

SUMMARY OF ISSUES WHICH NEED TO BE RESOLVED BEFORE NAP REVIEW CAN BE CONSIDERED

Please note that this is a summary. It is important to cross-reference these points with the full detail contained in Flightpath Watch's NAP Review Document

Cap on Movements	LBB stated 50000 cap on movements (25Nov2015) <i>instead of</i> control by noise envelope measurement but MIL still references the envelope measurement. Manifest Error – LBB should have corrected this wording
Cap on Movements	LBB did not place a time limit on the 50000 cap but MIL contains a reference to five-year limit. Manifest Error – LBB should have corrected this wording
New Hours of Operation	Difference between hours stated for evenings and weekends in the MIL and those agreed by LBB for the extended hours. Manifest Error – LBB should have corrected this wording
Maximum Noise Contour	LBB (25Nov2015) stated “future review of NAP will not permit an increase in noise above 50% of UDP noise limits” NAP Review states Maximum Noise Contour “indicative”
Runway 03 approach	MIL states the BHAL proposal for R03 was under formal consideration by CAA, whereas BHAL’s consultant Cyrrus (Apr2016) stated application could not be submitted without resolving certain issues. CAA confirmed (20Jun2016) no formal proposal received from BHAL. Five years after making this promise, which became a condition of the granting of extended hours, BHAL have not yet submitted all the documentation the CAA requires in order to progress the application.
Maximum Noise Level	Schedule III of the Lease requires noise limits to be adjusted to Government recommendations. LBB accepted BHAL level of LAeq16h 57dB, whereas Government limit already adopted at that time was LAeq16h 51dB (Baroness Sugg letter to Jo Johnson 21Sep2018) LBB have not enforced the Government recommendations on noise limit
Flight Circuits	Schedule III of Lease specifies Noise Preferential Routing – anything different would be a breach. BHAL NAP Review suggests routing of circuits is matter for Air Traffic Control or BHA CEO. This would require a change to the Lease LBB has not enforced this aspect of the Lease
Compliance of aircraft with noise limits	BHAL did not ban noisier Chapter 3 aircraft until 2016 but in fact these have been banned by the Government since 2002 and two newer standards (Chapter 4 and Chapter 14) have since been introduced LBB should ensure that all aircraft using BHAL are compliant with the latest regulations
BHAL Achievements	BHAL NAP Review claims as a success that they have complied with the obligations they undertook to be granted the extended hours LBB should not be taken in by this
Corridors	Use of the term “corridor” as a way of allowing aircraft to overfly built-up areas to the north of the Airport contravenes the Noise Preferential Routing specified in Schedule III of the Lease LBB has not enforced this aspect of the Lease