

Annex J4: ABP Inspector's Report Key Sections (12.6.75, 12.11.6, 12.6.113)

Source

Inspector Karen Hamilton's report for ABP Case ABP-314485-22 (North Runway Relevant Action). Draft Inspector's Report, Flight Path Analysis sections. Original document: 2024/ABP RA/DRAFT Inspectors Report Flight Path Analysis.pdf

NOTE: The full PDF needs to be copied from the Windows mount.

Section 12.6.75: Flight Patterns Differ from Original EIS

Inspector Hamilton confirmed that flight patterns differ from the original 2007 EIS. This is a formal finding by ABP's own inspector that the departure routes as implemented do not match the environmental assessment upon which planning permission was granted.

This finding is significant because it comes from an independent planning professional within the State's planning appeals system, not from the community group. It confirms the factual basis of the NRTG's complaint.

Section 12.11.6: Noise Impact Assessment

The Inspector's analysis of noise impacts acknowledged the difference between the modelled and actual flight paths and the resulting changes to the noise environment for affected communities.

Section 12.6.113: Additional Analysis

Further analysis by the Inspector regarding the flight path deviation and its implications for the assessment of the Relevant Action application.

Context: The Vanguardia Error

The Inspector relied on a report by Vanguardia Limited (independent noise consultant) which stated: "The departures now follow a 15-degree divergence from the runway axes immediately on take-off."

The NRTG submission demonstrated this was factually incorrect: "There is no instance of any flight path in operation diverging by 15 degrees. No aircraft has ever turned only 15 degrees from the Noise Preferential Route when departing RWY28R." The actual deviations are 30 degrees minimum and 86 degrees for 55% of departures.

Vanguardia also referenced ICAO 9643 Edition 1 (2004) when Edition 2 (2020) was current, and the 15-degree requirement from Edition 1 has been updated to a 10-degree requirement in Edition 2.

Aarhus Relevance

The Inspector's finding that flight patterns differ from the original EIS is an official State acknowledgment that the environmental assessment upon which public participation was based does not reflect operational reality. The Vanguardia error (understating the deviation by half) illustrates how technical complexity can obscure the scale of the impact from decision-makers and the public alike.

Source File

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