

TO: PLANNING COMMITTEE- 23 MAY 2006

SUBJECT: COVENTRY AIRPORT- CONSULTATION ON THE PROPOSALS
FOR THE REVISION OF NOISE PREFERENTIAL ROUTES (NPRs)
AND STANDARD DEPARTURE ROUTES (SDRs)

FROM: HEAD OF PLANNING AND ENGINEERING

Introduction

The operator of Coventry Airport, West Midlands International Airport Limited ("WMIAL") has recently undertaken a detailed review of the Noise Preferential Routes ("NPRs") and Standard Departure Routes ("SDRs") for aircraft departing from the Airport. As a result of this review, WMIAL has drawn up proposals for the revision of those NPRs and SDRs.

Warwick District Council has been consulted as a local stakeholder. The consultation exercise has also involved requesting the views of a wide range of local amenity groups, County Councils, neighbouring District Councils and numerous Parish Councils. The consultation period ends on Friday 9 June 2006.

Details

The runway has a south-west, north-east orientation, and for departures which take off south bound it is known as runway 23, and when departures are north bound it is known as runway 05. It is those aircrafts departing to the south (runway 23) which fly over parts of Warwick District. The proposed changes have to take into account all the relevant UK aircraft movement controls. This includes the following restriction:

"...500ft is the lowest altitude in the UK where turns can be initiated by aircraft of 5700 kgs maximum take-off weight ("MTWA") or above..."

The NPR deals with the initial part of the flight, and the associated SDRs are followed by departing aircraft joining the established air traffic routes (airways) system after completion of the NPRs.

The key points made in the consultation which are relevant to the Warwick District area include the following:

- The revised draft NPRs take account of a route avoiding noise sensitive areas, and the following aspect is incorporated in both the existing and proposed NPR - *"An early left turn from runway 23 on to a specified track at 500 ft aal to avoid the village of Stoneleigh..."*
- *The revised draft NPRs require departing aircraft using Coventry Airport shall, after take off (or a go-around) as soon as safety permits, attain a rate of climb of at least 500ft per minute at power settings which ensure progressively decreasing noise levels at points under the flight path*

With regard to the Standard Departure Routes (SDRs) these have been designed to avoid certain areas as far as practicable and include:-

- Runway 23 departures south bounds to be on a route which will pass to the east of Warwick and Leamington Spa
- Runway 23 departures north bound to complete the NPR then turn towards the east flying immediately south of Hunningham Hill before turning north eastwards to the north of Long Itchington (Stratford District)

The precise routes proposed as part of the NPR and SDRs are shown on the map Annex A contained within the Appendix to this report.

The proposed revisions to the NPRs/SDRs also involve a separate, parallel consultation process with the relevant air traffic control ("ATC") organizations, aviation regulatory authorities and other aviation-related bodies. That separate process will include a detailed safety analysis of the proposed NPRs/SDRs. WMIAL has indicated that it will, of course, adhere to any requirements of the regulatory authorities.

COMMENT

The issue of aircraft noise in the vicinity of any airport is always likely to lead to considerable concern. This is recognized by the aircraft/airport operators, pilots, and aircraft manufacturers. The NPRs/SDRs apply and will apply in the future to all departing aircrafts of more than 5700 kg maximum take off weight. This therefore includes freight aircrafts and general aviation flights as well as scheduled passenger aircrafts.

The current consultation exercise is not specifically related to the operation of the IPF or the proposed passenger terminal for the annual throughput of 2 million passengers, the subject of the current public inquiry. (Application W2004/1939).

The issue of aircraft noise was included as a specific topic in the Environmental Statement (ES) submitted by WMIAL in association with the IPF enforcement appeal inquiry, and also in the ES and Supplementary Environmental Statement (SES) associated with the permanent terminal proposal (W04/1939) now the subject of a public inquiry. Warwick District has with regard to both the IPF and the proposed permanent terminal taken specialist advice from noise consultants Cole Jarman Associates.

In response to this specific consultation, the noise consultants have been consulted for their views on the proposed NPR/SDRs. The consultation information has been considered in the light of the original noise assessment previously carried out on behalf of Warwick District with regard to the IPF enforcement inquiry. The noise consultant's conclusion includes the following:

Noise Preferential Routes (NPR's)

"... The amount of aircraft activity at Coventry Airport leads to the position that the community noise effects, when expressed in terms of average daytime and night time noise at the assessment levels used for planning purposes, are defined by only the first part of the NPR's. Providing the new proposals do not alter this part of the NPR's, then the community noise effects can be considered to be largely unchanged...."

....As they (the current proposals) are identical to the first part of the original NPR's, there will be no effect on community noise levels when considered in the light of normal planning guidance..."

....As they (the current proposals) are identical to the first part of the original NPR's, there will be no effect on community noise levels when considered in the light of normal planning guidance..."

Standard Departure Routes (SDR's)

"...The proposed SDR's are altered from those used in the original noise assessment... this will have no effect on the predicted community noise at the levels considered significant from a planning perspective....."

.....on balance, it appears that the proposed changes do lead to fewer flights over the major population centres, and it could be argued from this perspective that the overall noise impact is beneficial, even if it is not significant. Counter to this is the possible experience of people living in the quieter rural communities to the south east of the airport who may experience aircraft noise at levels considered particularly significant or disturbing, their overall experience is likely to be negative one....."

The noise consultants also have commented that the proposals are being made in the context of more general air space changes being considered by the Civil Aviation Authority (CAA) throughout the UK. People living around many airports are likely to experience changes to the pattern of flights over their properties, but in planning terms these changes are not expected to be particularly significant.

The Head of Environmental Health has also been consulted and agrees with the comments made above.

RECOMMENDATION

That WMIAL be informed that Warwick District Council has no objection to the proposed changes to the existing NPRs/SDRs as shown on the consultation map. (Annex A) and set out in the relevant text. (Annex B)

Appendix

Letter from Jones Day dated 13 April 2006
Jones Day Annex A
Jones Day Annex B

Background Paper: Cole Jarman Associates letter 10 May 2006

John Archer
Head of Planning & Engineering

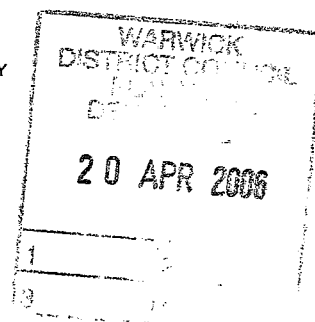
For further information about this report please contact:

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JONES DAY

APPENDIX

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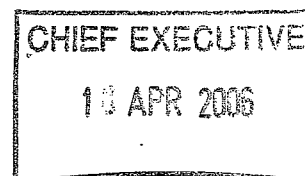
Ref/CAM RMA-JP004685/686065-600002

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Date 13 April 2006

Warwick District Council
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Royal Leamington Spa
CV32 5HZ



Dear Chief Executive,

Coventry Airport

Proposals for the Revision of Noise Preferential Routes / Standard Departure Routes

We act for West Midlands International Airport Limited ("WMIAL"), the operator of Coventry Airport ("the Airport"). WMIAL has recently undertaken a detailed review of the Noise Preferential Routes ("NPRs") and Standard Departure Routes ("SDRs") for aircraft departing from the Airport. As a result of this review, WMIAL has drawn up proposals for revision of those NPRs and SDRs. This letter comprises WMIAL's consultation with you, as a local stakeholder, on those proposals.

Broadly, the basic premise of any NPR is that it should assist in reducing the noise effects of aircraft on local populations by routing departing aircraft, as far as practicable, away from the main residential areas in the vicinity of an airport. The associated SDRs are followed by departing aircraft which join the airways system after they have completed the NPRs.

We enclose at Annex A of this letter an Ordnance Survey map detailing the relevant routes of the proposed NPRs/SDRs. Annex B to this letter sets out in more detail the technical aspects of the proposals.

The proposals represent relatively minor changes in the routes to be flown by aircraft but appear to be the optimum method of integrating the environmental and operational factors

A LIST OF PARTNERS AND THEIR PROFESSIONAL QUALIFICATIONS IS AVAILABLE AT

LOI-7377980v1

21 TUDOR STREET • LONDON EC4Y 0DJ

L - to stakeholders re noise preferential routes

ATLANTA • BEIJING • BRUSSELS • CHICAGO • CLEVELAND • COLUMBUS • DALLAS • FRANKFURT • HONG KONG • HOUSTON
IRVINE • LONDON • LOS ANGELES • MADRID • MENLO PARK • MILAN • MUNICH • NEW DELHI • NEW YORK • PARIS
PITTSBURGH • SAN DIEGO • SAN FRANCISCO • SHANGHAI • SINGAPORE • SYDNEY • TAIPEI • TOKYO • WASHINGTON

Warwick District Council
Continued 2

associated with departing aircraft from the Airport. Given the revised routes, they should bring environmental benefits to the main residential areas in proximity to the Airport.

In drawing up these proposals, WMIAL has sought to:-

1. avoid built-up residential areas as far as practicable so that the minimum number of people are affected by aircraft noise. WMIAL estimates that the revised routes should avoid the following major population centres¹:
 - (i) Coventry (postcodes CV1 - CV6 inclusive): population of 309,180
 - (ii) Rugby (postcodes CV21 - CV22 inclusive): population of 64,075
 - (iii) Leamington Spa (postcodes CV31 - CV32 inclusive): population of 63,137
 - (iv) Warwick (postcode CV34): population of 34,995;
2. concentrate departing traffic on the least number of routes possible; and
3. introduce routes which enable the early acquisition of an en-route navigational facility in order to obtain better accuracy in track-keeping and its subsequent monitoring.

WMIAL is also in the process of proposing the introduction of controlled airspace at the Airport. However, it is felt that the clear benefits which will accrue from the changes to the NPRs and SDRs justify them being submitted now, separately, for consultation with local stakeholders. A further consultation will be undertaken shortly to provide you with details of the proposals for controlled airspace at the Airport, which will also cover planned arrival routes.

The proposed revisions to the NPRs/SDRs also involve a separate, parallel consultation process with the relevant air traffic control ("ATC") organisations, aviation regulatory authorities and other aviation-related bodies. That separate process will include a detailed safety analysis of the proposed NPRs/SDRs. WMIAL will, of course, adhere to any requirements of the regulatory authorities.

Please note the proposed revisions to the NPRs/SDRs are not specifically related to WMIAL's planning application for a passenger terminal to cater for 2 million passengers per annum. The revised routes are to be flown by any departing jet aircraft and by any other departing aircraft of more than 5,700 kg maximum take off weight, regardless of whether or not those aircraft are used for scheduled commercial passenger services, unless the pilots are otherwise instructed by the Airport's ATC unit or the interests of safety dictate that the routes should not be followed. The determination of the planning application, submitted to Warwick District Council in November 2004, is the subject of a separate process by way of

¹ Figures quoted are 2005 population estimates.

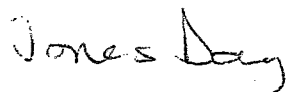
Warwick District Council
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an appeal by WMIAL to the Secretary of State. That appeal is currently being heard at a public inquiry.

In accordance with good practice, WMIAL would welcome your views on the proposed NPRs/SDRs. Annex C to this letter contains a list of all local stakeholders who are being consulted as part of this process.

Should you have any comments in respect of the proposals, please respond to us by close of business on **5 May 2006*** We have included a pre-paid business reply envelope for your convenience.

Yours faithfully,



Jones Day

Enc.

* Revised to 9 June 2006
by letter of 3 May 2006.

EX A

LATEST PROPOSED ROUTES -
SCHEMATIC OF MAIN ROUTES
APRIL 2006

Legend

Departure Routes

Note:

The plan shows the route structure.
Aircraft will fly within 1.5km wide
swathes either side of the shown
routes.

Drawing Number

Figure - 1c

Drawing Title

Schematic of Proposed Main Departure
Routes for Coventry Airport (Draft)

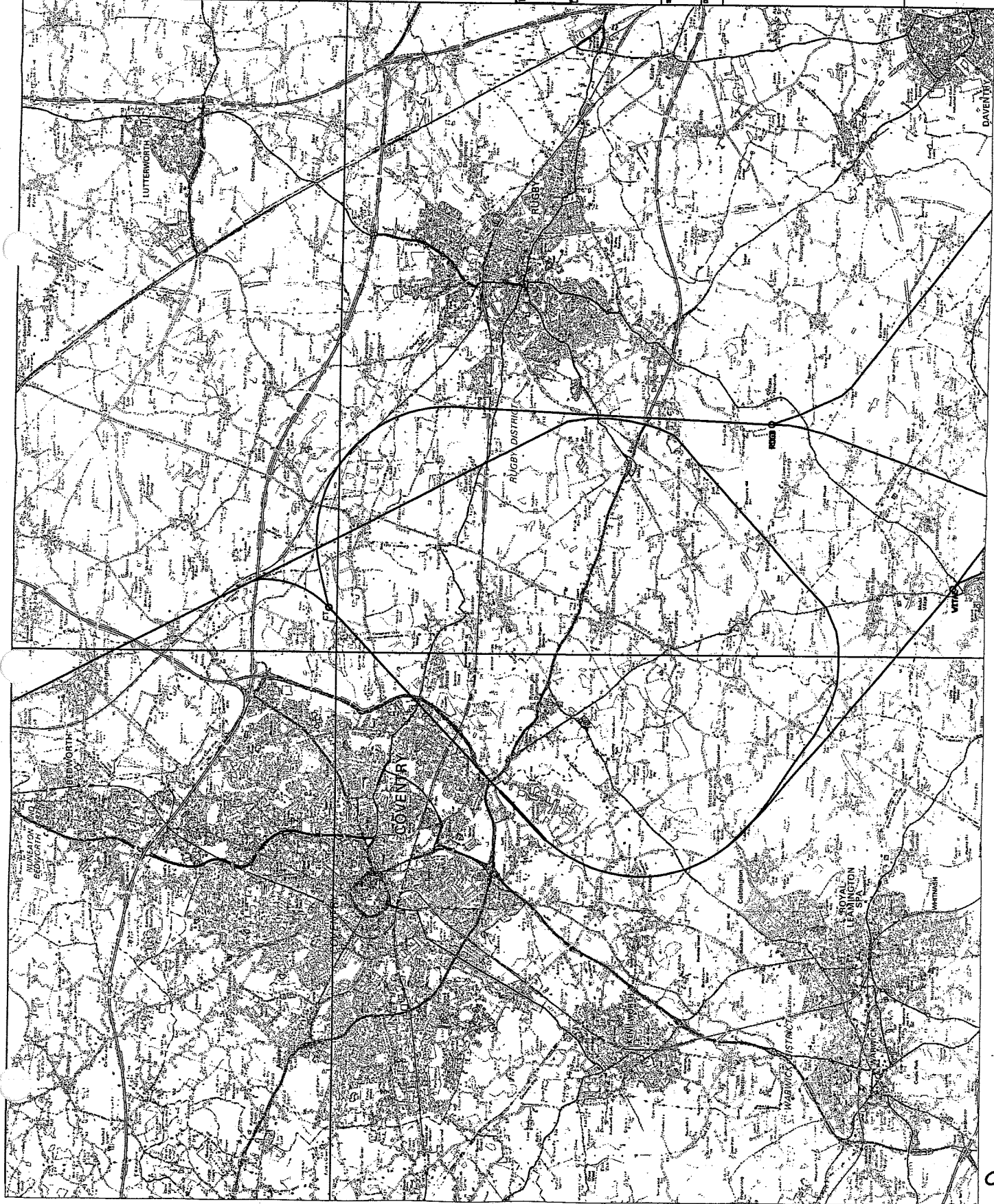
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APRIL 2006

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ANNEX B

1. Noise Preferential Routes

1.1 The present Noise Preferential Routes ("NPRs") for Coventry Airport are promulgated in the UK Air Pilot document (reference AD2-EGBE-1-8). The associated Standard Departure Routes ("SDRs") for airways departures are also promulgated in the UK Air Pilot at AD-EGBE-1-9. A full review of the existing arrangements has taken place, taking account of the environmental and operational Air Traffic Control ("ATC") aspects, particularly in respect of departures from runway 23 at Coventry Airport and their interaction with arrival traffic streams to Birmingham International Airport's ("BIA") runway 33.

1.2 It would therefore be of significant operational benefit if runway 23 departures on a route south to Compton, Cowley or Westcott were turned as soon as practicable after passing 500ft above aerodrome level ("aal") on to a south easterly track. It should be noted that 500ft is the lowest altitude in the UK where turns can be initiated by aircraft of 5700kgs maximum take-off weight ("MTWA") or above. By this means, departures from Coventry Airport would clear the BIA runway 33 extended centreline more quickly, thus enabling an earlier climb to be given, whilst BIA inbound aircraft to runway 33 could be given further descent on final approach slightly earlier.

1.3 To take account of a route avoiding noise sensitive areas, the following aspects are incorporated in both the existing and proposed NPRs:-

- An early left turn from runway 23 on to a specified track at 500ft aal to avoid the village of Stoneleigh; and
- An initial climb from runway 05 to the CT NDB (Coventry Airport navigational facility) before turning right to avoid Binley Woods.

1.4 The revised draft NPRs are as follows:-

- the NPRs and SDRs specified below are compatible with ATC requirements and shall apply in both visual meteorological conditions and instrumental meteorological conditions. The tracks are to be flown by any departing jet aircraft and by any other departing aircraft of more than 5700kgs MTWA unless otherwise instructed by Coventry Airport's ATC unit or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500ft aal before initiating any turn;
- departing aircraft using Coventry Airport shall, after take-off (or a go-around), as soon as safety permits, attain a rate of climb of at least 500ft per minute at power settings which ensure progressively decreasing noise levels at points under the flight path; and
- the crew of any departing aircraft unable to comply with these instructions must pre-notify ATC before starting up their aircraft and request an alternative procedure.

Runway 23 – All Routes. Climb straight ahead. At 500ft aal, turn left on track.

Runway 05 – All Routes. Climb on track to CT NDB(L) navigational facility to cross it at or above 1500ft aal, then turn on track.

2. **Standard Departure Routes**

2.1 The associated SDRs, which are followed by departing aircraft joining the established air traffic routes (airways) system after completion of the NPRs, also require revision both for environmental and operational reasons.

2.2 They have been designed to avoid the following areas as far as practicable:-

- Runway 23 departures to be on a route which will pass to the east of Warwick and Royal Leamington Spa;
- Runway 05 departures to be on a route which will pass to the west of Rugby when establishing on a southerly track;
- Runway 05 departures turning north to be on a route which will pass to the east of the city of Coventry.

2.3 The proposed SDRs will cover the following routes and are shown in schematic form on the enclosed Ordnance Survey plan (Annex A):-

2.3.1 Runway 23 - southbound routes utilising the airways system

After completing the NPR, the aircraft will route direct to the WITAL waypoint (marked on the plan at Annex A) climbing to the level as directed by ATC (normally Flight Level 50 which equates to approximately 5000ft above mean sea level), thereafter turning on to specified radials associated with en-route navigational aids. These routes will be utilised by over 90% of departing airways traffic from this runway.

2.3.2 Runway 23 – northbound route utilising the airways system

After completing the NPR, the aircraft will turn left to establish on the 307 degree radial to DAVENTRY VOR (navigational facility) and, after passing a DAVENTRY distance measuring equipment range of 13 nautical miles, turn left to track 050M, to intercept the DAVENTRY 330 degree radial climbing to a level as directed by ATC (normally Flight Level 50).

2.3.3 Runway 05 - southbound routes utilising the airways system

After completing the NPR, aircraft will route direct to the ROGBI waypoint (see Annex A) climbing to the level as directed by ATC (normally Flight Level 50), thereafter turning on to specified radials associated with en-route navigational aids. These routes are used by over 90% of departing airways traffic from this runway.

2.3.4 Runway 05 - northbound routes utilising the airways system

After completing the NPR, aircraft will turn left to track 360M to intercept the DAVENTRY 330 degree radial climbing to the level as directed by ATC (normally Flight Level 50).

- 2.4 These revised routes will give rise to major environmental benefits in that they should avoid the following major population centres :-

	<u>Estimated Population (2005)</u>
Coventry (postcodes CV1 to CV6 inclusive)	309,180
Rugby (postcodes CV21 to CV22 inclusive)	64,075
Leamington Spa (postcodes CV31 to CV32 inclusive)	63,137
Warwick (postcode CV34)	34,995

11th April 2006
Grant Riddick - APD Ltd