

To: Newcastle Airport

Date: 30/07/2022

Aircraft Noise Action Group is trying to understand what appears to us and to an increasing number of complainants to be a worsening aircraft noise issue.

To help us help complainants grasp what is going on, ANAG would be grateful if you could respond to the following:

1. What is the maximum lateral deviation allowed from the centre line of the Airport's P-RNAV satnav controlled western and eastern departure routes?.
2. Please also tell us at what height and distance from the runway end (07 and 25) does this lateral deviation allowance commence.
3. At what distance from the runway ends does this allowable lateral deviation cease to apply as flights move out of NIAL's managed airspace?
4. Please tell us what noise abatement practices departing aircraft are required to comply with, if any. Please also tell us what measures you take to ensure that noise abatement practices, if any, are adhered to.
5. Please tell us what minimum altitudes aircraft are required to reach before any turning commences?
6. Also, please tell us what altitudes aircraft are required to reach at various key points along departure routes (east and west).
7. Please also inform what action NIAL takes against airlines/aircraft that consistently fly low following takeoff?
8. What height does NIAL consider to be a minimum that aircraft should attain when flying over residential areas?
9. In the past, NIAL has said that the current westerly departure route, where aircraft turn south at about 2 miles from the end of the runway, is more fuel efficient than a straight-ahead westerly departure route with a less steep, noise abating climb-out with a later turn to the south. Please provide verified independent data and information that show that this is the case.
10. The easterly approach route, which overflies dense residential areas, has aircraft flying low on final approach during the night and in the early hours (before 0600). Does NIAL have plans to expand this element of its operations? Or does it have plans to reduce it to protect residents under or close to the easterly approach flightpath?
11. ANAG believes that NIAL's airspace has significant capacity and is a long way from being congested. When deciding to ask for (in 2014) and implement P-

RNAV for its departure routes (in 2017), what was the capacity limit of NIAL's managed airspace in terms of the number of ATMs?

12. With reference to Q11 above, what were the historical and predicted volumes of ATMs that underpinned this decision and these actions?
13. If increased lateral deviation from departure flightpath centre lines were introduced, could this be managed automatically, or would it require manual intervention from ATC?
14. With reference to Q13 above, if manual intervention were to be required, is the current ATC staffing complement sufficient for this purpose?
15. The intervals between aircraft taking off are often short with departures grouped together in the early morning and at other times of day. Please tell us what you regard to be the safe interval between departures to enable following aircraft to stay clear of the previous aircraft's turbulence arising from jet thrust and wing vortices.
16. Please tell us whether the intervals between departing aircraft are the same when departures are grouped together to east as they are to the west.
17. When the wind direction is neutral, which of the two departure routes – easterly and westerly – is used by default?

and finally, 3 linked questions:

18. The Airport is evidently subjecting residents living under or near departure and arrival flightpaths to continual unacceptable levels of noise from aircraft day in day out from very early in the morning to late in the evening and sometimes overnight. Knowing this, the Airport has not attempted to put respite measures in place. Does the Airport consider this to be acceptable and reasonable behaviour?
19. If it does, why has it not put respite measures in place or at least discussed the options?
20. If it doesn't then how can the Airport explain that, prior to 2017 with a much volume of flights and far greater passenger numbers, there were fewer noise complaints?

ANAG looks forward to getting your responses.

Aircraft Noise Action Group