ireland. This consultation document is solely concerned with the transposition of the END in England. This consultation exercise focuses on what we propose to include in the implementing regulations in order to meet all the obligations of the END. Separate consultations will be carried out in Scotland, Wales and Northern Ireland.

The aim of the END (the text of which can be found at Annex A of the Consultation paper) is to define a common approach across the European Union with the intention of avoiding, preventing or reducing on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. This will involve:

- informing the public about environmental noise and its effects;
- the preparation of strategic noise maps for large urban areas (referred to as 'agglomerations' in the END and in this document), major roads, major railways and major airports as defined in the END; and
- preparing action plans based on the results of the noise mapping exercise. Such plans will aim to manage and reduce environmental noise where necessary, and preserve environmental noise quality where it is good.

The noise mapping and action planning process is to be taken forward on a five-yearly rolling programme. The first round of mapping and action planning applies to the largest of the agglomerations (including the industries and ports within them), the busiest major roads and railways and all major airports. Maps must be produced by 30 June 2007, with the action plans following a year later in 2008. During the second round (2012-13) and in subsequent rounds, all agglomerations, major roads, major railways and major airports as defined by the END will be mapped and then action plans will be developed for them.

This paper seeks comments on proposals to:

- Designate the competent authorities and bodies responsible for implementing the END (Article 4). However, Member States remain ultimately responsible for ensuring that the requirements of END are met (Article 14). The competent authorities will be responsible for aspects such as making and, where relevant, approving noise maps and action plans

- for agglomerations, major roads, major railways and major airports; delimiting quiet areas within agglomerations and open countryside and collecting noise maps and action plans;
- Set out the process by which the noise maps and action plans will be produced (including public consultation for the action plans);
 - Set out the process by which the completed noise maps and action plans will be made available to the public.

Responding to this consultation paper

We are inviting written responses to this consultation paper by 12:00 noon Monday 16 May 2005. The invitation to comment extends to every part of the proposals, and comments are welcomed on any aspect. However, to assist the Department's analysis of responses, consultees are asked to use the response form provided. Please send your responses to:

noise@defra.gsi.gov.uk

or:

Mark Oroma
Environmental Noise Team
Defra
Zone 4/H16 Ashdown House
123 Victoria Street
London
SW1E 6DE

This consultation, and all other Defra consultation exercises, can be viewed online at <http://www.defra.gov.uk/corporate/consult/current.htm>.

The views and suggestions detailed in consultation responses are analysed and used as part of the decision making process.

Access to consultation responses

In line with Defra's policy of openness, at the end of the consultation period copies of the responses we receive may be made publicly available through the Defra Information Resource Centre, Lower Ground Floor, Ergon House, 17 Smith Square, London SW1P 3JR. The information they contain may also be published in a summary of responses.

If you do not consent to this, you must clearly request that your response be treated confidentially. Any confidentiality disclaimer generated by your IT system in e-mail responses will not be treated as such a request. You should also be aware that there may be circumstances in which Defra will be required to communicate information to third parties on request, in order to comply with its obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations.

The Information Resource Centre will supply copies of consultation responses to personal callers or in response to telephone or e-mail requests (tel: 020 7238 6575, e-mail defra.library@defra.gsi.gov.uk). Wherever possible, personal callers should give the library at least 24 hours notice of their requirements. An administrative charge will be made to cover photocopying and postage costs.

Any comments or complaints about the consultation process (as opposed to comments about the issues which are the subject of the consultation) should be addressed to Lance Boxall, 7D Nobel House, 17 Smith Square, London SW1P 3JR.

Yours faithfully

Dr Jo Bray, Environmental Noise Policy Air and Environmental Quality Division

1. Executive Summary

1.1. This consultation document, supported by a partial Regulatory Impact Assessment, seeks views from all stakeholders with an interest in environmental noise issues on proposals to

transpose and implement Directive 2002/49/EC on the assessment and management of environmental noise (also known as The Environmental Noise Directive (END)).

1.2. The aim of the END (the text of which can be found at Annex A) is to define a common approach across the European Union with the intention of avoiding, preventing or reducing on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. This will involve:

- informing the public about environmental noise and its effects;
- the preparation of strategic noise maps for: large urban areas (referred to as 'agglomerations' in the END and in this document), major roads, major railways and major airports as defined in the END; and
- preparing action plans based on the results of the noise mapping exercise. Such plans will aim to manage and reduce environmental noise where necessary, and preserve environmental noise quality where it is good.

1.3. The noise mapping and action planning process is to be taken forward on a five-yearly rolling programme. The first round of mapping and action planning applies to the largest of the agglomerations (including the industries and ports within them), the busiest major roads and railways and all major airports. Maps must be produced by 30 June 2007, with the action plans following a year later in 2008. During the second round (2012-13) all agglomerations, major roads, major railways and major airports as defined by the END will be mapped and then action plans will be developed for them.

This consultation document seeks your views on how we propose to transpose and implement this Directive.

7. Airports

7.1. The END requires the mapping of noise from 'major airports' which must be designated by Member States in line with the definition set out in the END. Annex VI also requires that, for agglomerations, the number of people exposed to levels of noise from air traffic equal to or greater than L_{den} 55dB or L_{night} 50dB must be calculated. The Government has interpreted this to mean that it will be necessary to prepare noise maps for any airport (not limited to those defined as 'major' in END) where aircraft noise levels outside the airport boundary would be found equal to or greater than L_{den} 55dB or or L_{night} 50dB impact on an agglomeration.

7.2. Action plans for managing, and reducing if necessary, noise from major airports must then be made on the basis of the results of the maps. In agglomerations, the action plans must also take into account noise from airports.

The Definition of Relevant and Major Airports

7.3. The END defines a major airport as: 'a civil airport, designated by the Member State, which has more than 50,000 movements per year (a movement being a takeoff or landing), excluding those purely for training purposes on light aircraft' (Article 3(p)). In the UK a light aircraft is generally considered to be one with a maximum take-off weight authorised (MTWA) of less than 5,700 kg. In the UK a civil airport is one operated by civil authorities and so excludes those operated by the military. In any event, military activity in a military area is excluded from the END (Article 2, paragraph 2).

7.4. As described above in paragraph 7.1, to assist with mapping agglomerations, it will also be necessary to map airports in or impacting on agglomerations, where aircraft noise levels equal to or greater than L_{den} 55dB or or L_{night} 50dB even though they may not be 'major airports' as defined in the END. Throughout this document we have used the term 'relevant airport' to encompass these airports.

7.5. We estimate that there are currently approximately 20 English airports (listed at Annex D)

which fall within the definition of a major airport, although this figure may change. It is difficult to be precise at this stage as, at present, statistics on aircraft movements at these airports are not collected according to the END's precise definition. Furthermore, the number of airports that fit the definition is likely to grow, given the projected growth in air travel.

Assessment method for aircraft noise indicators

7.6. As discussed in Chapters 2 and 3, the END requires that strategic noise maps using the indicators L_{den} and or L_{night} be made for major airports. The END allows Member States to determine values of L_{den} and or L_{night} by either computation or measurement. The Government proposes that noise assessment in the UK should be carried out by computation (supported where appropriate by validation measurement) given the cost and the technical difficulties associated with sole reliance on direct measurement. If a Member State decides to use computation, then the END initially gives a choice of using national computation methods or the recommended interim computation methods. Once adopted, the END will require Member States to use the harmonised computation methods. These are currently being developed through EU funded projects such as Harmonoise and Imagine.

7.7. There is no single national method available for generating results for aircraft noise. However, there are two models in general use, both of which operate in a comparable manner and both of which can be used to help to generate the indicators required by the END. These models are ANCON2, operated solely by the UK Civil Aviation Authority (CAA), and INM (produced by the American Federal Aviation Administration) and operated by various airports and consultants. At the heart of both models is the method described in Annex II, 2.2 of the END namely: ECAC/CEAC Doc 29 'Report on Standard Method of Computing Noise Contours around Civil Airports'⁶, 1997, using the segmentation technique referred to in section 7.5 of ECAC Doc 29. This Document is currently being updated and it is expected that the current versions of both ANCON2 and INM will be consistent with this update.

7.8. A survey of the airports that will need to be mapped has indicated a range of current practice regarding the production of noise contours⁷. Some airport operators routinely collect the relevant data and produce noise maps in the form of contours for a number of reasons. Noise contours for airports designated under section 80 for the purposes of section 78 of the Civil Aviation Act 1982 (currently Heathrow, Gatwick and Stansted) are already produced annually. These are prepared by the CAA Environmental Research and Consultancy Department (ERCD) acting as consultants on behalf of the Department for Transport. Some non-designated airports also produce noise contours as part of a noise management programme or to help comply with a planning condition or obligation. For those that have produced contours, there is usually an understandable desire to continue to use the same model as far as possible when it comes to mapping.

7.9. Both the models produce results in terms of the L_{Aeq} ⁸ indicator. As long as input data are available relating to the day, evening and night period required by the END, it will be possible to generate the noise levels in the L_{den} and or L_{night} indicators as required by the END. We propose to require the default periods of 0700-1900, 1900-2300 and 2300-0700 respectively.

7.10. Until the harmonised method is adopted by the European Commission, the Government proposes that Aircraft noise will be mapped using either ANCON2 or INM7.0 (or successor versions thereof) or other models consistent with current or future versions of ECAC Doc. 29, with the choice of model being left with the organisation required to produce the maps. In practice, except in the case of the airports designated under section 80 for the purposes of section 78 of the Civil Aviation Act (Heathrow, Gatwick and Stansted), this is likely to be the airport operators themselves as they have experience in this area (see paragraph 7.17 below). In the case of the designated airports, the Government proposes that they should continue using the methodology that they use at present (i.e. ANCON2).

Q7.1: Do you agree with the use of ANCON2 or INM7.0 as the means of

⁶ This document can be found at: <http://www.boeing.com/commercial/noise/ECACDOC29e.pdf>

⁷ A noise contour is a depiction of the area exposed to various levels of noise from aircraft flying into and out of an airport.

⁸ L_{Aeq} is the equivalent continuous noise level expressed in A-weighted decibels

mapping airports until the harmonised method is adopted by the Commission, with the choice of which one to use being left to the organisation that will produce the maps?

Designation of the competent authority to make noise maps near major airports

7.11. The Government has identified several possible options for designation of the competent authorities for the making of noise maps near major airports:

- i) That the Secretary of State should be the competent authority for all relevant airports (i.e. both 'major' airports and those impacting on agglomerations, where aircraft noise levels equal to or greater than L_{den} 55dB or L_{night} 50dB), but enter into agreements with local authorities to prepare the maps for non-designated airports on behalf of the Secretary of State;
- ii) That the Secretary of State should be the competent authority for all relevant airports but should enter into agreement with airport operators to prepare the maps for non designated airports on behalf of the Secretary of State; or
- iii) That the Secretary of State should be the competent authority for the designated airports alone and for all other relevant non-designated airports the airport operators should be competent authority. Where the competent authority for the mapping is not the Secretary of State, the Secretary of State would be made competent authority for the collection of the maps.

7.12. The Government proposes to follow option iii); that each relevant airport should be designated as the competent authority for making noise maps for itself, except in the case of the airports designated under section 80, for the purposes of section 78, of the Civil Aviation Act 1982 (currently Heathrow, Gatwick and Stansted). For these designated airports the Secretary of State would act as the competent authority for the mapping.

7.13. The competent authority's functions will include collecting and collating the data to make the noise maps and then using that data to produce the noise maps. Where the Secretary of State is proposed as the competent authority he/she would enter into agreements with other organisations and possibly commercial companies in order to fulfil some of these functions. The relevant authorities or organisations would be consulted before any requirements, legally binding or otherwise, would be placed on them.

7.14. Where the Secretary of State is not the competent authority (as proposed for non-designated airports, - as discussed above) the Secretary of State will be designated as competent authority for the collection of maps. This collection function will include ensuring that the competent authorities have adequately discharged their responsibilities. Only then will the Secretary of State submit the maps to the European Commission.

7.15. The Government also proposes to build certain powers into the implementing regulations in case of the unlikely event that the airport operators, as competent authorities for producing the maps, default on their obligations, or it becomes apparent to the Secretary of State that they will do so. These powers are likely to be:

- a power to require the provision of information relating to preparation of maps so that Government can check progress of airport operators towards discharging their obligations. This would alert the Government of potential problems with the mapping process sufficiently in advance of deadlines in END. It is anticipated that this power would only be used in the unlikely event that airport operators did not provide adequate information in response to an informal request;
- a requirement to submit completed maps a certain length of time prior to the deadline for submission to the Commission as specified in the END. We propose that 30 April (in each year that a map has to be produced) would allow sufficient time for the Secretary of

State to ensure that the maps had been prepared in accordance with the END; and

- the power for the Secretary of State to step in and take over the role of an airport operator as competent authority where the Secretary of State believes that sufficient progress was not being made to be sure of meeting the deadlines set out in END. Such a power would not be exercised without reasonable consultation with the airport operator in question.

7.16. This is a different approach from those proposed for roads and railways where we are proposing that the Secretary of State should be the competent authority for the creation of both noise maps and action plans. The Government is proposing this approach for airports because of the different circumstances in which air transport operates.

7.17. The expertise, data and methodology for the creation of noise maps is already well established as many airport operators already produce noise contours⁹ and have the necessary systems in place to be able to do so. In the case of other transport sources noise mapping is much less well established. Airports also have consultative committees (and sometimes special environment groups) which include local authorities and other amenity group representatives. In a case of any doubt about the integrity of the maps themselves, these bodies can investigate the matter, e.g. by commissioning a technical audit.

7.18. There is legislative precedent for designating airport operators as competent authorities. This mirrors the arrangements in 'The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003'¹⁰ which implement Directive 2002/30/EC¹¹, although the category of airports to which that Directive and SI apply is rather smaller than the number which the Government estimates will be mapped for the END. This approach also adheres to the Government's previously stated policy for the air transport industry to take responsibility for its environmental impacts and to seek local solutions to local issues.

Q7.2: Are you satisfied that airport operators should be the competent authority for the production of noise maps for the non-designated airports, and the Secretary of State for the designated airports?

Data Requirements for Making Air Traffic Noise Maps

7.19. In order to make the maps, data will need to be collected and supplied to the organisation carrying out the mapping. Both ANCON2 and INM7.0 use the following parameters:

- Number of aircraft movements;
- Flow composition (fleet mix);
- Take-off profile (how fast and rate of climb);
- Departure and approach routes (stylised representation).

⁹ A noise contour is a depiction of the area exposed to various levels of noise from aircraft flying into and out of an airport

¹⁰ SI 2003/1742

¹¹ This Directive on the on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports can be found at http://europa.eu.int/eur-lex/pri/en/oj/dat/2002/l_085/l_08520020328en00400046.pdf

Designation of the competent authority to develop action plans near major airports

7.20. As explained in Chapters 2 and 4, the END requires that once the strategic noise maps are made, action plans to manage and, where necessary, reduce noise must be made. The Government has considered various possible options for designation as the competent authority for the preparation of action plans for major airports:

- i) that the Secretary of State should be the competent authority for the preparation of action plans for all relevant airports (i.e. both 'major' airports and those impacting on agglomerations, where aircraft noise levels equal to or greater than L_{den} 55dB or or L_{night} 50dB);
- ii) that the Secretary of State should be the competent authority for the designated airports alone and for and for relevant non-designated airports the airport operators should fulfil that role. Where the competent authority for the planning is not the Secretary of State, the Secretary of State would be made competent authority for the collection of the plans;
- iii) that the airport operators should be the competent authority for the making of action plans for all relevant airports, both designated and non-designated. The Secretary of State would be made competent authority for the collection of the plans.

7.21. The Government proposes to follow option iii); with the airport operators for all relevant airports being designated as competent authority for making action plans.

7.22. The Secretary of State would be designated as the competent authority for the collection of the action plans before submitting them to the European Commission. Once the airport operators had made the action plans they would submit them to the Secretary of State. This collection function will include checking that the competent authorities have included the relevant material under all headings required under the END and the implementing regulations. Only then will the Secretary of State submit the maps to the European Commission. In case of the unlikely event of an airport operator defaulting on their obligations, it is proposed that powers similar to those set out for the mapping in paragraph 7.15 would be included in the implementing regulations with respect to action planning at airports.

7.23. The END stipulates that the action plan proposals must be put out to public consultation, and that the public be given early and effective opportunities to participate in the preparation (and review) of action plans. The results of that participation must then be taken into account when finalising the action plan. The public must also be informed of the decisions eventually taken (Article 8 paragraph 7). It would be the responsibility of the competent authority to ensure that this was carried out adequately. The Secretary of State, as part of his/her collecting function, would ensure that this had been carried out (more details on how the generic action plan process would work for other sources are set out in Chapter 4).

7.24. The Government also proposes to build certain powers into the implementing regulations in case of the unlikely event that the airport operators, as competent authorities, default on their obligations, or it becomes apparent to the Secretary of State that they will do so. These are likely to be:

- a power to require the provision of information relating to preparation of action plans so that Government can check progress of airport operators towards discharging their obligations. This would alert the Government of potential problems with the mapping process sufficiently in advance of deadlines in END. It is anticipated that this power would only be used in the unlikely event that Airport operators did not provide information in response to an informal request;
- a requirement to submit completed plans a certain length of time prior to the deadline for submission to the Commission as specified in the END. We propose that 30 April (in each year that an action plan is required) would allow sufficient time for the Secretary of State to ensure that the plans have been prepared in accordance with the END; and
- the power for the Secretary of State to step in and take over the role of an Airport operator as competent authority for producing action plans where the Secretary of State believes that sufficient progress was not being made to be sure of meeting the deadlines set out in END. Such a power would not be exercised without reasonable consultation with the airport operator in question.

7.25. Where the noise contours for an airport affect an agglomeration it will be necessary for the airport operator to ensure that the action plan is complementary to that of the agglomeration. To facilitate this, the Government proposes to require that the airport operator and the key body for the agglomeration action plan should prepare the plans in parallel and should consult each other in the production of their relevant plans. This is discussed in greater detail in paragraph 8.41.

7.26. This proposed approach is different to that for roads and railways where we are proposing that the Secretary of State should be the competent authority for the creation of both noise maps and action plans.

The Government is proposing this approach for airports because of the slightly different circumstances in which air transport operates.

7.27. In practice, airports already act as the day-to-day regulators of operational noise from aircraft, by monitoring and enforcing adherence to their noise control procedures so they have experience and the relevant powers in this area. The Government believes that those with the powers to implement measures to control noise are best placed to draw up the action plans. In practice many airports already have noise management schemes which are similar to the noise action plans required by the END.

7.28. Airport operators have experience in this area as they already have to manage noise levels. Noise controls are specified in the Aeronautical Information Publication (AIP) and, at the larger airports, dedicated noise and track keeping systems (NTK) are used to check compliance. Airports are also often subject to planning controls or planning agreements which may carry a legal obligation to apply specific noise controls. The 2003 White Paper *The Future of Air Transport*¹² also expects airports to produce 'Master Plans' that include detailed proposals on environmental controls and mitigation¹³.

7.29. This approach also has legal precedent and is consistent with existing Government policy towards the air transport industry, mentioned above in paragraph 7.18, also apply for the preparation of action plans.

7.30. The future development of noise action plans would have to take account of to the 'balanced approach' agreed by the International Civil Aviation Organisation and enshrined in legislation in Directive 2002/30/EC¹⁴ *on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports*, and in the implementing 'The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003'¹⁵.

Q7.3: Are you satisfied that airport operators should be the competent authorities for the production of action plans for relevant airport?

¹² The Air Transport White Paper can be found at http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/divisionhomepage/029650

¹³ Guidance on the preparation of these master plans was published by the Department for Transport in July 2004 and is available on their website at: http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_031531.pdf

¹⁴ The text of the Directive 2002/30/EC can be found at http://europa.eu.int/eur-lex/pri/en/oj/dat/2002/l_085/l_08520020328en00400046.pdf

¹⁵ SI 2003/1742

TRANSPORT FOR LONDON

PRESS RELEASE: MARCH 23 2005

SHOULD THE TUBE RUN LATER AT WEEKENDS?

Consultation one month on, one month to go

Over 30,000 people have responded in the month since London Underground (LU) asked Londoners, Tube users and all interested parties for their views on whether the Tube should run one hour later at weekends.

LU has received a wide range of views both for and against a later weekend Tube, but there is still another month to register a view before the consultation ends on April 22.

The proposal would see Tube run an hour later on Friday and Saturday nights, meaning the last trains would leave central London around 1.30am. In order to maintain the Tube's engineering hours, essential for safety checks and maintenance, the Tube would also start an hour later on Saturday and Sunday mornings.

LU Director of Strategy & Service Development, Richard Parry said: "With over 30,000 responses in just one month, the proposal to run the Tube later at the weekends is clearly one that interests Londoners. But for those who still want to register their view, there's still a month to do so." Research undertaken by TfL shows that an estimated 140,000 passengers would benefit if the Tube were to run for an hour extra on Friday and Saturday nights.

However, if the Tube were to close an hour later, it would have to start an hour later the following morning to allow essential maintenance to track, trains, signals and stations that can only be carried out when the network is closed. This could affect an estimated 55,000 people who use the Tube during the first hour at weekends.

In the early responses, people enjoying London's night life have said that they would lengthen their evenings and spend more time in establishments with a late licence until they needed to depart for the last Tube.

Those travelling to work or London's mainline rail stations and airports on Saturday and Sunday mornings could potentially be adversely affected by the proposals and this has been reflected in responses received so far.

A number of people have asked why we can't have a 24-hour service when the New York Subway system can operate these longer hours. The simple answer to this is that, unlike the New York Subway, the Tube does not have double tracks running in each direction. This means that train operations and track maintenance can continue simultaneously in New York, which is not possible on the Tube.

Anyone can make their views known by completing leaflets available from all Tube stations, by logging on to the TfL website www.tfl.gov.uk or by emailing onehourlater@tfl.gov.uk. The leaflet can also be obtained by ringing the helpline on Freephone 0800 1060122 (Textphone 0800 106027). ends

Notes to editors:

- Consultation finishes on 22 April 2005.
- We are unable to state how many responses are in favour or against later weekend Tube services until after the public consultation concludes.
- The Mayor made a commitment in his manifesto to investigate later Tube services on Fridays and Saturday nights.
- Currently, the last trains from the West End at weekends are around 12.30am and reach their termini between 1.00am and 1.30am depending on location. Services begin again at around 6.00am on Saturday and 7.30am on Sunday.
- Under the new proposal, first trains would arrive at Central London stations at around 7am on Saturdays and 8.30am on Sundays; last trains would depart from the West End on Friday and Saturday nights at around 1:30am.

- There is a small group of stations on the network which close earlier than this time, and would continue to do so, as their local demand does not justify late night operation and these are detailed below.
- The following stations currently close early; last trains from the West End to these stations are set out below and will not change as a result of this proposal: Roding Valley, Chigwell and Grange Hill: 19:33,
- Heathrow Terminal Four (currently closed due to construction of Terminal 5): 23:07, Shoreditch: 20:00 (closed all day Saturdays), Kensington Olympia: 23:09, Cannon Street (closed until April 2005): 20:50 (Fridays) 19:20 (Saturdays).
- As the proposal has an obvious impact on Tube working patterns, London Underground is also consulting with trade unions.
- If longer hours on Friday and Saturday were given the go-ahead then changes could be introduced in late 2006 at the earliest.