
Report To:	Environment and Regeneration Committee	Date: 8 March 2018
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No: ENV/18/08/SJ/AH
Contact Officer:	Ash Hamilton	Contact No: 01475 712463
Subject:	Consultation - Glasgow Airport: Modernising our Flightpaths	

1.0 PURPOSE

- 1.1 The purpose of this report is to inform the Committee of the publication of a consultation concerning the changing of flightpaths into and out of Glasgow Airport, and to seek approval of the proposed response on behalf of the Council.

2.0 SUMMARY

- 2.1 As part of the UK's Future Airspace Strategy, which seeks to modernise UK aviation, current ground-based navigation procedures will be replaced with more advanced satellite based systems.
- 2.2 The ground navigation aid currently used Glasgow Airport will be decommissioned in 2019 and replaced with satellite based systems, known as Area Navigation (RNAV) and Global Navigation Satellite Systems (GNSS).
- 2.3 The consultation proposals are to change the departure procedures and introduce supplementary approach procedures for aircraft flying into and out of the airport. These proposals have been designed to improve the flow of air traffic whilst reducing fuel use, emissions and the number of people affected by aviation noise. The proposals will also facilitate the sustainable growth of the airport.
- 2.4 On 15 January 2018, Glasgow Airport began a 13 week consultation on the proposals entitled 'Glasgow Airport – Modernising our Flightpaths'.
- 2.5 The proposed changes to flightpaths would remove an existing route directly over Kilmacolm and Greenock, and introduce a new flight path over the eastern boundary of Port Glasgow.
- 2.6 The proposals are supported as they will enable the sustainable growth of Glasgow Airport, which makes a significant contribution to Inverclyde's economy. While noise impacts from the existing flightpaths are well within accepted standards, the proposals would also result in a net reduction in noise impacts across Inverclyde.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Committee approve the Council's responses to the consultations set out in paragraph 5.9.

Stuart W. Jamieson
Head of Regeneration and Planning

4.0 BACKGROUND

- 4.1 Glasgow Airport makes a significant contribution to Inverclyde's economy, providing a range of business sectors with excellent access to national and international markets, while also supporting Inverclyde's tourism industry.
- 4.2 The basic structure of the UK's airspace was developed over 50 years ago. Since then, there has been a hundred-fold increase in demand for aviation, along with the development of new technologies and methodologies. The Single European Sky ATM Research Programme was established in 2004 to improve safety and efficiency, while also minimising the impact of aviation on the environment. The UK's obligations to the Single European Sky ATM Research Programme are being met through the Future Airspace Strategy. As part of the Future Airspace Strategy, the Civil Aviation Authority is leading an industry-wide drive to create airspace infrastructure fit for the 21st century. This includes the removal of ground-based navigation aids across the UK and the use of state-of-the-art satellite navigation systems.

5.0 'GLASGOW AIRPORT – MODERNISING OUR FLIGHTPATHS' CONSULTATION DOCUMENT

- 5.1 The ground navigation aid which Glasgow Airport has used to guide aircraft to and from the airfield since the 1980's will be decommissioned by the air traffic controller, NATS, in 2019. It will be replaced with a satellite based systems, known as Area Navigation (RNAV) and Global Navigation Satellite Systems (GNSS).
- 5.2 Glasgow Airport is proposing to change its departure procedures and introduce supplementary approach procedures for aircraft flying into and out of the airport, on both main runways, i.e. runways 3 and 25. It should be noted that the existing and proposed arrival and departure flightpaths considered by the consultation document do not extend above a height of 6,000ft as Glasgow Airport does not have direct jurisdiction on aeroplanes flying above this height. These proposals have been designed to improve the flow of air traffic whilst reducing fuel use, emissions and the number of people affected by aviation noise. The proposals will also facilitate the sustainable growth of the airport.
- 5.3 In relation to Runway 23, which is in use around 78% of the time for departures and arrivals, there are three existing flightpaths over Inverclyde, with one crossing to the south of Wemyss Bay, one directly over Kilmacolm and Greenock, and another cutting across the south east part of Inverclyde. It is proposed to replace these routes with two new routes, Dewar and Erric. Dewar would not pass over any heavily populated parts of Inverclyde before reaching 6,000 feet at Loch Thom, with Erric skirting the eastern boundary of Port Glasgow. The proposed new routes would therefore no longer fly directly over Kilmacolm or Greenock.
- 5.4 With regard to Runway 5, none of the proposed new routes will fly over Inverclyde.
- 5.5 The consultation document illustrates the impacts of the proposed changes through noise contour maps, down to a noise level of 40db (daytime) and 35db (nighttime). These thresholds are 11 and 10 dB below the Lowest Observed Adverse Effect Level (LOAEL) respectively. Inverclyde lies well outside these contours, for both the existing and proposed flightpaths and, as such, will experience noise levels significantly below the acceptable noise standard (LOAEL), from both the existing and proposed routes.
- 5.6 While noise impacts from the existing routes are well below the LOAEL standard, the consultation document notes that, in relation to the removal of a flightpath directly over Kilmacolm, "*the proposed tracks are an improvement from a community noise nuisance perspective for.....Kilmacolm... as compared with that experienced today*". The removal of a flightpath over Greenock will also remove any potential for noise impacts in this area. While the proposed route Erric will fly over the eastern boundary of Port Glasgow, any noise impacts will be minimal due to the significant height of the aircraft at this point. In light of this, the proposed changes are expected to result in a net reduction

in noise impacts across Inverclyde, particularly in relation to Kilmacolm.

5.7 The Council's Environmental Health Team has confirmed that no noise complaints have been received about current flights and that no complaints about noise are expected in relation to the proposed new routes.

5.8 The proposed Council response is as follows:

"Inverclyde Council supports the proposals, as they will enable Glasgow Airport to grow sustainably, and, as result, facilitate future economic growth in surrounding areas, including Inverclyde. In addition, the proposals will result in a net reduction of noise impacts across Inverclyde.

More generally, the Council supports the industry led drive, through the Future Airspace Strategy, to enhance the safety and efficiency of aviation in the UK".

6.0 IMPLICATIONS

Finance

6.1 Financial implications

There are no direct financial implications associated with this report.

One off costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

6.2 There are no direct legal implications arising from this report.

Human Resources

6.3 There are no direct human resource implications arising from this report.

Equalities

6.4 There are no direct equalities implications arising from this report.

Repopulation

6.5 There are no direct repopulation implications arising from this report.

7.0 CONSULTATIONS

7.1 Safer Communities were consulted on the proposed changes and have no concerns, specifically regarding noise impacts.

8.0 BACKGROUND PAPERS

8.1 Glasgow Airport – Modernising Our Flightpaths

<https://www.glasgowairport.com/airspace/airspace-consultation-document/>