



GLASGOW
AIRPORT

PROUD TO SERVE SCOTLAND

GLASGOW AIRPORT

Annual Monitoring Report 2019

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Foreword

2019 was an exciting year for Glasgow Airport. We made history with the introduction of the iconic A380 aircraft into regular service on Emirates' double daily route to Dubai – the country's busiest long-haul destination. More than £8 million was invested to upgrade the airport's international pier to provide a better service for our long-haul carriers, including the introduction of Scotland's only triple airbridge to help accommodate the world's largest commercial passenger aircraft.

Whilst this is an exciting time for Scottish aviation, we recognise that we have a responsibility to manage Glasgow Airport in a sustainable manner and continue to be a good neighbour to the local communities we serve.

We made a commitment last year to deliver a noise insulation pilot scheme in partnership with West Dunbartonshire Council. This scheme is the first phase in a wider Noise Insulation Policy and will ensure we identify the best measures to help mitigate the adverse effects of aviation noise for a significant number of residents who live near Glasgow Airport.

We will continue to support our communities through the Glasgow Airport FlightPath Fund, which has provided more than £1.6m to over 600 local groups, clubs and charities since 2010. To celebrate 10 years of the FlightPath Fund, £40,000 is being made available this year to projects that best demonstrate a commitment to sustainability within the community.

This annual report summarises our noise-related performance in 2019.



Mark Johnston

Managing Director

Air Traffic Statistics

2019 supported over 8.85 million passengers at Glasgow Airport. There was a total of 91849 total aircraft movements¹ in 2019 including both departing and arriving aircraft from both commercial, private and chartered flights.

Glasgow Airport supports over 20 airlines flying to over 100 destinations worldwide. More information can be found at www.glasgowairport.com/destinations with information on new routes, holiday inspiration and an interactive destination map. Figure 1 below shows the percentage split between each airline in 2019 and further emphasises the customer choice available.

Figure 1

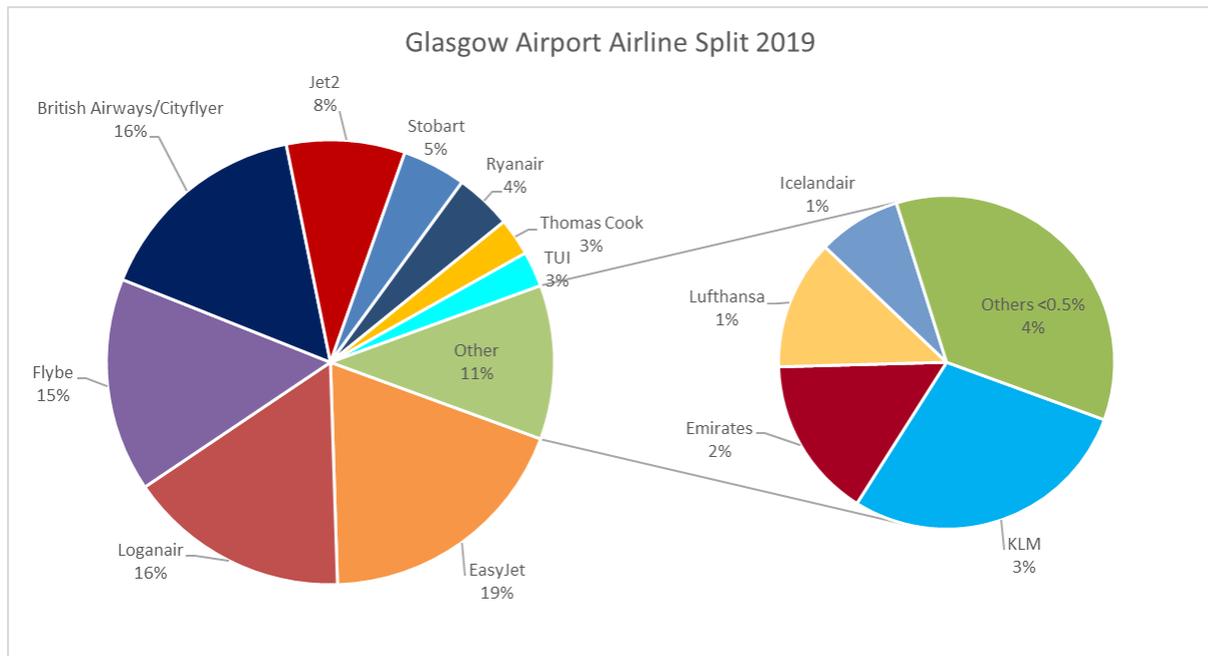


Figure 2 summarises the number of movements per specific aircraft type in 2019. In addition to passenger flights, Glasgow Airport facilitates, cargo, general aviation, air ambulance, military and training flights. Glasgow airport are also pleased to now support the Airbus A320Neo which promotes a 50% reduction in engine noise and significant reductions in carbon emissions and improved air quality standards. The Airbus A320 is gradually being phased out and replaced with the more sustainable model.

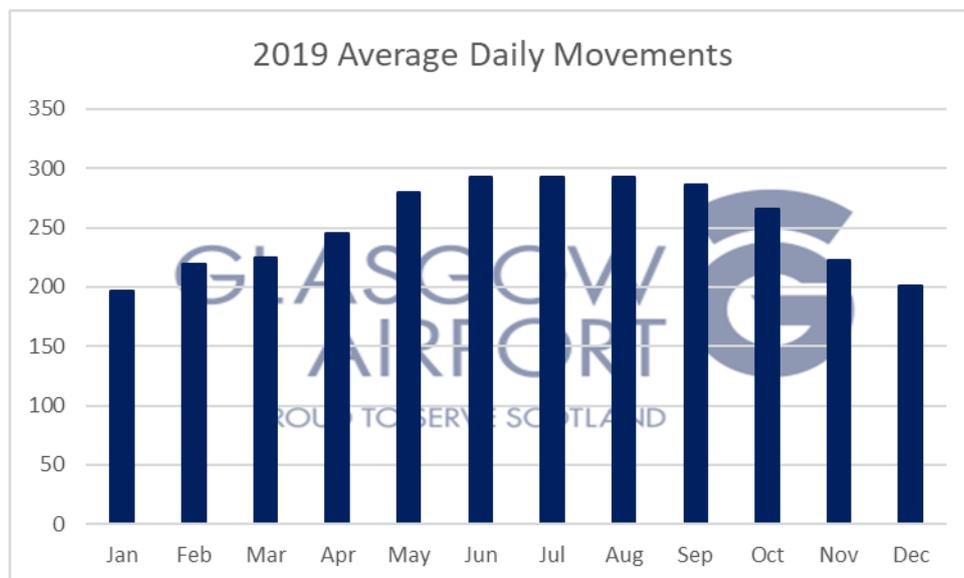
¹ An aircraft movement is defined as either an arriving or departing aircraft

Figure 2



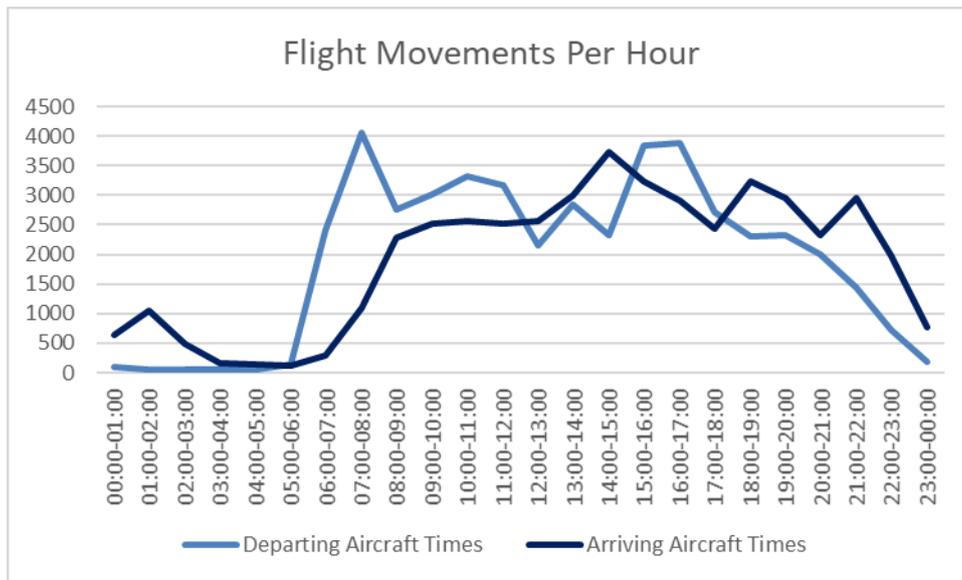
Figure 3 shows our average daily aircraft movements per month. As can be expected, we saw our busiest time during the summer months peaking in June with an average of 293 flights per day. Our busiest day fell on the 23rd August with 344 movements. Our quietest period has been in January with an average of 197 aircraft movements per day. Our quietest day overall fell on Christmas Day with only 27 movements.

Figure 3



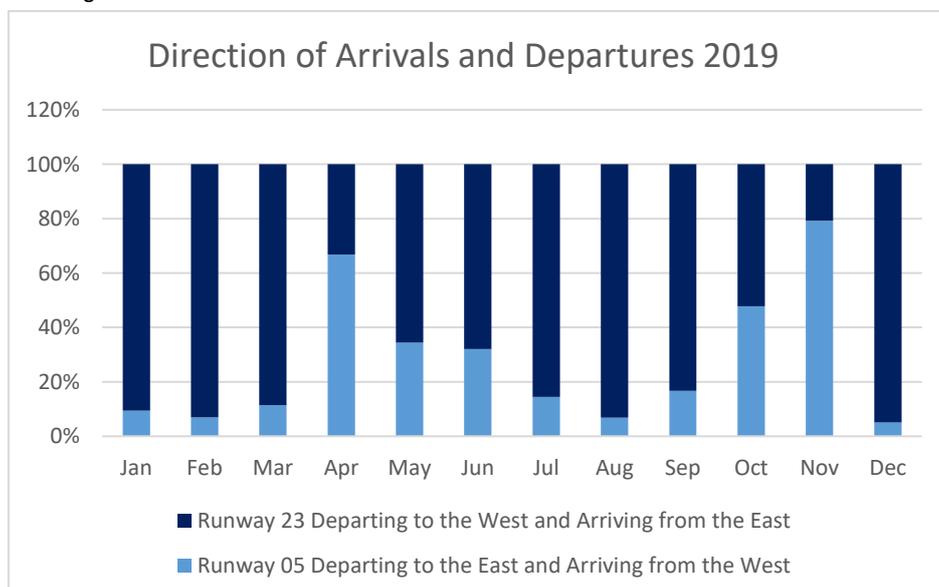
On average, the busiest time period for departing aircraft in 2019 was between the hours of 0700-0800 with a total of 4062 flights departing during this timeslot. The average peak time for aircraft arriving was between 14:00-15:00 with a total of 3732 aircraft landing during this timeslot. The average busiest timeslot for total aircraft movements fell between 15:00-16:00 with a total of 7078 movements during this period. Figure 4 also highlights that flight arrivals and departures between the hours of 23:00–06:00 make up only a small percentage of aircraft movements totalling 3967 movements equating to 4.3% of all aircraft movements.

Figure 4



In 2019 72% of flights have arrived from an easterly direction over the Bearsden and Clydebank areas and Departing in a westerly direction over the Linwood, Johnstone and Howwood area. 28% of flights arrived over from the west and departed towards the east. This 72/28 split can vary within the months and is wholly dependent on the prevailing wind direction. The graph below shows the monthly split of runway use over the course of 2019. April and November showed a significant switch between runways which is an unusual occurrence.

Figure 5



Operational Noise Abatement Measures

Continuous Decent and Continuous Climb

As part of our continuing effort to mitigate noise disturbance to residents our aircraft are measured against a noise mitigation procedure called Continuous Decent Approach (CDA) for our arriving aircraft and Continuous Climb Departures (CCD) for our departing aircraft. Both of these methods have been recognised to reduce the noise levels experienced during take-off and landing. This process is monitored by NATS and Glasgow Airport have set targets for the airlines to achieve.

The overall CDA compliance on aircraft arriving from an easterly direction has been 67.8% against a target of 57%. The overall CDA compliance on aircraft arriving from a westerly direction has been 72% against a target of 60%. The overall CCD compliance on aircraft departing towards the east has been 96% against a target of 93%. The overall CCD compliance on aircraft departing towards the west has been 97% against a target of 94%.

Figure 6



Aircraft Engine Testing

Aircraft will routinely test their engines to ensure they are operating correctly. The times and locations of these engine runs are restricted to ensure noise disturbance as a result, is minimised. Engine test runs are not permitted between the hours of 23:00 and 07:00, except in exceptional circumstances. Engine runs carried out within these times must only occur for a maximum of 5 minutes and must be on low power/idle mode. Below shows the number of engine runs that have taken place during each time period in 2019.

Table 1

Glasgow Airport Engine Test Runs 2019			
Time Period	05:00-07:00	07:00-23:00	23:00-0500
Q1 – Jan-Mar	3	85	0
Q2 – Apr-Jun	5	93	1
Q3 – Jul-Sep	7	107	0
Q4 – Oct-Dec	1	133	1

Correspondence & Complaints

As part of our noise action plan commitment, we have a dedicated noise action telephone line (0800 013 2429) and email inbox (GLAnoise@glasgowairport.com). We endeavour that all complaints will be responded to within 3 working days. All complaints are tracked, logged and trends are reviewed.

There have been 156 recorded complaints in 2019. 37% were general aircraft noise related issues. 16% related to complaints surrounding the flightpath. 12% of complaints were regarding aircraft altitude and another 12% related to night flights. The remaining complaints were regarding helicopters, aircraft ground noise and other miscellaneous issues. Out of the 156 complaints there were a total of 117 complainants.

Figure 7



As can be expected, most of our complaints are voiced during the summer months, when air traffic movements are at their peak. Glasgow Airport saw a peak of 30 complaints within the month of July, which then reduced by half in August to 15. Due to the time of publishing this report, there currently is no November or December data included.

Figure 8



The location of noise related correspondence and complaints covers a widespread area. The majority of complaints are from residents located to the north east of the runway. 15% from Bearsden and 10% around the Clydebank area. The remaining 75% of complaints are scattered around the flightpath.

Figure 9



Noise Monitoring

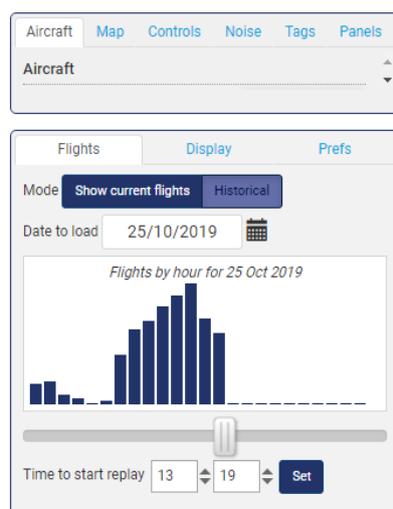
Glasgow Airport actively monitor the noise levels of both our arriving and departing aircraft with two permanent noise monitoring terminals located towards the end of each runway. Noise levels must not exceed 97 dB LA_{MAX} during the day or 87 dB LA_{MAX} at night. If any breaches are recorded, airlines will be fined accordingly. In 2019 there has been no recorded infringements of these noise levels.

Residents within the surrounding communities can also keep track of the noise levels on the publicly available Webtrak which can be accessed via the Glasgow Airport noise page. This allows residents to plot their postcode and view arriving and departing aircraft. The website can be accessed through the Webtrak link located within the noise section of our webpage www.glasgowairport.com/noise. Figure 10 below shows the information provided by Webtrak, including the location of our noise monitors and information on the specific aircraft movements. Webtrak is also used by Glasgow Airport to investigate complaints.

Figure 10

Quick Start Guide

Using WebTrak you can track the flight activity in to and out of Airport Name, along with information about each aircraft.



Community Liaison

Glasgow Airport Consultative Committee and Noise Forum

Glasgow Airport runs a Consultative Committee on a quarterly basis in which noise is a standing agenda item. The consultative committee provides a regular forum for the management of Glasgow Airport to discuss matters relating to its operation. More information on this can be found at our website <https://www.glasgowairport.com/glasgow-airport-consultative-committee/>.

The noise section frequently promotes a lot of discussion from the various community councils in attendance and therefore it was agreed that a separate noise forum would be set up towards the end of 2019 and commence in Q1 of 2020 to specifically look at noise related issues.

The Glasgow Airport Noise Forum, launching in Q1 2020, will aim to provide a forum to ensure community representatives and other relevant stakeholders are kept informed of operational changes which may affect noise in the community. This forum will also provide a channel for communities to feedback noise related issues to airport management.

Noise Action Plan

Table 2

Glasgow Airport 2018-2022 Noise Action Plan	
Action	Progress
We Will develop, publish and implement a policy prioritising airlines operating Chapter 4 and Chapter 14 aircraft when introducing new business to Glasgow	Ongoing
We will work with the airlines through our airline consultation process to review the landing fee differential to incentivise the use of quieter aircraft	Ongoing
We will continue to work with our partners in the aerospace sector through sustainable aviation to achieve the visionary noise goals of FlightPath 2050 which seek to achieve a 65% reduction in perceived noise, or 15 dB, from aircraft by 2050 compared to 2000.	Ongoing
We will engage directly with local planning authorities to ensure awareness of aircraft operations is considered in the development of sensitive land uses. We will continue to contribute to local development plans and monitor planning applications within the vicinity of Glasgow Airport	Ongoing
We will develop and implement a Noise Insulation Policy to mitigate noise for residents exposed to aircraft noise within the 63dB _{L_{Aeq}} , 16h in line with UK Airspace Policy. We will continue to offer our existing home relocation schemes.	Pilot Scheme imminent
We will actively contribute to improving aircraft noise information in local planning policy and seek to influence policy where appropriate. We will encourage the use of good acoustic design to avoid and minimise adverse impacts arising from the development of new noise sensitive buildings and encourage the adoption of the principles advocated by the Professional Practice Guidance: Planning & Noise - New Residential Development	Ongoing
We will promote adherence to the Arrivals Code of Practice (ACoP) and in particular the achievement of Continuous Decent Approaches (CDA) where possible	Ongoing
We are currently undertaking an airspace change proposal (ACP) and we will review and report on aircraft performance and adherence to departure routes in the first 12 months of its implementation	Ongoing
We will fine aircraft in breach of our departure noise limits (94dB(A) during the day and 87dB(A) during the night) and direct the money raised through these fines to the FlightPath Fund.	Ongoing
We will continue to encourage aircraft operators to plan maintenance schedules to avoid the need for ground running of engines at night. We will continue to enforce our policy that runs should not last longer than 20 minutes. We will investigate any complaints received from ground running activity and revisit our policies if appropriate. We will report on the frequency and times of engine running to the local community through the website	Ongoing
Our Noise Action Plan is consistent with the ICAO Balanced Approach and EU regulation 598, which requires operating restrictions to be	Ongoing

<p>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.</p>	
<p>We will discuss noise issues and report on our progress against the Noise Action Plan under a standing agenda item of the Consultative Committee</p>	<p>Ongoing <i>Will be replaced by the Glasgow Airport Noise Forum, a sub-group of the consultative committee, specifically looking at noise in Q1 2020</i></p>
<p>We will discuss noise issues and report on our progress against the Noise Action Plan under a standing agenda item of the Consultative Committee</p>	<p>Ongoing <i>Will form part of the 2020 Glasgow Airport Noise Forum</i></p>
<p>We will continue to operate a few noise action line and a dedicated email inbox. We will log all complaints, seek to respond to 100% of complaints and enquiries within 3 working days and publish our performance at the airport consultative committee and in the FlightPath newsletter.</p>	<p>Ongoing</p>
<p>We will continue to operate the Noise and Track Keeping System to enable monitoring and investigation of noise issues</p>	<p>Ongoing <i>Webtrak also in use to assist with investigating complaints.</i></p>