

# Departure route update

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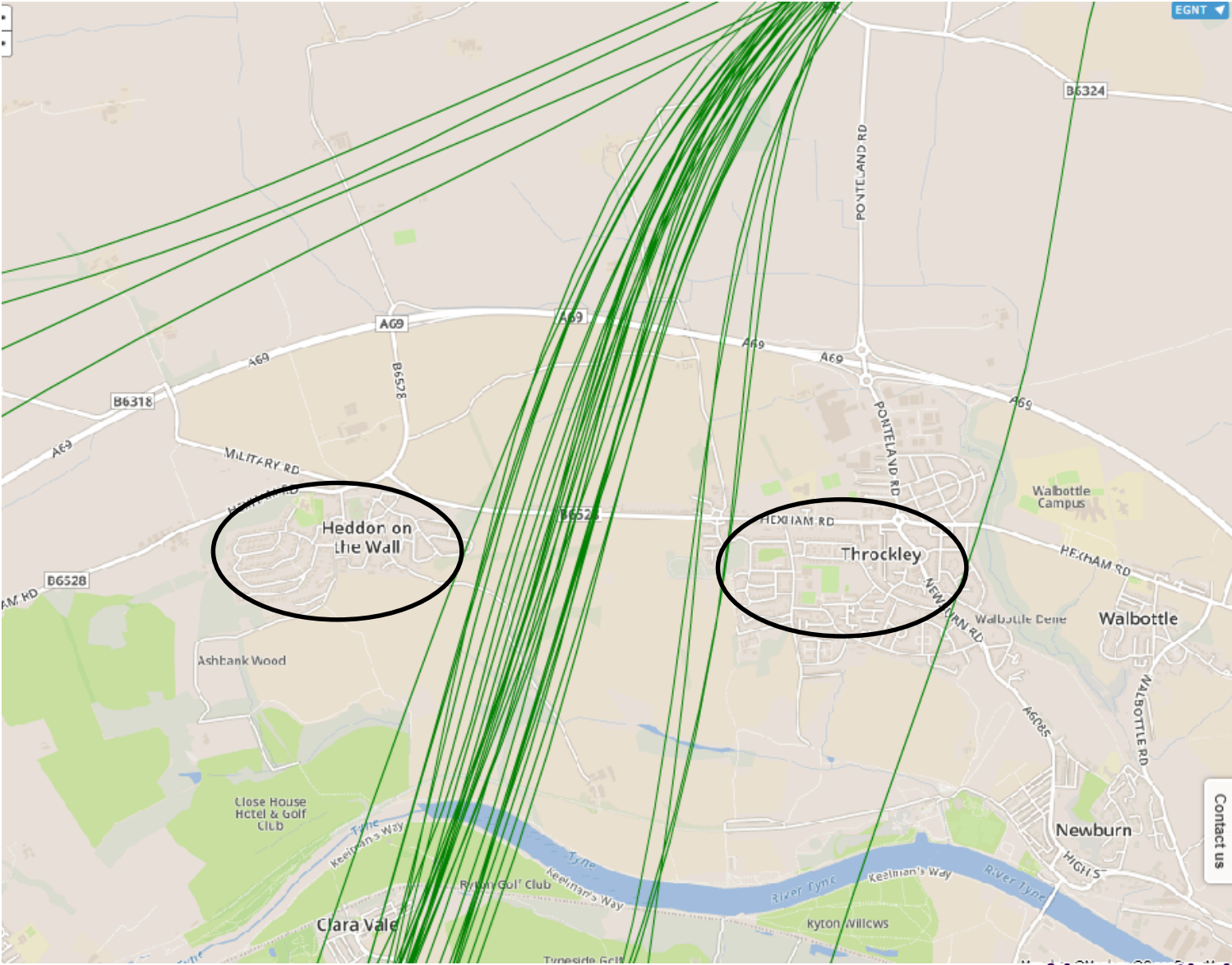
Planning and Corporate Affairs Director



# Presentation agenda

- **Existing departure route**
- **Routes assessment**
  - Operational considerations
  - Airspace requirements
  - Noise implications
- **Decision process**
- **Future work**

# Existing departure route



# Alternative routes - operational impacts

- Increase in track miles flown would result in:-
  - Additional aircraft fuel burn by airlines.
  - More direct CO<sub>2</sub> emissions due to increased fuel use.
  - Additional fuel costs, affecting the viability of certain routes.
- Runway capacity constraints:-
  - Current route allows for separation which increases runway movement take-off rate.
  - Depending on aircraft type, faster aircraft would have to wait up to 10 mins before taking off (after slower aircraft) due to aircraft separation requirements.

# Airspace requirements

- NIAL Air Traffic Control assessment has confirmed that the current controlled airspace is suitable for existing operations.
- Additional airspace is not required until annual aircraft movements reach 80,000 – 100,000. Current number of movements is 55,600 (the lowest since 2006).
- Any changes to aircraft routes would require an Airspace Change Proposal (ACP, as set out in CAP 1616) to be done in conjunction with national airspace expansion plans.
- An ACP process would take 5+ years.



# Noise implications

- An assessment of noise implications of alternative routes has been carried out.
- The alternative routes considered would deliver no reduction in the number of people impacted within the noise contours.
- People living on the northern edge of Heddon on the Wall would experience more aircraft.

# Decision process

- NIAL has now considered the Osprey report and the internal assessment.
- A decision has been taken not to proceed with an alternative departure route, based on the following key points:-
  - Impact on operations, including runway restrictions.
  - No reduction in the number of people affected by noise.
  - Detrimental impact on air quality with an increase in CO<sub>2</sub> emissions.
  - Increase in fuel costs that could impact on route viability. Loss of routes would damage the North East.
  - An ACP is a major undertaking and to date no other UK airport has completed the CAP 1616 process. At best, the timescale would be 5+ years.

# Future work

- Investment in *WebTrak*:
  - Web based tool to allow residents to monitor aircraft routeings via the airport website.
  - Residents will be able to view all aircraft tracks in relation to their property and directly obtain information on noise.
  - Training sessions will be provided to residents.
- Periodic review of departure routes to assess their impact and also consider new and emerging guidelines.
- Continue to make representations regarding any new housing development planning applications.
- Report all noise complaints to Executive Team on a regular basis.



# QUESTIONS