ANNEXE C

Agenda No. 6

INDEPENDENT CONSULTATIVE COMMITTEE
MONITORING, ENVIRONMENT, NOISE AND TRACK SUB COMMITTEE

RESTRUCTURING OF THE AIRPORT CHARGING REGIME
(NIGHT ENVIRONMENTAL SURCHARGE ETC)

1. INTRODUCTION

In the Master Plan 2006 published in December 2006 the Airport (at Section 7.25) put forward a number of measures "to bear down on noise" including a Night Environmental Surcharge with the intent that "this will ensure that aircraft that operate during the evening or night will pay a premium to do so. The level of surcharge will be varied depending upon how noisy the aircraft type is and may be over 150% of the full daytime charge. Those aircraft that both depart and arrive during the evening and night will incur a surcharge payment on each element".

2. RATIONALE FOR CHANGES

Night flying is a significant issue for local communities and is to a considerable degree driven by express freight and mail operations, which the White Paper 'The Future of Air Transport' forecasts to grow. To date, therefore, we have concentrated on revising the charging structure for cargo aircraft and the revised charges were brought into use on 1 April 2007.

3. THE STRUCTURE OF THE NEW CHARGES AND THE KEY TO THE CHANGES

3.1 Both old and new charging regimes base the cost of operating an aircraft on its certified Maximum Take-off Weight (MTOW) which is common practice at airports and are charged per tonne or part thereof.

3.2 For many years at EMA the charge was levied on landing and in the financial year 2006/7 the charge was £7.55 per tonne MTOW.

3.3 There was also a discounted day rate of £3.50 per tonne MTOW for large (over 140 tonnes) cargo aircraft between 07.01 and 21.00 hours local time to encourage them to fly in the daytime if possible.

3.4 The new structure splits the charge between arrival and departure in order to be able to target the time of these more effectively.

3.5 The base charge is now for the period from 07.01 to 21.00 and is £1.75 per tonne MTOW on arrival AND on departure between those hours only.

3.6 A shoulder noise supplement is then charged on any arrivals or departures between 06.01 and 07.00 and between 21.01 and 23.29

each day. This shoulder supplement is £1.50 per tonne on arrival AND departure.

Thus an aircraft that arrives at 21.05 and takes off at 23.20 will pay £1.75 plus £1.50 for the arrival and £1.75 plus £1.50 for the departure, a total of £6.50 per tonne. This is a significant increase on the base charge of £3.50 and if the aircraft were to arrive 10 minutes earlier at 20.55, the operator would pay only £1.75 for arrival plus £3.25 for departure, or £5 per tonne in total.

3.7 For aircraft that land or take off between 23.30 and 06.00 a night noise supplement is charged instead of the shoulder supplement. Once again this is payable on arrival and departure but, unlike the shoulder supplement it is divided into a number of noise bands, such that noisier aircraft pay more.

3.8 **Night Noise Supplement Charging Table**

Noise Band	**Arrival noise supplement per tonne or part MTOW**	**Departure noise supplement per tonne or part MTOW**
A	£2.25	£2.25
B	£2.50	£2.50
C	£2.63	£2.63
D	£2.75	£2.75

3.9 The noise bands are set out in a guide table in the fees and charges brochure and the table is reproduced as an appendix to this report.

3.10 Thus the charge payable for an aircraft landing at 23.35 and taking off at 03.30 would range from £1.75 plus from £2.25 to £2.75 on landing and the same on take off, giving a total charge ranging from £8 to £9 per tonne.

3.11 The maximum charge is thus potentially £9 per tonne for a relatively noisy aircraft landing and taking off at night, compared to £3.50 for the same aircraft if it operated in the daytime.

3.12 The separate charge for arrival and departure gives operators an incentive to move either the arrival or the departure time, or both to reduce cost.

Thus an aircraft which has landed in the night period can still save money by waiting and departing in the shoulder, or better still the daytime charging period.

4. IMPACT OF THE CHARGES

The charges were introduced following discussions with the main cargo operators and were designed to be broadly revenue neutral, i.e. the Airport would not gain or lose as a result of the new structure but, by changing their behaviour operators could reduce, or in practice also increase, their costs.

5. RELATIONSHIP WITH BAN ON SCHEDULED QC8 AND QC16 MOVEMENTS BETWEEN 23.00 AND 07.00

5.1 As was also highlighted in the Master Plan, aircraft cannot be scheduled to operate at night, either on a regular or ad hoc basis, if they are classified as having a Quota Count of 8 or 16 for the relevant activity (take off or landing).

5.2 However, if an aircraft which was scheduled to operate outside the night period is delayed for technical or operational reasons, then the movement will be allowed to take place, but the operator will be charged at the Band D rate plus an additional noise surcharge of £5,000 per QC8 movement or £10,000 per QC16 movement.

5.3 As an example, an aircraft which is QC16 on departure would, if it landed in the daytime, be charged £1.75 per tonne. If it were scheduled to depart before 23.00 but delayed until after that time for valid technical or operational reasons then it would pay Band D, i.e. £1.75 plus £2.75, a total of £4.50 per tonne on departure, plus a £10,000 surcharge.

5.4 All surcharges are passed to the Community Fund.

6. RECOMMENDATION

That the report be noted.

APPENDIX

night noise supplement – aircraft noise band cross-reference guide

aircraft types – arrivals			
band A	**band B**	**band C**	**band D**
Antonov 72	A300-600F	A300-B2F/B4F	B747-200F
ATR-42	A310F	Antonov 12	B747-300F
ATR-72	Antonov AN-26	Antonov 124	DC-10F
B757-200F	B737-300F	Antonov 22	
B757-200SF	B767-200F	B747-400F	
B767-300PF	TU-204F (PS90)	HS.748	
BAe 146F		MD11F	
BAe ATP-F			
C130 Hercules			
DC-3			
DC-6			
DC-8-70 Srs			
Fokker 27			
L.188 Electra			
Metroliner			
Shorts 330			
Shorts 360			
TU-204F (RR)			

aircraft types – departures			
band A	**band B**	**band C**	**band D**
Antonov 72	B767-200F	A300-600F	B747-400F
ATR-42	Fokker 27	A300-B2F/B4F	DC-10F
ATR-72	TU-204F	A310F	
B737-300F		Antonov 12	
B757-200F		Antonov 26	
B757-200SF		B767-300PF	
BAe 146F		C130 Hercules	
BAe ATP-F		DC-8-70 Srs	
DC-3		HS.748	
DC-6		L.188 Electra	
Metroliner		MD11F	
Shorts 330			
Shorts 360			