



Newcastle International Airport Noise Action Plan

Approved February 2019

A Strategic Direction for Noise Management.

Foreword

We recognise the important role Newcastle International Airport plays for the North East region. The recently published draft Masterplan presents our strategy for future growth, to make the Airport better connected, and have an even greater impact on the prosperity of our region.

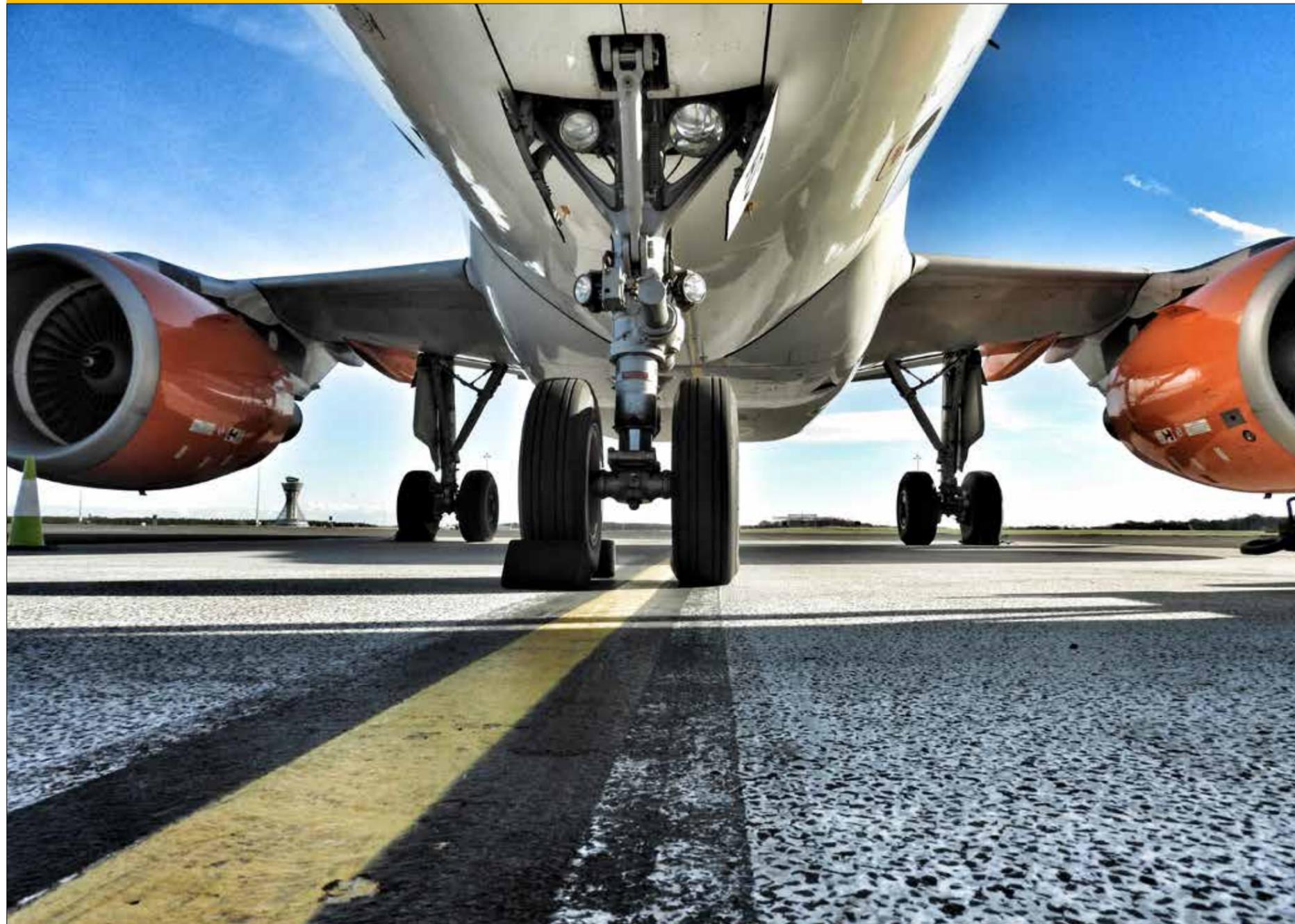
However, it is also important to recognise that growth of the Airport must be carried out in a sustainable manner, to minimise the impact of Airport operations on the local communities. This is a challenge and the Noise Action Plan (NAP) provides an opportunity to outline a strategic direction for noise management over the next 5 years. The NAP is a working document and as such, will be reviewed annually and new actions considered if appropriate.

The success of this plan, which aims to limit and, where possible, reduce the impact of aircraft noise on the surrounding communities, will only be achieved through collaboration with key partners such as Sustainable Aviation, Local Communities and Airspace Users. I am confident that we can achieve the actions contained in the NAP and deliver improvements.



Nick Jones, Chief Executive

A handwritten signature of Nick Jones in black ink.



Contents

1. Introduction.....	06
2. About Newcastle International Airport	07
3. Airport Masterplan.....	09
4. Current noise climate	11
5. Legislative and Policy requirements	14
6. Noise Mapping results.....	16
7. Consultation process.....	19
8. Noise Action Plan	20
9. Glossary of Terms	28
10. Appendices.....	29
A Noise maps.....	30
B Financial Information.....	35
C Standard Instrument Departure Routes.....	36
D Standard Terminal Arrival Routes.....	38
E Consultation Responses.....	39

1. Introduction

1.0 This document has been produced to update the Newcastle International Airport Limited (NIAL) noise management programme for the period 2019 – 2024. Its purpose is to review and update the actions identified within the previous Noise Action Plan (NAP) 2013. Noise is an important challenge which NIAL takes very seriously and will seek to address through the implementation of this Plan. The impact of environmental noise can result in disruption of work/sleep, general disturbance and also physiological effects that may lead to health effects. It is critical to address these impacts and balance the needs of a growing airport.

Whilst this review has been requested by the Department for Environment, Food and Rural Affairs (DEFRA), it should be highlighted that the NAP is annually reassessed, and updates provided to the Airport Consultative Committee, if required. Also, if any operational changes impact on the Plan, they will be considered and the NAP revised accordingly. The NAP provides a strategic framework for improvement however, we will continually embrace any new actions identified during the five year plan period.

The NAP has been devised to follow the International Civil Aviation Organisation (ICAO), ‘Balanced Approach’. ICAO is a specialised agency of the United Nations, created to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and

regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection.

The Balanced Approach aims to address noise management in an environmentally responsive and economically responsible way, and encompasses four key principal elements;

- Reduction of noise at source ;
- Land-use planning and management ;
- Noise abatement procedures ;
- Operating restrictions on aircraft.

In addition to the points above, an important factor for consideration in the NAP is working with local communities. NIAL strives to be a good neighbour and will continually work to maintain good relationships with all neighbours and stakeholders.

A full breakdown of actions is detailed in section 8 of this document.



2. About Newcastle International Airport

2.0 Newcastle International Airport Limited (NIAL) is the North East's global gateway and is the main airport for the region. The Airport has welcomed visitors and connected businesses and holidaymakers to the world for over 80 years.

The Airport is a Public Private Partnership between seven Local Authorities in the North East region and AMP Capita, 51% and 49% shareholdings respectively.

Newcastle International Airport Ltd is currently the 11th busiest airport in the UK, serving 5.4 million passengers in 2017.

The Airport is served by a good mix of low cost (50%), scheduled (31%) and charter operators (19%).

Scheduled services to destinations including Paris, Amsterdam and Heathrow provide vital business and leisure connectivity for the region. The Emirates daily Dubai service has recently (September 2017) celebrated its 10th anniversary and demand for the service continues to grow.

Budget airlines (easyJet, Ryanair and Jet2) continue to deliver a comprehensive timetable to destinations across Europe. Jet2 also offers seasonal routes to New York and Iceland.

As well as commercial operations, NIAL is designated as a ‘Co-opted Military emergency airfield’ and as such are

required to accept aircraft requiring assistance. Military aircraft also use the Airport for ‘practice diversions’ to develop pilot familiarisation. Air Traffic Control meets regularly with the MoD and any concerns relating to community complaints are communicated.

2.1 Annual Movements

As described above the growth at NIAL is demonstrated in the movements table below;

Year	Commercial	Others*	Total
2011	43592	20822	✈️ 64414
2012	42412	18389	✈️ 60801
2013	41701	18090	✈️ 59791
2014	41616	17326	✈️ 58942
2015	40886	14757	✈️ 55643
2016	41320	15254	✈️ 56574

NB: The ‘others’ column includes Flying Club, Test and Training aircraft including military

North East's
Global Gateway



5.4m
passengers
in 2017



11th
busiest airport
in the UK

The Environmental Noise Directive (END) applies to airports with excess of 50,000 movements (take-off or a landing), in England 17 Airports have been identified to comply with the Directive.

2.2 Location

NIAL is situated approximately six miles North West of Newcastle City centre. The airport is situated on the edge of the Tyne and Wear conurbation, which includes

Newcastle upon Tyne, Sunderland and Gateshead. The Airport passenger catchment area covers as far North as Scotland and down to Yorkshire. However, the core catchment area of the North East of England has a population of around 2.4 million.

2.3 Runway Usage

NIAL operate from one runway aligned south-west to north-east. The runway can be used in either direction and is designated 25 or 07 depending wind direction. Runway 25 is the predominant runway of use with approximately 70% of operation. 2.4 Airport site

The area of land already developed at Newcastle International Airport covers 184 hectares. NIAL owns all of the land within this area, which includes all of the main activities of the Airport, including the terminal, apron, runway, car parks, freight, maintenance and other ancillary facilities. The runway lies in an approximate south west to north east alignment, with the terminal areas located to the north of the runway at the western end.

Since the previous NAP, significant investments have been made to improve the passenger experience. Notably, the baggage system has been replaced and new technology implemented in security control/immigration hall.



3. Airport Masterplan

3.0 Airport Masterplan

Since the production of the last Noise Action Plan, NIAL have produced a draft Airport Masterplan which forecasts development up to 2035. The Masterplan will be adopted in late 2018 or early 2019 following an extensive consultation exercise.

Included in the Masterplan is passenger forecasts and in line with previous calculations, the Masterplan is based upon the higher end of the forecasting range. This provides greater certainty that sufficient land has been safeguarded to provide the Airports development needs and is included in the relevant Local Authority Development Plan allocations. It also provides the public and stakeholders with an assurance that the maximum potential impact has been considered.

The following passenger forecasts have been assumed;



In order to support the above passenger forecast, the following key development requirements have been identified;

- Safeguarding of land for a possible 700m runway extension to the eastern end of the runway;
- Additional aircraft stands and apron;
- Improvements within the terminal utilising technology to maximise the use of space currently available;
- Up to an extra 7,400 car parking spaces, based on current patterns of travel to the Airport;
- Allocation of 63ha of land for offices and warehouses to the south of the runway.

As part of the Masterplan process new noise contours have been produced to assess predicted possible noise impacts for 2025, 2030 and 2035. The Masterplan has considered the contours and put forward mitigation measures in a long term strategy to ensure sustainable growth.





4. Current Noise Climate

4.1 Noise Monitoring

NIAL operate an EMS Bruel and Kjaer 'Noise Desk' system. Significant investment was made in 2013, with the replacement of noise monitors and a new monitoring location. The Noise Desk system provides continuous noise levels within the local communities and reliable track keeping data to monitor aircraft compliance.

New noise monitors were installed at the following locations in 2013;

- Dinnington First School;
- Ponteland Middle School;
- Woolsington (Middle Drive);
- Seaton Burn Community College;
- Heddon on the Wall library (new location 2013).

The Noise Desk system can be accessed via a web browser, which has provided opportunities for the team to demonstrate aircraft activities within the community.

Information from the system is also shared with airlines to improve track keeping performance. 4.2 Noise complaints

4.2 Noise Complaints

Noise complaints are received through a number of different methods, including a dedicated email address (noise@newcastleinternational.co.uk) and telephone line 0191 214 3569 both of which are directed to the Environmental Adviser. Each complaint is investigated using the Airports Noise and Track Keeping system and through liaison with Air Traffic Services.

If the complaint can not be resolved through correspondence, the complainant is invited to the Airport to discuss their concerns with Airport Management. Also, as part of the Airport Noise and Track keeping system, a mobile noise monitor can be located within individual properties, to monitor noise levels.

A summary of noise complaints is presented at the quarterly Airline Technical Committee and at the Airport Consultative Committee. The table below details complaints received in the years 2015 to 2017.

4.2.3 Noise complaints summary

As the table below demonstrates there has been an increase in noise complaints during 2016 and 2017. The increase in complaints has mainly been received from the communities of Heddon on the Wall and Clara Vale, related to the introduction of a Precision Navigation (PRNAV) Standard Instrument Departure route (SID). In response to these complaints we have been liaising with a group of residents. The residents have formed a group known as the Aircraft Noise Action Group (ANAG), this group have been consulted in the development of the NAP.

Number of complaints

2015	-	32
2016	-	76
2017	-	141

4.3 Air Traffic Control Management Role

Air Traffic Control (ATC) is managed in house by NIAL. Members of ATC work closely with the Environment team and have contributed to the NAP process. The team is conscious of the role it plays in minimising the impact of aircraft on the local communities.

This role has included;

- Ensuring Noise abatement procedures are included in the Aeronautical Information Publication (AIP), which is used as a reference tool by airlines;
- Active members of the NDDG - Northern Airspace Group and the Future Aerospace Strategy (FAS). The participation in such groups ensures the efficient use of airspace across the UK
- ATC encourage and actively monitor the use of Continuous Descent Approaches (CDA's).

4.4 Noise Abatement Procedures

As part of the Aeronautical Information Publication (AIP), ATC have in place well established noise abatement procedures. Integral to the procedures is a requirement that 'every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance in areas surrounding the aerodrome'.

See below the Noise abatement procedures;

- (a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- (b) Continuous Descent Approaches Subject to ATC

instructions, inbound jet aircraft are to maintain as high an altitude as practicable and adopt a low power, low drag continuous descent profile, when appropriate. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times. ATC will provide pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency and thereafter on request.

(c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend on Runway 07 below 2300 ft QFE (2563 ft QNH) and on Runway 25 below 1500 ft QFE (1739 ft QNH) before intercepting the glide path and shall not thereafter fly below it.

(d) Aircraft approaching without assistance from radar or ILS shall follow a descent path which will result in the aircraft not being at any time lower than the approach path which would be followed by aircraft using the ILS glide path.

(e) Aircraft must not join the final approach track to either runway at a range of less than 7 nm and at a height of less than 1700 ft QFE (2000 ft QNH), except when instructed by ATC, unless they are propeller driven aircraft with an MTWA of between 5700 kg and 12000 kg when restriction shall be to join the final approach to either runway at not less than 3.5 nm and not less than 1000 ft QFE (1300 ft QNH). Aircraft whose MTWA is less than 5,700 kg must not join the final approach track to either runway at a height of less than 1000 ft QFE (1300 ft QNH).

(f) To minimise disturbance in areas adjacent to the aerodrome, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

(g) Noise Preferential Routings – The Noise Preferential Routings specified in the following table are compatible

with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTWA unless authorised by ATC or unless deviations are required in the interest of safety.

The noise abatement procedures are reviewed on a regular basis, by both the Environmental Adviser and ATC.

4.5 Aircraft Routeing

As previously stated, an Airspace Change Proposal (ACP) consultation was carried out in 2014 for the approval of Standard Instrument Departure (SID) routes. The routes have now been implemented with improved path accuracy and providing known environments for aircraft routeings.

Following the SID consultation an ACP was carried out for Standard Terminal Arrival Routes (STARs) in 2017. The design of each STAR mirrored the current arrival patterns and did not introduce aircraft into new communities. NIAL are awaiting approval from the Civil Aviation Authority.



5. Legislative and Policy Requirements

5.1 European Regulation

The EU aims to have a common European aviation policy through the European Civil Aviation Conference (ECAC). Member States are obliged to comply with EU directives and incorporate them into national legislation.

The following regulations are most relevant to aircraft noise ;

- EC Directive 92/14/EEC replaced by Directive 2006/93/EC on the limitation of the operation of aeroplanes covered by Part II, Chapter 3, Volume 1 of Annex 16 to the Convention on International Civil Aviation, second edition (1988). This directive banned Chapter 2 aircraft from landing in the EU from 1st April 2002.
- Regulation (EU) No.598/2014 of the European Parliament and of the Council of 16th April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at union airports within a Balanced Approach and repealing Directive 2020/30/EC.
- EC Directive 2002/49 relating to the Assessment and Management of Environmental Noise, commonly referred to as the Environmental Noise Directive or END. The requirements of the END are transposed in the Environmental Noise (England) Regulations 2006 as amended.
- Directive 2014/52/EU amending Directive 2011/92/EU on

the assessment of the effects of certain public and private projects on the environment, this directive extends the environmental impact assessment requirements now to also consider effects of human health.

5.2 International Regulation

In 2001 the International Civil Aviation Organisation (ICAO) endorsed the 'Balanced Approach', this approach states that noise problems at an airport should be analysed using the following four elements;

Reduction at source;

- Land use planning and management;
- Noise abatement operational procedures;
- Aircraft operating procedures.

As earlier stated, the NAP has been devised around the above four elements.

5.3 National Regulation

The Civil Aviation Authority Acts of 1982, 2006 and 2012 and associated regulations grant the Secretary of State for Transport the power to limit and mitigate the effects of aircraft noise at the 'designated' airports. Controls at Airports include, night time restrictions, noise preferential routes

and landing/take off procedures. There are no controls applied at Newcastle International Airport.

5.4 Local regulations

Whilst Local Authorities (LA's) deal with noise issues, as defined under the Environmental Protection Act as 'nuisance', they do not have any direct powers relating to aircraft noise. As an airport operator NIAL works closely with local Environmental Health Officers to manage any local issues.

However LA's do have a number of mechanisms to encourage a reduction in noise impacts. As part of the planning process, LA's can enforce Section 106 legal agreements with any planning approval granted. There are no limits in place at the airport in terms of aircraft movements, so the Airport is able to operate on a 24hr basis.

5.4.1 Local Planning considerations

The International Civil Aviation Organization (ICAO) supports the use of land use planning as one of three key strands of a balanced approach to aircraft noise management.

The Airport works closely with local planning authorities close to the airfield and flight paths, principally Newcastle City Council, Northumberland County Council, and North Tyneside Council, to ensure that the current and future

operations of the Airport are fully considered in new developments within the vicinity of the Airport.

The Airport also actively advises both developers and local planning authorities in the development management process. We will continue to seek onsite noise monitoring over a prolonged period for all developments proposed within or close to our contours, to fully understand the present noise environment on the site.

We are also proactive in making sure that future residents of new developments are aware of the presence of the Airport and the nature of operations before they purchase a property. Where developments are granted permission close to the airfield and our flight paths, we consistently request that an informative is added to the decision notice.

This work supports the Government's aim as set out in the Aviation Policy Framework (2013) (APF) – to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.

5.5 National Noise Policy

5.5.1 National Policy Statement for England

The Noise Policy Statement for England (NPSE) sets out the overarching and long term vision for Government noise policy, to promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. This long term vision is supported by the following aims;

- Avoid significant adverse impacts on health and quality of life;
- Mitigate and minimise adverse impacts on health and quality of life;

- Where possible, contribute to improvement of health and quality of life.

Reference is made to the World Health Organisation concepts;

NOEL – No Observed Effect Level: This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to noise.

LOAEL – Lowest Observed Adverse Effect Level: This is the level above which adviser effects on health and quality of life can be observed.

SOAEL – Significant Observed Adverse Effect Level: This is the level above which significant adverse effects on health and quality of life can be observed.

5.5.2 Aviation Policy Framework

The UK Aviation Policy Framework (APF) sets out that aviation needs to grow to support the economy whilst respecting the environment and quality of life. With respect to noise, the overall objective is to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.

The APF sets out the requirements that the Government expects in terms of noise insulation and compensation as follows;

- Assistance in the costs of moving for households exposed to levels of 69 dBLAeq,16hr or more;
- Provision of acoustic insulation or alternative mitigation measures to noise sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dBLAeq,16hr;

6. Noise Mapping Results

6.1 Noise Mapping

The noise mapping requirement under the Environmental Noise (England) Regulations 2006 (as amended) directive, states that noise must be displayed as annual average values. As detailed under the regulations, noise levels must be shown for the following time periods;

Lday	07.00 – 19.00
Levening	19.00 – 23.00
LAeq,16hr	23.00 – 07.00
L night L den	00.00 – 24.00

The Environmental Research and Consultancy Department (ERCD) completed the 2016 noise maps, which can be seen in Appendix A. The maps also illustration agglomerations in red, this shows populations in excess of 250,000 persons. The NIAL 2016 noise maps, does not impact on any such densely populates areas. The local communities surrounding NIAL are predominantly small villages and rural areas, however as neighbours these areas are important to the Airport.

In addition to the 2016 noise maps, NIAL have recently produced forecast noise contours for 2016, 2025, 2030 and 2035. Whilst contours provide a useful tool to assess noise

impact, real time data obtained from noise monitoring and complaints have also been considered in the NAP.

6.1.1 Breakdown of aircraft movements

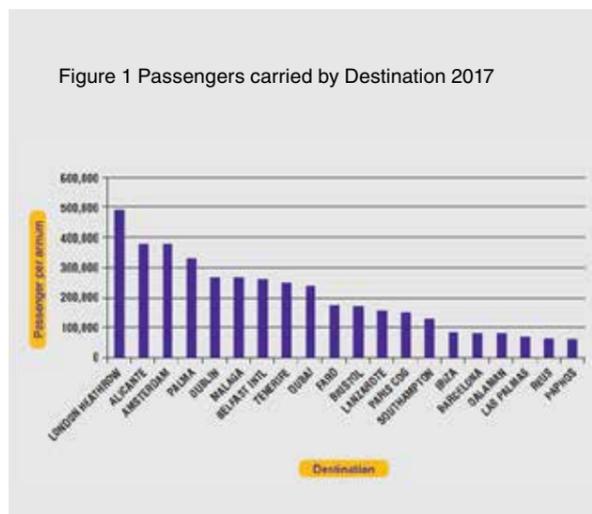
For information purposes only, see below a breakdown of the 163 commercial aircraft movements for Friday 22nd July 2016. This information demonstrates the spilt of aircraft movements on a busy summer day in 2016.

Time of Day	Departures	Arrivals
Lday (07.00 - 19.00)	59	51
Levening (19.00 - 23.00)	7	17
Lnight (23.00 - 07.00)	16	14
Leq16hr (07.00 - 23.00)	66	69
Lden (00.00 - 24.00)	81	82

*NB Since the last NAP Royal Mail no longer operates mail flights from the Airport. Federal Express operate a nightly service Mon – Thurs, transporting small parcels. General

aviation and helicopter activity has not been included in the figures above.

It is worth highlighting that out of the 16 departures between 23:00 – 07:00, 13 of those were between 06:00 – 07:00. As a regional airport, it is critical to provide key destinations during these hours, including London Heathrow, Amsterdam and Paris. This is illustrated in the following graph which shows that the highest passengers carried by destination include Heathrow and Amsterdam.



6.2 Summary of results

The noise mapping process provides a snap shot of the noise impact for the year 2016.

The highest contour level to include dwellings was >60dB(A), the table below details the number of dwellings within the >60dB(A) contour level. 6.2.1 Dwellings contained within the >60dB(A)

Contour	Dwellings
Lday	59
Levening	7
Lden	16
LAeq16hr	66
Lnight	81

The following tables provide further detail on the individual metrics;

6.2.2 Estimated total number of people and dwellings above various noise levels, Lden

Noise Level dB(A)	Number of Dwellings	Number of People
>55	2100	4250
>60	200	400
>65	0	0
>70	0	0
>75	0	0

6.2.3 Estimated total number of people and dwellings above various noise levels, Lday

Noise Level dB(A)	Number of Dwellings	Number of People
>55	1100	2200
>60	<50	<50
>63	0	0
>66	0	0
>69	0	0

6.2.4 Estimated total number of people and dwellings above various noise levels, Levening

Noise Level dB(A)	Number of Dwellings	Number of People
>55	1000	1900
>60	0	0
>65	0	0
>70	0	0
>75	0	0

6.2.6 Estimated total number of people and dwellings above various noise levels, LAeq16h

Noise Level dB(A)	Number of Dwellings	Number of People
>55	1000	1900
>60	0	0
>65	0	0
>70	0	0
>75	0	0

6.2.6 Estimated total number of people and dwellings above various noise levels, Lnight

Noise Level dB(A)	Number of Dwellings	Number of People
>50	950	1900
>55	<50	<50
>60	0	0
>65	0	0
>70	0	0

6.3 Action areas

Whilst the noise mapping process is a useful tool to identify areas affected by noise levels, it is not the only information to be considered for improvement work. It is recognised that the numbers above are modelled and in reality, the tolerance of residents might vary between communities. Therefore, we work with individual communities to resolve their concerns, irrelevant of their position in the noise mapping process.



7. Consultation Process

In line with the guidance, Newcastle International Airport Consultative Committee has been involved in the revision of this Action Plan. A small focus group contributed to the draft Noise Action Plan, representatives of the following organisations were present;

- Airport Consultative Committee;
- Heddon on the Wall Parish Council;
- Darras Hall Estates Committee;
- Woolsington Residents Group;
- Aircraft Noise Action Group (ANAG);
- Northumberland County Council;
- Newcastle City Council.

The meeting provided an update on the current NAP and suggested possible future areas of action. Attendees put forward suggestions during the meeting and were encouraged to consider matters further and provide any additional actions. Comments were received after the meeting from the Airport Consultative Committee, ANAG and Woolsington Residents Association. A copy of the Draft NAP was circulated to the above organisations for further comment and presented at the full Airport Consultative Committee meeting in August 2018.

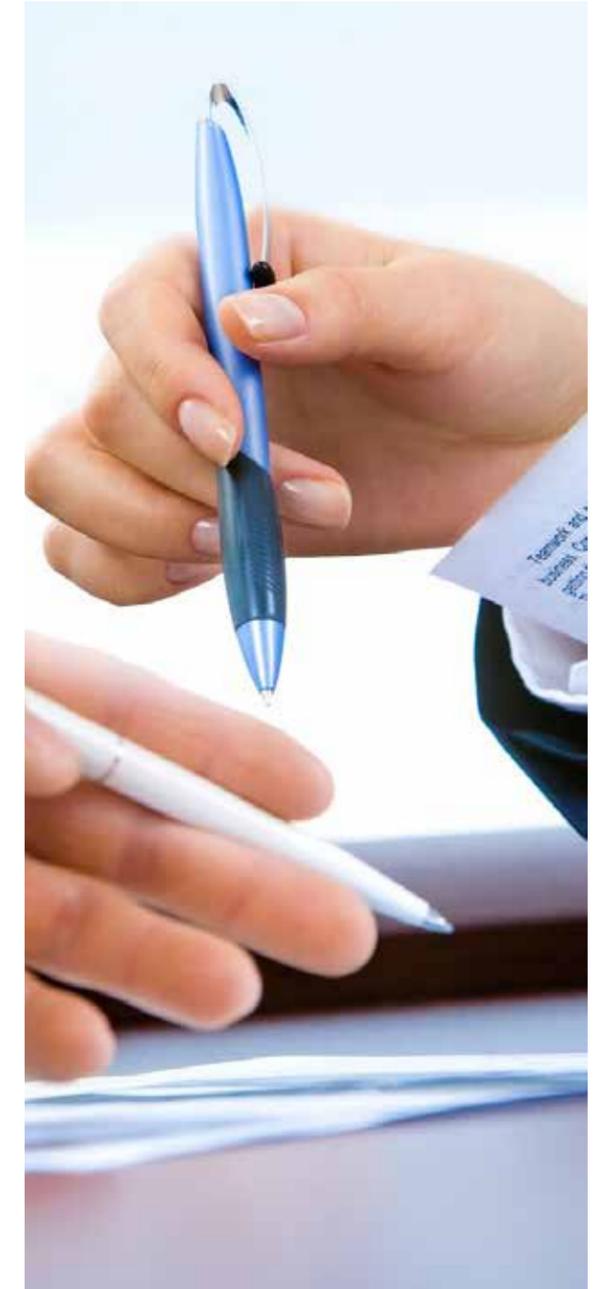
The process of revising the Noise Action Plan coincided with the public consultation on a Draft Airport Masterplan 2035 consultation running from 10th May – 13th September 2018. As part of the consultation exercise, 4 public meetings and 11 drop in sessions were held. Comments raised during this consultation that are relevant to the NAP, have been fed into the process. Guidance provided by DEFRA state that Airports should consider other consultation's which could place a burden on consultee resources and this consultation process for the NAP has been designed with this in mind.

7.1 Consultation feedback

Comments were received from the following organisations.

- Airport Consultative Committee;
- Heddon on the Wall Parish Council;
- Woolsington Residents Group;
- Aircraft Noise Action Group (ANAG);
- Northumberland County Council;

Where possible, comments made during the consultation have been incorporated or considered in the NAP. Please see Appendix E for copies of responses made.



8. Noise Action Plan Results

8.1 Reduction of noise at source

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
We are supporters of the Sustainable Aviation strategy and will continue to support future aerospace technology noise reduction targets.	All communities impacted by aircraft noise. Based on the LAeq16h + 1,900 people.	Ongoing	Contribution to the Annual report on performance against key indicators.	Ongoing action

8.2 Land use planning and management

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
We will continue to engage closely with Local Planning Authorities and make representations to Local Authority Development Plans and on planning applications to ensure that any new developments are delivered in an appropriate manner with respect to potential noise impacts. We will promote and encourage the adoption of the principles advocated by the Professional Practice Guidance: Planning & Noise – New Residential Development ¹ .	New communities in noise impacted areas. We are unable to estimate the number of people impacted, as new development plans are not guaranteed.	Ongoing	Contribution to the Annual report on performance against key indicators.	Ongoing action
The latest changes in policy with regard to noise insulation and compensation do not affect us as we do not have any residential properties within the 63dBLAeq,16h contour. However, we will review our noise insulation and compensation schemes in line with any future developments in aviation noise policy, and any best practice guidance issued by the Independent Commission for Civil Aviation Noise (ICCAN).	Communities most impacted by aircraft noise. There are no households currently impacted by this action, however, should the limits change we will review accordingly.	Review completed within 3 months of any policy change or best practice guidance issued by ICCAN.	Completed review and publishing of plans to revise noise insulation policy if necessary.	New action.

8.3 Noise abatement operational procedures

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
We will continue to monitor aircraft adherence to Continuous Descent Approaches (CDAs). The use of CDAs reduces both noise and air emissions.	Communities under arrival flight paths. Based on the LAeq16h +1,900 people.	Targets agreed within 12 months.	Targets set and adherence reported to the Airline Technical Committee (ATC) and Airport Consultative Committee (ACC).	Updated action - monitoring will now be measured against set targets.
We will review the potential merits of other quieter procedures within the Sustainable Aviation roadmap with the ATC.	All communities impacted by aircraft noise. Based on the LAeq16h + 1,900 people.	Ongoing.	Completed workshops held with ATC on: steeper approaches, displaced thresholds, low power low drag, managed approach speeds, reduced landing flap and delayed deployment of landing gear.	New action.
We will continue to undertake a strategic review with Manchester NATs on the operation and efficiency of P18 – the shared airspace between Newcastle and Manchester airports. The efficient use of this airspace facilitates, amongst other things, the use of CDA.	All communities impacted by aircraft noise and particularly those under arrival flight paths. Based on the LAeq16h + 1,900 people.	Ongoing.	Update of actions to the Airline Technical Committee (ATC).	Updated action – now focusses on facilitating implementation of CDA to minimise noise impacts.
Since our last NAP we have established policies on training flights, general aviation and helicopter activities in our Aeronautical Information Publication (AIP) and Southside Manual. The rules for these operations are now more stringent and have been developed to minimise noise impacts on communities. We will continue to monitor the effectiveness of and adherence to these policies	Communities impacted by training flights, general aviation and helicopter activities. Based on the LAeq16h + 1,900 people.	Ongoing.	Policies have been published in the AIP and Southside manual.	Updated action – policies are now in place and their effectiveness will continue to be monitored.
We will continue to communicate noise and environmental issues through the Airline Technical Committee. The Committee is fully engaged on environmental issues track compliance information is regularly communicated to them.	Awareness. This action is not quantifiable.	Quarterly.	Production of minutes.	Ongoing.

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
Since our last NAP we have established policies on training flights, general aviation and helicopter activities in our Aeronautical Information Publication (AIP) and Southside Manual. The rules for these operations are now more stringent and have been developed to minimise noise impacts on communities. We will continue to monitor the effectiveness of and adherence to these policies.	Communities impacted by training flights, general aviation and helicopter activities. Based on the LAeq16h + 1,900 people.	Ongoing.	Policies have been published in the AIP and Southside manual.	Updated action – policies are now in place and their effectiveness will continue to be monitored.
We will continue to communicate noise and environmental issues through the Airline Technical Committee. The Committee is fully engaged on environmental issues track compliance information is regularly communicated to them.	Awareness. This action is not quantifiable.	Quarterly.	Production of minutes.	Ongoing.
We now have Fixed Electrical Ground Power (FEGP) installed on four of our aircraft stands. We will continue to retrofit our existing stands with FEGP and will provide FEGP for any stands built in the future. FEGP allow aircraft to get electricity straight from the local grid when it is on the ground, minimising the need for aircraft to use their Auxiliary Power Units (APU) which create noise emissions.	Ground noise – communities within close proximity to the airport. Based on the LAeq16h + 1,900 people.	Ongoing.	Number of stands with FEGP.	Updated action – FEGP has been installed on 2 stands
We will review any best practice guidance issued by ICCAN and reach a position on each, potentially including an update to our noise mitigation strategy where necessary.	All communities impacted by aircraft noise. Based on the LAeq16h + 1,900 people.	Each publication from ICCAN to be reviewed within 3 months of publication and a position reached on each	Number of publications reviewed and positions reached	New action

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
We are undertaking a review of our Westerly departure routes and will continue to engage with interested stakeholders with the results of this review. Note that this is a high level feasibility review and not an airspace change proposal (see following action)	Communities under westerly departure routes. No quantifiable data is available	Review to be completed within 3 months	Completion of review and dissemination	New action
Following the review of our Westerly departure routes, and in consideration of a strategic review of our local and national airspace, any future proposed airspace change will only be undertaken following the latest guidance from the Civil Aviation Authority ² and the UK government ³ . We embrace the focus on openness and transparency in this guidance and will undertake thorough optioneering and stakeholder engagement from the outset in any future airspace change proposals.	All communities impacted by aircraft noise. Based on the LAeq16h + 1,900 people.	Ongoing	Adherence to CAA and UK government guidance in future airspace change proposals	New action
We will continue to apply ground engine testing restrictions which prohibit testing between 2300 and 0600, unless overriding operational requirements exist	Ground noise – communities within close proximity to the airport 400 people, as identified in the Lden as the closest residents impacts by noise	Ongoing	Number and timing of ground engine test runs	Ongoing

² CAP1616: Airspace Design: Guidance on the regulatory process for changing airspace design including community engagement requirements, Civil Aviation Authority, 2017

³ Air Navigation Guidance 2017: Guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the CAA and wider industry on airspace and noise management, UK Government, 2017

8.4 Operating restrictions

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
Our Noise Action Plan has been developed in line with the ICAO Balanced Approach and EU Regulation 598, which require operating restrictions to be considered only after other measures of the Balanced Approach have been exhausted and only where it is cost effective to do so. We will continually review the effectiveness of our mitigation measures in the context of the Balanced Approach to ensure that mitigation is considered in a consistent way with a view to addressing noise impacts in the most cost-effective way.	All communities impacted by aircraft noise. Based on the LAeq16h + 1,900 people.	Ongoing	Tracking of Noise Action Plan and mitigation measures	New action



8.5 Working with local communities

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
We will review our overall engagement strategy and including, but not limited to, membership and terms of reference of the Airport Consultative Committee and the feasibility of creating a community noise forum as a subcommittee of the ACC.	Community engagement. This action is not quantifiable.	Review complete and new engagement strategy implemented within 12 months	Completed review and implementation of engagement strategy	New action
In collaboration with the ACC we will consider carrying out an annual attitudes survey.	Community engagement. This action is not quantifiable.	Annually reviewed	Completed survey and information fed back to the ACC	New action
We will continue to operate our Noise and Track Keeping system and use the noise monitors to manage the impacts of noise. In the interest of openness and transparency, we will make the Noise and Track Keeping information publically available on our website through the WebTrak system. Consideration will be given to making noise data available via the WebTrak system.	Community engagement and monitoring information. This action is not quantifiable.	WebTrak to be made available online within 12 months	Visits to WebTrak website	Updated action – noise and track keeping information to be made public
In the interest of openness and transparency we will create, and publish on our website, airport operational diagrams. These will provide clearly understandable information on where aircraft are flying, and the number of aircraft flying, on a typical day on westerly and easterly operations.	Community engagement. This action is not quantifiable.	Operational diagrams to be published within 12 months	Publication of operational diagrams	New action
We will continue to engage with local schools to encourage the use of noise monitoring data within their studies.	Education. This action is not quantifiable.	Ongoing	Visits to local schools to demonstrate WebTrak system	Updated action - noise monitors are currently installed in three schools. Public WebTrak system will provide further opportunity for education and engagement
We will continue to engage with local Parish Councils.	Community Trust. This action is not quantifiable.	Ongoing	Attendance at Parish Council meetings to demonstrate WebTrak system	Updated action - Public WebTrak system will provide further opportunity for engagement

ACTION	IMPACT	TIMESCALE	PERFORMANCE INDICATOR	ACTION STATUS
We will continue to report noise complaints to the Airport Consultative Committee.	Community engagement. This action is not quantifiable.	Quarterly	Production of minutes on the NIAL website.	Ongoing
We will continue to provide a dedicated noise monitoring telephone line and email address.	Community engagement. This action is not quantifiable.	Quarterly	Number of registered complaints.	Ongoing
We will review the handling of noise complaints, in particular with regard to investigations, outcome and anticipated response times.	Community engagement This action is not quantifiable.	Quarterly	Number of registered complaints.	Ongoing

Glossary of terms

Agglomeration

Major Continuous Urban Area as set out within the Regulations

Airline Technical Committee

Representatives from NIAL and based airlines (easyJet/Jet2/Thomas Cook and TUI) meet twice a year.

Aeronautical Information Publication (AIP)

Publication which is updated every 28 days, containing information essential to air navigation.

Airport Consultative Committee

Community focussed group, with representatives from the local Parish Councils, Local Authorities and key organisations.

ANAG

Aircraft Noise Action Group

ATC

Air Traffic Control

CAA

Civil Aviation Authority

CDA

Continuous Descent Approach

dB

Decibel

DEFRA

Department for Environment Food and Rural Affairs

DfT

Department for Transport

END

Environmental Noise Directive (2002/49/EC)

ERCD

Environmental Research and Consultancy
Department

FEGP

Fixed Electrical Ground Power

First Round Agglomeration

An agglomeration but having a population in excess of 250,000 persons

NIAL

Newcastle International Airport Limited

L_{Aeq,T}

The A-weighted equivalent continuous sound pressure level which is a notional continuous level that, at a given position and over the defined time period, T, contains the same sound energy as the actual fluctuating sound that occurred at the given position over the same period, T.

L_{Aeq,16hr}

The L_{Aeq,16hr} over the period 0700 – 2300, local time (for strategic noise mapping this is an annual average)

L_{day}

The L_{day} over the period 0700 – 1900, local time (for strategic noise mapping this is an annual average)

L_{den}

The day, evening and night level is a logarithmic composite of the L_{day}, L_{evening} L_{night} levels but with 5 dB(A) weighting added to the L_{evening} value and 10 dB(A) added to the L_{night} value.

L_{evening}

The L_{evening} over the period 1900 – 2300, local time (for strategic noise mapping this is an annual average)

L_{night}

The L_{night} over the period 2300 - 0700, local time (for strategic noise mapping this is an annual average)

PRNAV

Precision navigation

SID

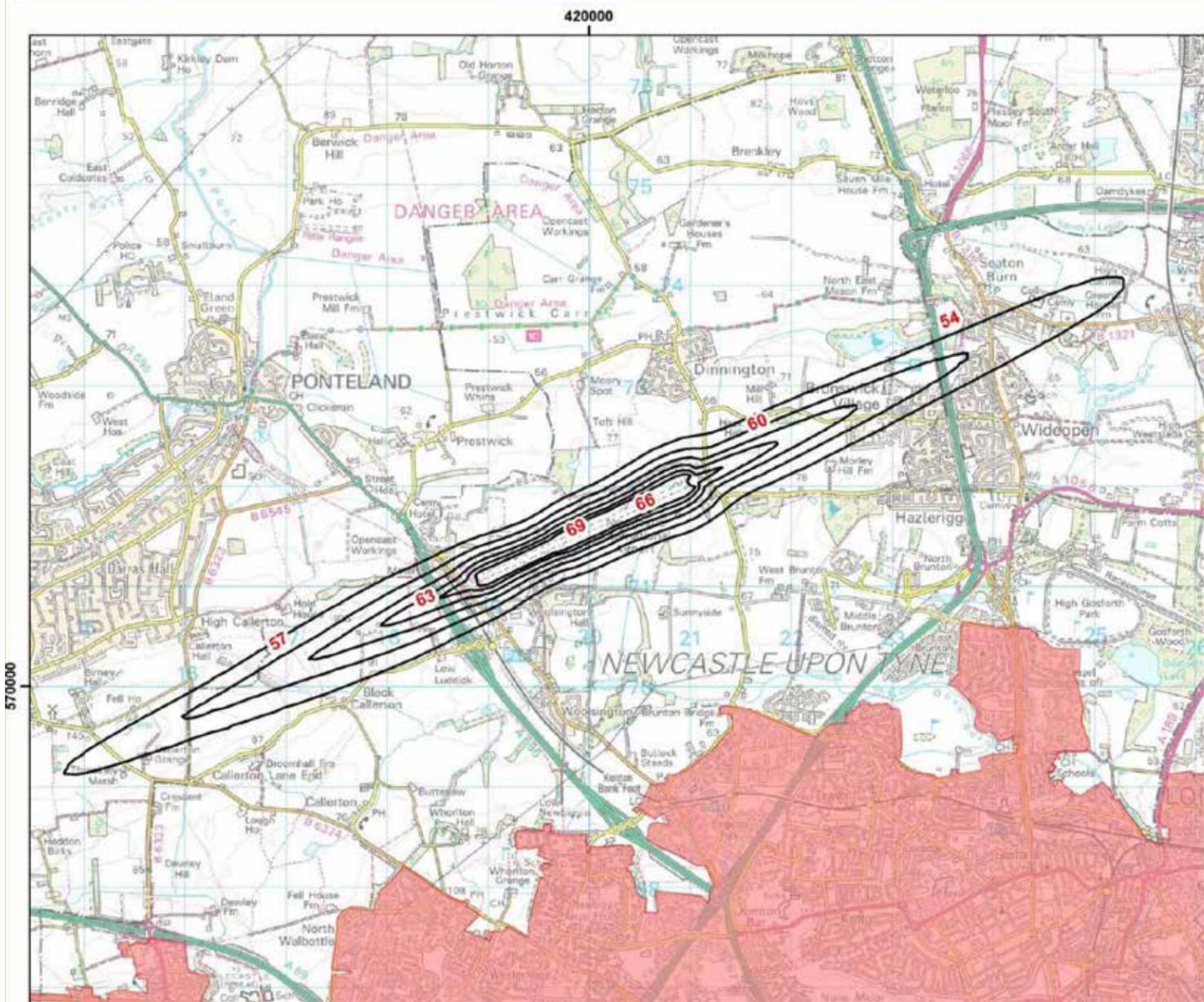
Standard Instrument Departure route



Appendices

Key Diagrams and Noise Contours

Appendix A - Noise Maps



 Department for Environment Food & Rural Affairs

The Environmental Noise (England) Regulations 2006 (as amended)

Newcastle Airport (EGNT)

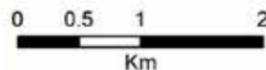
L_{evening}

Year - 2016

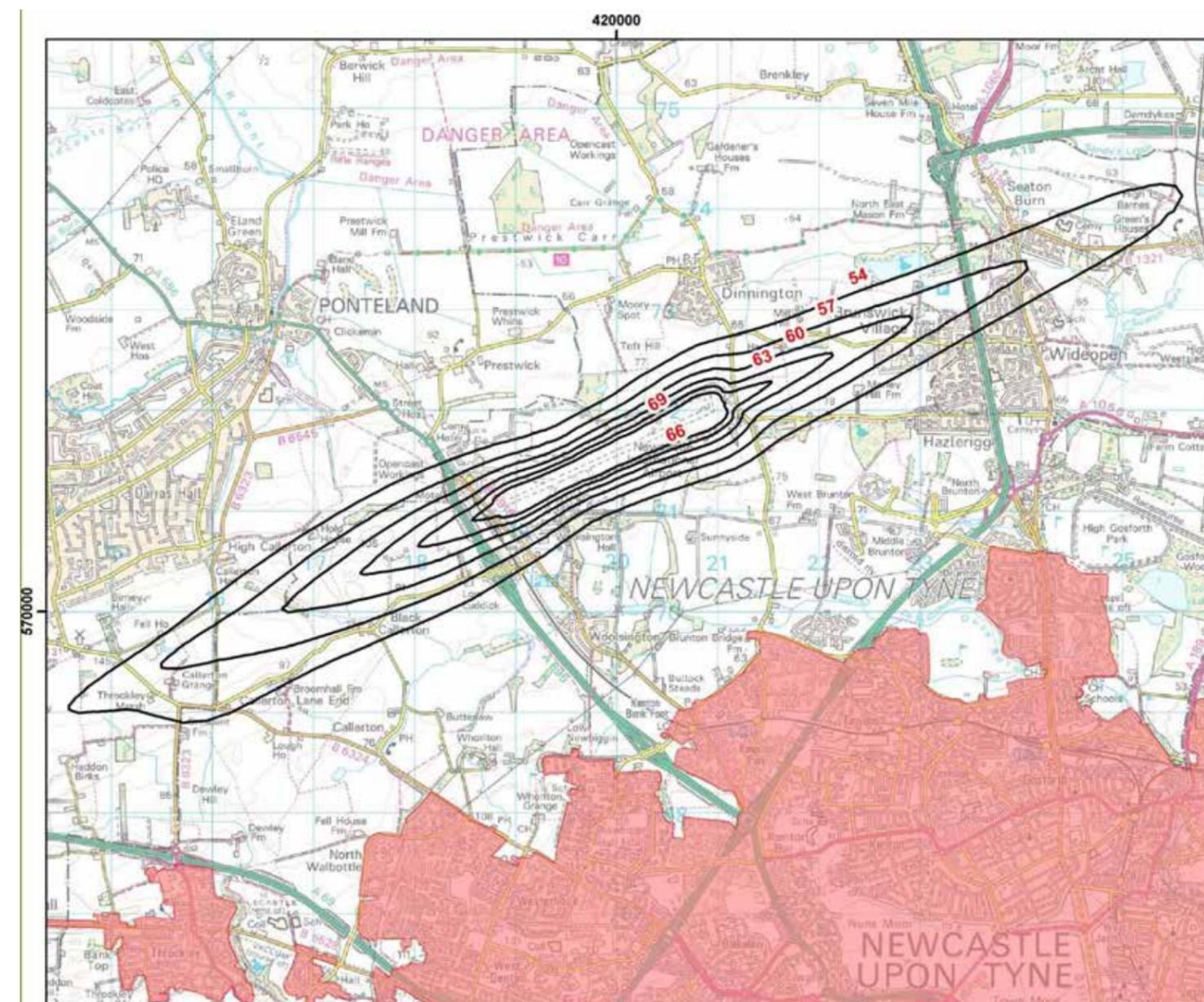


-60- Noise level Contour (dB)

Agglomeration



© Crown copyright and database rights 2017
Ordnance Survey 100024198
© Environment Agency copyright and/or database rights 2017. All rights reserved.



 Department for Environment Food & Rural Affairs

The Environmental Noise (England) Regulations 2006 (as amended)

Newcastle Airport (EGNT)

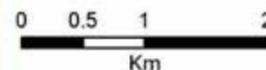
L_{Aeq, 16}

Year - 2016

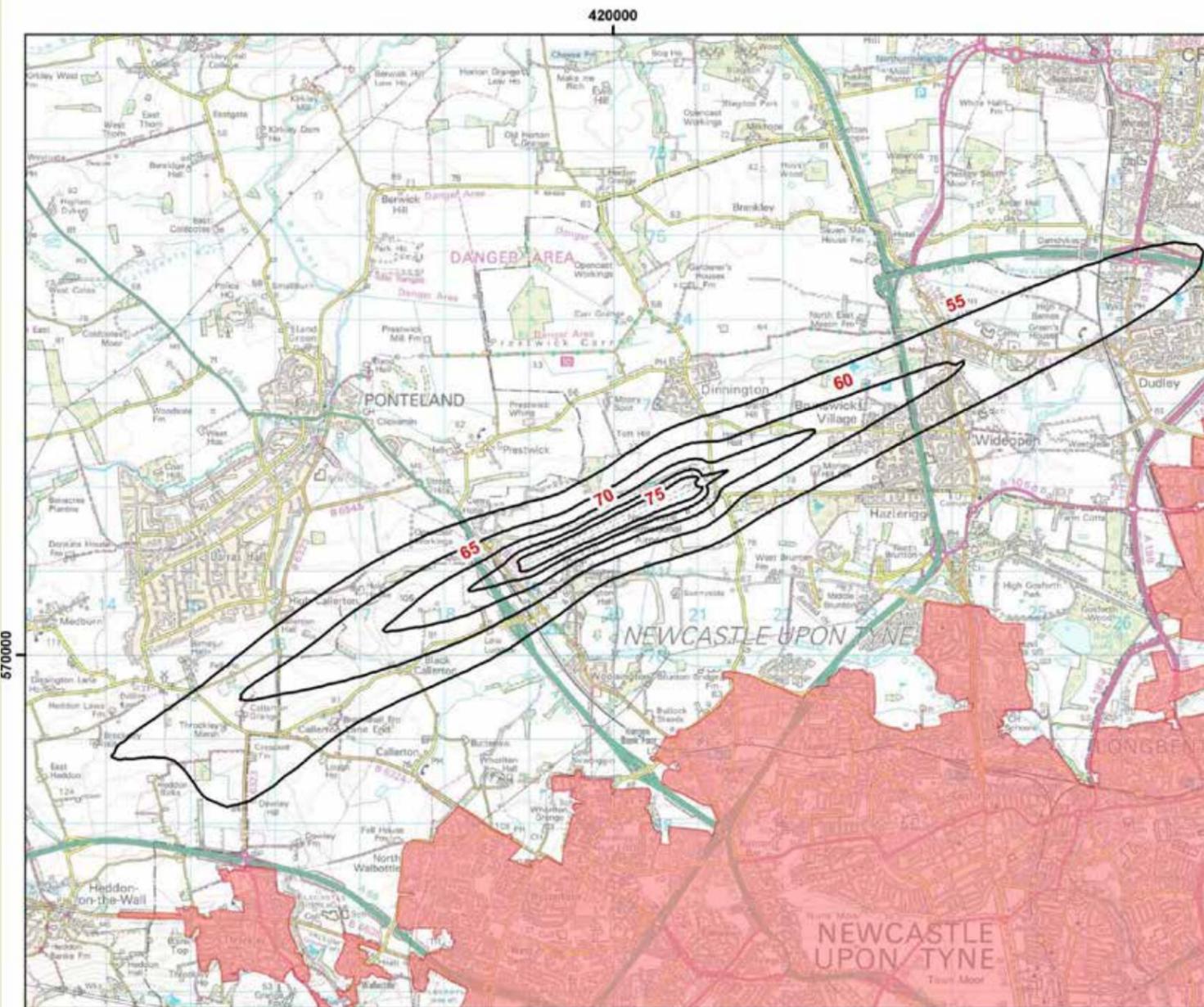


-60- Noise level Contour (dB)

Agglomeration



© Crown copyright and database rights 2017
Ordnance Survey 100024198
© Environment Agency copyright and/or database rights 2017. All rights reserved.




 Department
 for Environment
 Food & Rural Affairs

The Environmental Noise
 (England) Regulations 2006
 (as amended)

Newcastle Airport (EGNT)

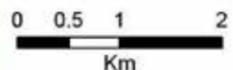
L_{den}

Year - 2016

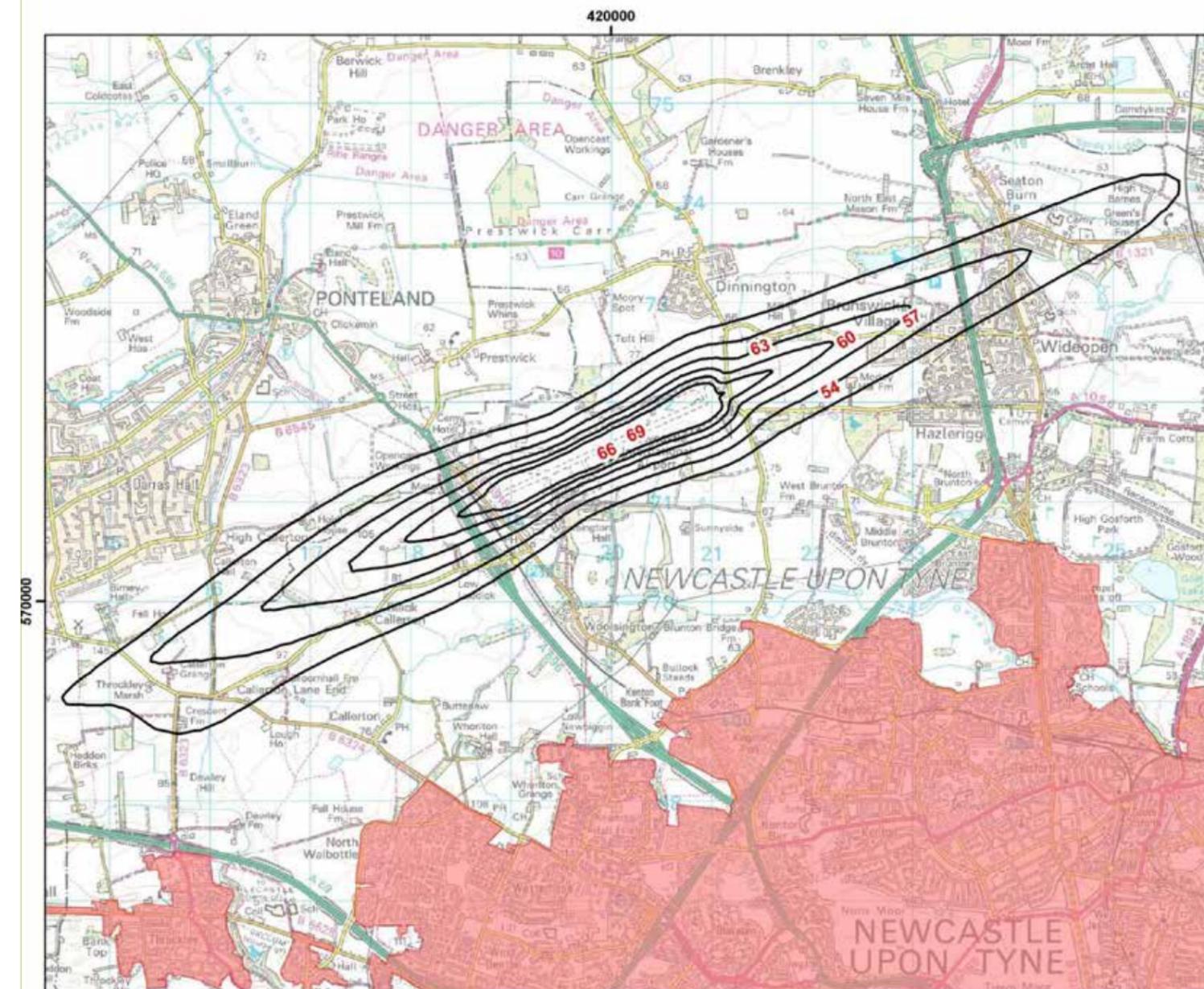


-60- Noise level Contour (dB)

Agglomeration



© Crown copyright and database rights 2017
 Ordnance Survey 100024198
 © Environment Agency copyright and/or
 database rights 2017. All rights reserved.




 Department
 for Environment
 Food & Rural Affairs

The Environmental Noise
 (England) Regulations 2006
 (as amended)

Newcastle Airport (EGNT)

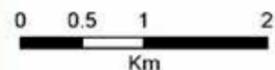
L_{day}

Year - 2016

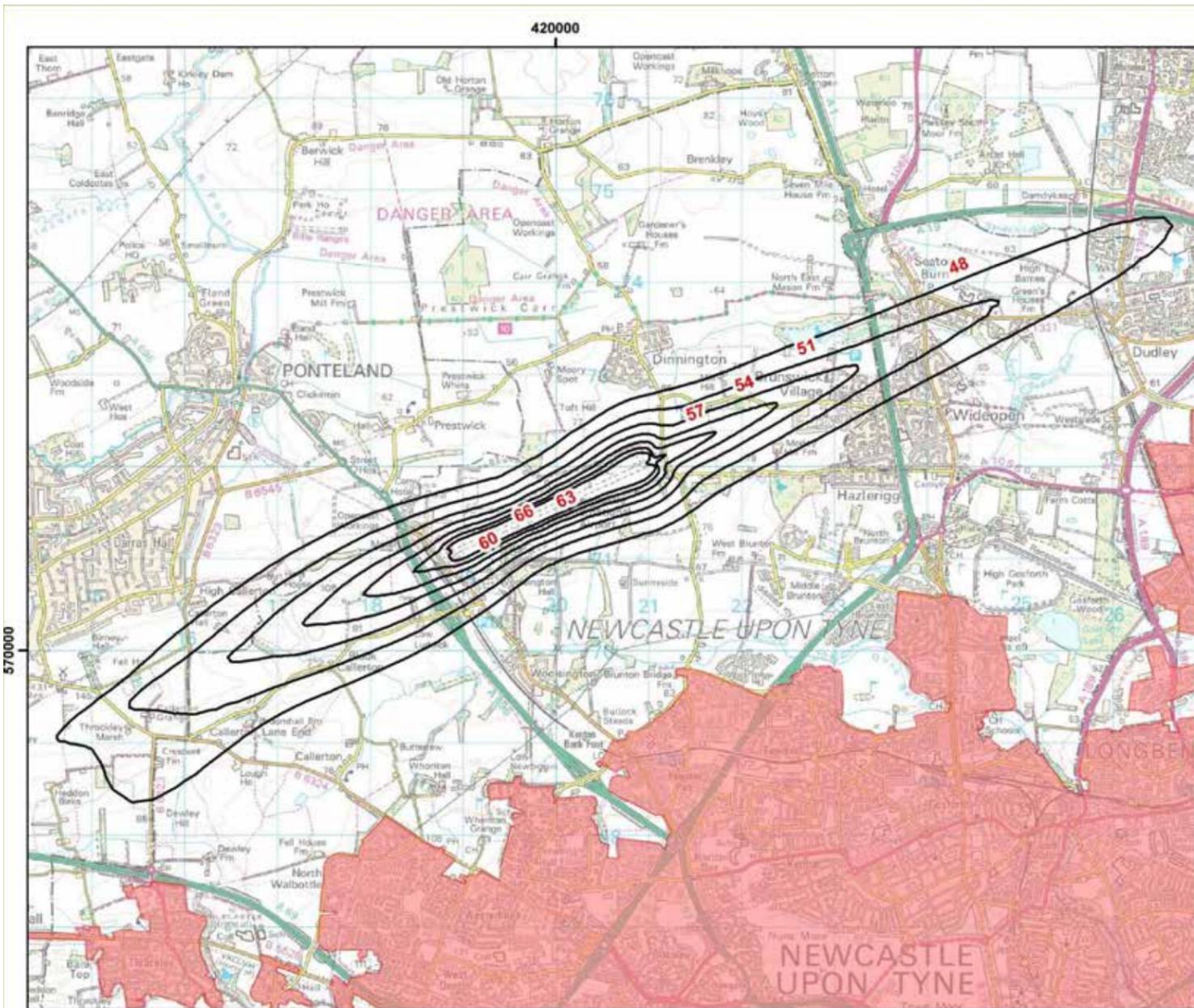


-60- Noise level Contour (dB)

Agglomeration



© Crown copyright and database rights 2017
 Ordnance Survey 100024198
 © Environment Agency copyright and/or
 database rights 2017. All rights reserved.



Department for Environment Food & Rural Affairs

The Environmental Noise (England) Regulations 2006 (as amended)
Newcastle Airport (EGNT)
L night

Year - 2016

—60— Noise level Contour (dB)
 Agglomeration

0 0.5 1 2
Km

© Crown copyright and database rights 2017
 Ordnance Survey 100024198
 © Environment Agency copyright and/or database rights 2017. All rights reserved.

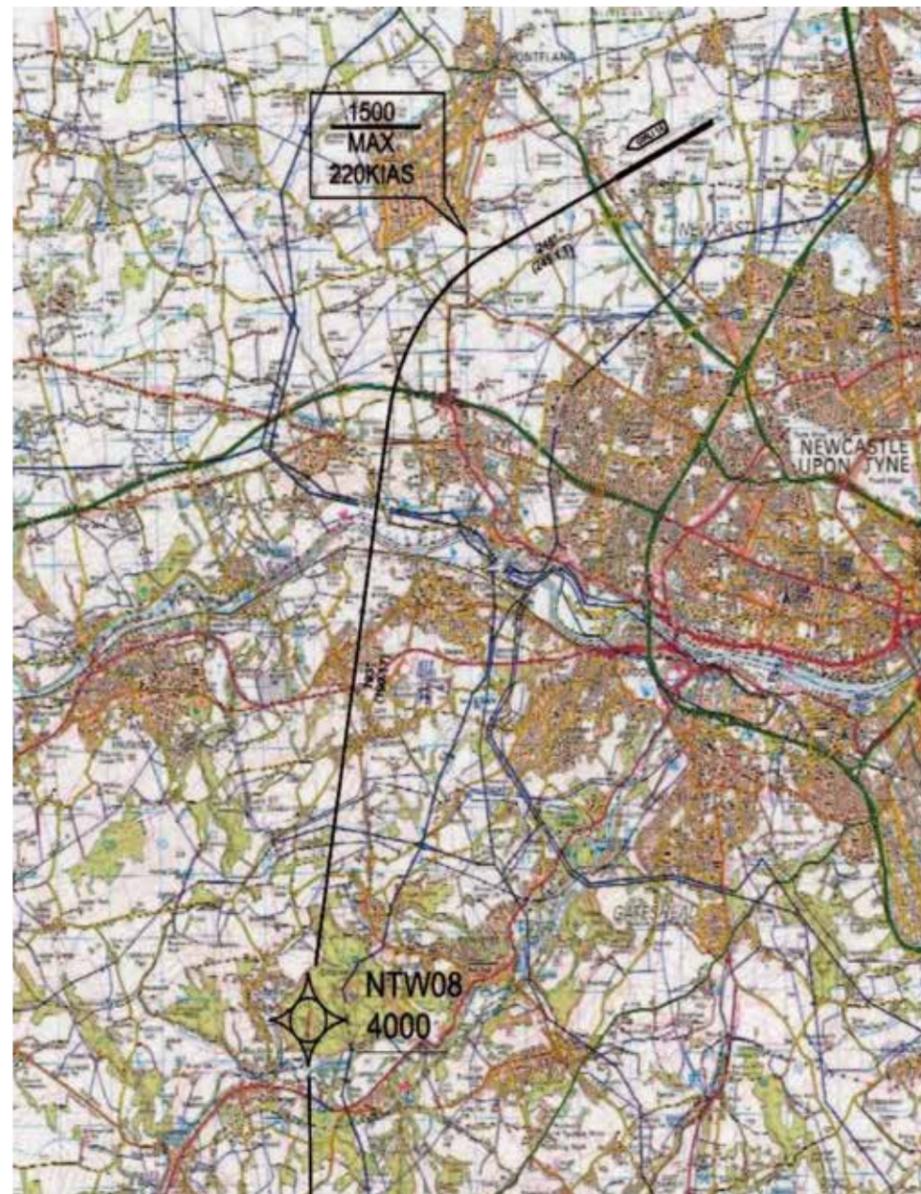
Appendix B - Financial Information

TASK	APPROXIMATE ANNUAL COST
Noise and Track keeping system – Noise Desk annual subscription	£33k

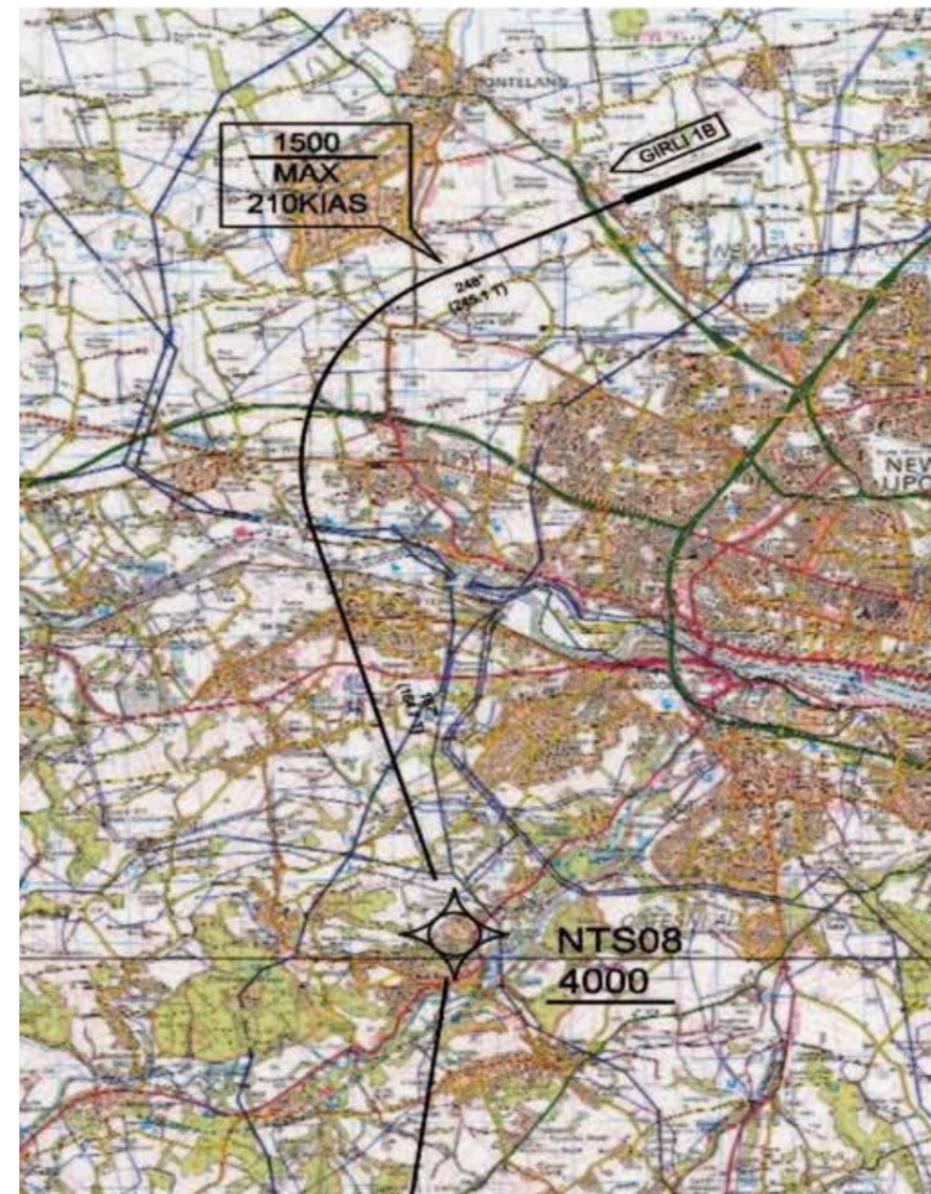


Appendix C - Standard Instrument Departure routes

Route 1 - Runway 25 SID



Route 2 - Runway 25 SID when Currock Hill Gliding Club is operational



Route 3- Runway 07 SID



the specification of technical aviation and aircraft management issues. This **subjective experience** is the source of complaints to NIAL about noise intrusion and ANAG's view is that this very personal element is given insufficient weight in the NAP in terms of understanding and insight. Without this, the plan can not be properly effective as it will not be sufficiently responsive to the concerns of residents.

5. The structure of the plan is poor. The first 7 sections comprise what is essentially background information. This could have appeared in Appendices and/or at the end of the document as key supporting information (also see 6 below). In addition, these sections comprise almost the entire the document before the key NAP actions and measures are seen in section 8 almost as an afterthought. ANAG views this as a weak substitute for a thought out plan specific to the current context with clear goals, targets, analyses and arguments.

6. Key strategic information is missing. There is no clear statement of **high level strategic and operational objectives and targets** anywhere in the document. This statement should have been placed at or near the start of the document. This is a plan with a 5 year life span and is therefore a strategic document and ANAG would expect these critical elements to be unambiguously specified at the outset in order to set the context for the rest of the document and for understanding its purpose and the meaning of the various elements in it.

The absence of high level objectives is a severe limitation in the setting of a framework (also missing – see 7 below) for the specification and implementation of measures and the defining of measurable outputs and performance indicators.

7. There is no options appraisal and, therefore, no framework for NAP measures and actions. ANAG would expect, in a strategic document of this importance, to see **options and risk appraisals** running from a do nothing scenario through to a full measures scenario encompassing a range of estimated future levels of possible activity types/mixes and scales. In particular,

we would have expected this to be done in some detail in relation to the new Airport Masterplan. ANAG would also expect to see a logical explanation of the rationale behind choices the NAP might make from options for noise management action defined in this way. The absence of such an appraisal and rationale does not give confidence that NIAL has thought through actions and effects, costs and benefits and therefore limits transparency and trust.

8. Performance indicators and timescales are missing or not adequately specified. Managing noise depends significantly on effective noise monitoring and data capture with analytics used to identify trends and anomalies, spikes and out of range events which can set against unambiguous performance indicators designed to enable the measurement of the effectiveness of implementation of the NAP. There are **no quantified performance indicators** in the NAP and neither are any **timescales** specified for achieving them so there is no indication of the intended direction of travel, the extent of change or any target dates by which change is to be achieved. NIAL, on the basis of the NAP as it stands, could not be held properly accountable for the noise impact of its operations, the plan is therefore effectively no use at all.

9. Noise monitoring infrastructure inadequate: The scale, scope and location of monitoring equipment used to capture aircraft noise data and its placement are critical elements in the assessment and performance management of noise impact. Since the implementation of P_RNAV technology, the configuration and noise profiles of approach and departure flight paths have changed significantly but the placement and scope of monitoring equipment is linked to a configuration which pre-dates the introduction of satnav technology. The NAP does not address this issue.

10. Routine social surveying missing from the plan (also see 4 above). Noise data from monitoring equipment can provide only a partial picture and does not necessarily align with the effects experienced by residents. **The subjective experience of residents** around the Airport needs to be routinely surveyed in order to understand the full extent and impact of aircraft noise

and support decision making. Noise monitoring equipment and the capturing of complaints (see 11 below) are both essentially **passive**, NIAL also needs to be **proactive** in trying to understand subjective noise impact. The NAP should address this by specifying that surveying of households will be carried out by a disinterested third party on an annual basis.

In order to support a fully meaningful NAP, social surveying, as well as asking about the experience of noise, should also look at sleep disturbance, quality of life issues, health issues arising from noise, loss of amenity and the negative impact on property values arising from being under or close to a flightpath. These are all effects arising from noise from the operation of the Airport and the NAP will not be able address these issues fully (or at all) without understanding them.

11. Complaints procedures inadequately specified. The complaints process is inadequately specified in terms of content of responses, issue resolution and turnaround times – it should be **subject to performance indicators** and monitored accordingly. It is also not clear how the complaints process, which is one of the key elements in the monitoring of noise impact, is structured to **transparently feed** into NIAL decision making around respite options and into the general monitoring of the impact of aircraft noise and into policy– the NAP needs to specify this. The same section indicates that “if a complaint can not be resolved through correspondence, the complainant is invited to the Airport to discuss their concerns with Airport Management.”. There is no indication of what “resolved” means or how such a discussion might lead to a resolution, whatever that might be.

The limitations and management of the complaints process as currently configured are **effectively a barrier** to residents making complaints to the Airport, people believe that nothing can be achieved by complaining because nobody listens and/or nothing changes and/or you get the same response each time and/or it takes a long time to get any response – so they don't complain.

Because of this, the Airport is getting a limited picture of the true

extent of the impact of its operations and public resentment of the Airport is increasing. The NAP needs to specify a complete re-design of the complaints process to make it more accessible, open and responsive and to improve timely in depth, systematic reporting of complaints to the wider public. It has not done this.

12. Remedial measures minimally specified. In addressing complaints and in giving residents confidence that noise issues will be addressed in a timely way and managed systemically, the NAP needs to set out short and long term remedial measures in some detail. This has not been done. **Respite options need to be fully spelled out** as does the rationale for their deployment under arrange of circumstances to the west and east of the Airport (also see 13 below). Properly defined respite options are a key element in enabling effective responses to complaints.

13. Flight path reconfiguration and the effects of RNAV not addressed adequately. Passing reference to some future reconfiguration of flight paths is insufficient, the location and management of these is **central to the issues the NAP is intended to address**. The Airport needs to spell out its intentions for reconfiguration (and a timescale) to the east and west of the Airport in some detail in the NAP. In addition, there is insufficient attention given to addressing the **negative effects of the deployment of P_RNAV** satellite technology which has increased noise levels for significant numbers of residents.

14. Action plan actions list is ineffectual and consists of a number of statements of intent with performance indicators that are not quantified and/or do not have parameters attached which could support the holding of NIAL to account around the implementation of its NAP. Basically, the action list is weak and has little meaning in terms of achieving outcomes in a measurable and transparent way.

15. Consultation, accountability and reporting framework is inadequate. In developing the NAP for 2018, NIAL has consulted with known stakeholders/groups rather than the wider public and the NAP maintains this restricted approach. DEFRA used to say that consultation principles should follow those in CAP725, the

airspace change policy document. This has now been replaced by CAP1616, which stipulates in depth consultation with the wider public. There is no mention of CAP1616 in DEFRA's guide and it is indicative that NIAL is consulting with known stakeholders only, rather than the wider public. In the context of environmental objectives, including noise, the thrust of recent airspace policy changes was to increase trust and confidence in the industry and government by enhancing consultation procedures. NIAL's somewhat hush-hush approach to the development of the NAP 2018 approach runs counter to this.

The NAP needs to specify how NIAL will be accountable for its management of noise to a wider public as well as to known stakeholders and groups with their inherent limitations in a transparent and accessible way. Currently, the NAP does not do this. Similarly, in ANAG's experience, NIAL often hides behind the notion that it is merely doing what the government expects and requires. The NAP fits this profile – NIAL could go a lot further in addressing issues covered by the NAP while meeting government demands but it consistently chooses not to.

NEWCASTLE INTERNATIONAL NOISE ACTION PLAN, September 2018

Response by Newcastle Airport Consultative Committee

The Committee received a full presentation from the Airport's Environmental Adviser at its September Meeting (held on the 28 August 2018), together with individual copies of the draft document and held a discussion. At that meeting a report was also given on the noise complaints received by the Airport over the previous 3-monthly period. The Committee has also received a full presentation on the current Masterplan document and members attended as many as possible of the meetings and drop-In sessions held in relation to that, at which a number of noise issues were raised by local people and general comments on noise made. It has also considered the minutes of the Noise Sub-group meeting with representatives of Aircraft Noise Action held earlier this year and the Sub-group

45

attended a meeting on the Noise Action Plan held at the Airport together with local council representatives including environmental officers and the Head of Air Traffic Control. The Committee had been involved in discussions over the preparation of the initial Noise Plan some 5 years ago.

Members welcome the Airport Company's acknowledgement of the challenge presented by noise, particularly that of low flying aircraft. The intention to revisit the noise challenge annually throughout the five-year period is welcome. Looking at the possible growth forecast in the Masterplan, noise will continue to be an important issue with the Airport Company for the next five years and far beyond. If it wishes to remain a good neighbour to its surrounding communities it will need to strive to maintain as quiet a situation as possible, both in the air and on the ground.

Because the Masterplan and Noise Action Plans were out for consultation at almost the same time, we understand the Public Meetings and Drop-in sessions were used for both. This seems sensible. There has been some criticism of a lack of publicity for these meetings and displays and although the period of time given was generous, it was held over the major holiday period. In future we recommend the Airport increases local publicity given to try to ensure everyone knows about the opportunity to visit, find out and comment. Not everyone uses social media, especially some elderly people, and more posters displayed in local public places could result in a greater attendance. Consideration could also be given to more time outside the normal 'working day'. We realise individual letters to each household are very expensive and cannot be used for every consultation, but any plans in the future to develop different or alternative routings for aircraft do need to be publicised in this way to ensure thorough coverage. We also recommend using a spring or autumn timescale for consultation and meetings in future.

The Plan

We welcome and support the Airport Company working with the

Aviation industry to reduce aircraft noise at source. We already have most modern aircraft being significantly quieter than in the past and further improvements are possible.

We support taking measures to influence planning decisions as far as possible to avoid new housing developments in noisy areas. Where this may be unsuccessful we support measures to ensure all new residents, now and in the future, are aware of the proximity of the Airport and the flight routes utilised. The Committee itself will continue to work with the Liaison Group of UK Consultative Committees to encourage Government to put in place suitable guidance for local authorities such as that lost when PPG 23 was abandoned. We welcome the Airport's commitment to work swiftly with any changes which may be made in noise insulation policy and compensation and urge the completion of any work or compensation necessary as soon as possible. The monitoring of Continuous Descent Approaches and a scheme of reporting track adherence to this Committee is most welcome. We wish to see a programme of penalties considered for persistent transgression against set targets should the need arise [having discounted factors outside the control of pilots and their companies such as extreme wind conditions etc.] We support the other measures outlined in this section to minimise noise impacts on the local communities affected.

The measures already developed to control and monitor all the other general aviation activities involving the Airport are welcome. In particular helicopter flights generate some criticism and need careful control, although we do support the activities of the Police helicopter, which needs to operate at night and over residential areas. We also support the activities of the Great North Ambulance, when using the Airport.

Reducing noise on the ground is as important as in the air to some local people. Fixed Electrical Ground Power is an excellent way of reducing noise and it will we hope, become available at all stands as soon as possible.

We turn now to the westerly departure route, which has recently

generated a rise in noise complaints from some living under the line of the PR-NAV route, although we know this concern is not universal among residents. We are aware that work has been carried out concerning possible action, but also that the route currently used and its adoption, fully comply with Government and Civil Aviation Authority guidance. Should any changes be proposed for respite purposes, we caution that these will inevitably provoke widespread concern from affected residents not expecting aircraft noise overhead - and who may have lived in a quiet area for many years simply because it is quiet. We cannot say whether the Consultative Committee would welcome any such change, which would no doubt be subject to much concern and much debate. It could also create much more widespread concern among local people thinking that other future change could affect them. The development of any new route(s) deserves very careful consideration indeed, as well as the assured full compliance with CAA guidance.

Whilst a noise generating process, engine testing is sometimes an essential, so the continuance of ground testing time-of-day restrictions is welcome.

The creation of a Noise Forum as a sub-committee of the Consultative Committee is welcome and members will support its creation. We are open to any relevant representations that members of the public may wish to make and will consider them carefully, offering guidance to the Airport if necessary.

We also welcome making Noise and Track Keeping system information available to the public, as well as other information about aircraft flying in the local area; also continuing work with local schools. We hope publication of all this information might prove possible in less than the 12 months quoted.

The Committee will continue to consider carefully the noise reports we receive quarterly. We would wish to be involved in any review of the handling of these complaints.

In addition to the points made above and relating to the draft Plan, we wish to see the following points considered for incorporation into

the Noise Action Plan:

1. We recommend that thought be given to the provision of further Noise and Track Keeping equipment in large and newly developed housing areas, such as the Great Park.
2. We will consider with the Airport providing a place on the Committee for representative organisations from these new housing areas, although it is important the Committee does not become unwieldy.
3. The Committee will continue to consider carefully and comment on the noise reports given to us quarterly. We would wish to be involved in any consideration of noise complaint procedure by the Airport.
4. Consideration and implementation of any other measures which could reduce the impact of airfield noise on communities in close proximity to the airfield would be very welcome.
5. Consideration of any measures which could make the Terminal building and in particular the Departure Lounge, quieter for passengers, as well as the development of more 'Quiet Space' within it. Both would reduce stress for passengers. Consideration of returning to the 'Silent Airport' scheme of some years ago would be welcome. There needs to be a balance between retail and catering opportunities and resting spaces for passengers.

Finally, as and when the Airport expands as envisaged in the Masterplan 2018, we trust the Airport Company will take all care possible to ensure development happens as sympathetically towards its local neighbours as possible, particularly in relation to noise. This applies to road siting and construction as well as aircraft activities. The Airport is shown a very great deal of goodwill by its neighbours towards its operations and it needs to ensure this trust remains.

Dorothy Craig

Chairman, Newcastle Airport Consultative Committee September 2018



Follow us on social media

 @NCLairport

 nclairport

 @nclairport

 Search: Newcastle Airport

Newcastle International 
Your Airport