

Aircraft Noise Action Group: Newcastle Airport

Airport Consultative Committee: Noise subgroup.

ANAG notes from the meeting held in October 2022

Newcastle Airport is required to run an independent **Airport Consultative Committee (ACC)**. It's supposed to allow the communities around the Airport and other interests to hold the Airport to account. We have found it to be largely an uncritical friend and its independence is questionable given that the Airport hosts all meeting, provides all the secretarial support and several Airport staff attend all meetings whether or not their input is needed.

We've pressed hard on the specialist issue of noise and, as a result, the ACC now has a **Noise Sub-group**. This group had one meeting before the covid pandemic began and had another one at the end of 2022.

Because this group is concerned with noise, issues of impact on climate and the environment were only touched on but not discussed.

What did we find?

- ANAG's and the Airport's analyses of noise complaints using the same data **differ**. A detailed comparison will be carried out.
- ANAG and the Airport will agree definitions for the **time periods** used in the complaints form.
- The Airport will review the **placement of noise monitors**. *(None of them is in the right place in our view and there is not enough of them. This has come up before without any serious action being taken)*
- The Airport will investigate what buyers of houses on some new developments are being **told about noise** by the developers.
- The issue of a perceived mismatch where some complainants report seeing aircraft directly overhead while **tracking reports them elsewhere** was raised. There will be specialist input on this at the next meeting.
- The issue of **widening the departure flightpaths** was raised by ourselves. The Airport said categorically that this can't be done but we raised doubts about this. The Airport said that work it had done previously had indicated that environmental impacts would be increased if respite routes were

implemented. We also raised doubts about this as well and will ask for the data showing this to be provided.

- We also asked for the **full width of the flightpath** “as is” to be used on a planned and systematic basis so that people living under or close to the flight path centrelines could get some respite, albeit minimal, from noise. Again, the Airport said this could not be done. We will respond in detail to this
- We also criticised **the Airport’s standard response** to noise complaints which basically tells the complainant what they already know. We will be pursuing this and trying to get the Airport to respond in a more meaningful way.