



GLASGOW
AIRPORT

PROUD TO SERVE SCOTLAND

GLASGOW AIRPORT

Annual Monitoring Report 2020

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Foreword

The purpose of this annual report is to keep our neighbouring communities informed of the extensive efforts made to mitigate noise levels at Glasgow Airport and the progress has made in 2020.

The onset of the COVID-19 global pandemic created a unique set of challenges for everyone and its impact on Glasgow Airport and its operations have – and continue to – present unprecedented challenges.

Pre-COVID-19 more than 6,000 people were employed across the 100+ businesses that make up the Glasgow Airport community. In the year the pandemic has impacted all our lives, some 2,000 people have lost their jobs at the airport through no fault of their own.

Like all organisations trying to deal with the ongoing fall-out of the coronavirus, our short-term and long-term goals were put on hold in order to focus on protecting as many jobs as possible and to safeguard the very future of the airport.

Air travel may have come to a virtual standstill during the last 12 months, but Glasgow Airport has remained open to support lifeline services from the Highlands and Islands, to ensure Scottish air ambulance flights could operate and that vital hub and freight connectivity could be maintained during a time of national crisis.

Throughout this, our commitment to mitigate the impact of noise for the communities we serve has always remained. We are continuing to work in partnership with West Dunbartonshire Council to introduce a noise insulation pilot scheme, which will see different abatement measures installed and monitored in a series of agreed properties to determine the most suitable methods of mitigation.

We are absolutely committed to ensuring our efforts to be a good neighbour to the communities we serve not only continue but thrive as these relationships will help play a key role as we look to rebuild.



Ronald Leitch

Operations Director

Air Traffic Statistics

2020 supported 1.95 million passengers at Glasgow Airport. There was a total of 34,725 total aircraft movements¹ in 2020 including both departing and arriving aircraft from both commercial, private and chartered flights. Due to the impact of the COVID-19 pandemic there was a stark reduction on the 8.85 million passengers and 91,849 aircraft movements seen in 2019.

2020 was an anomalous year for Glasgow Airport and aviation in general. It is therefore not appropriate in some cases to identify trends in the data. Please consider these impacts throughout the context of this report.

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 airport operator in 2020. A significant proportion of the flights during 2020 were to support connectivity between mainland Scotland and the Highlands and Islands during the COVID19 pandemic, this is evident by Loganair accounting for 21.5% of all flights in 2020.

Figure 1

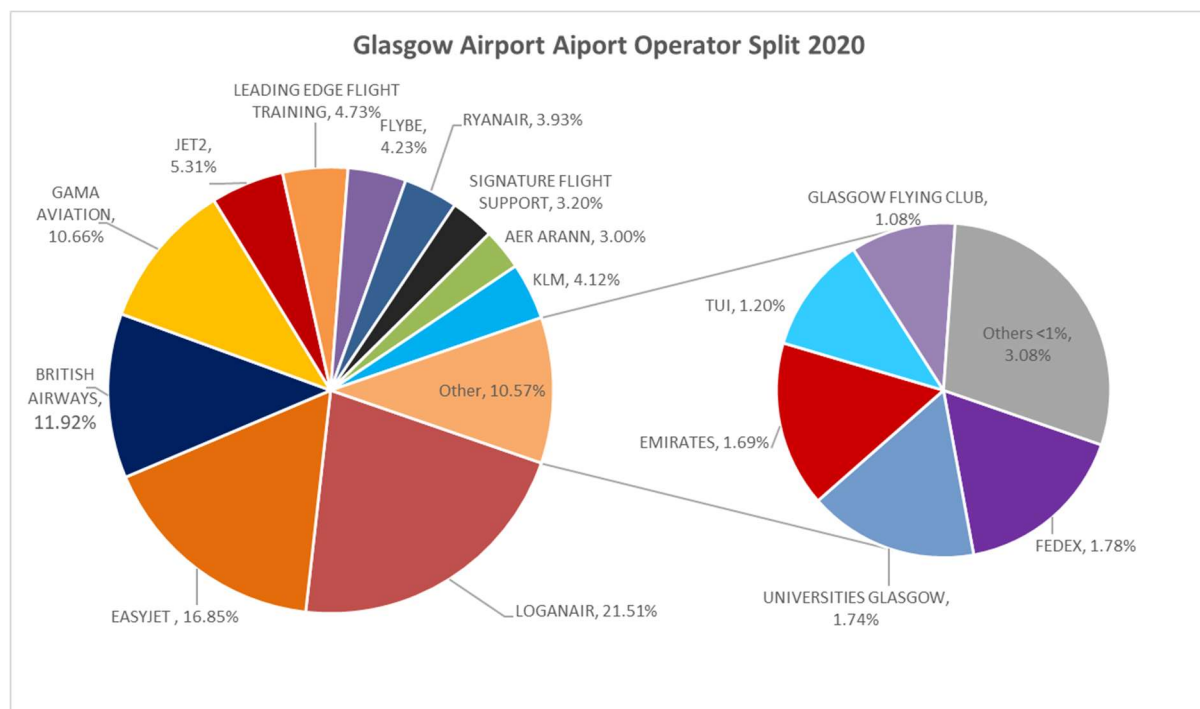


Figure 2 summarises the number of movements per specific aircraft type in 2020. In addition to passenger flights, Glasgow Airport facilitates, cargo, general aviation, air ambulance, military and training flights. Glasgow airport are also pleased to now support the Airbus A320Neo which promotes a 50% 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. In 2019, the A320 Neo made up 2.46% of all aircraft movements, however, in 2020 this increased to 6.32%. It is important to note that the primary operator of the A320 Neo, EasyJet,

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

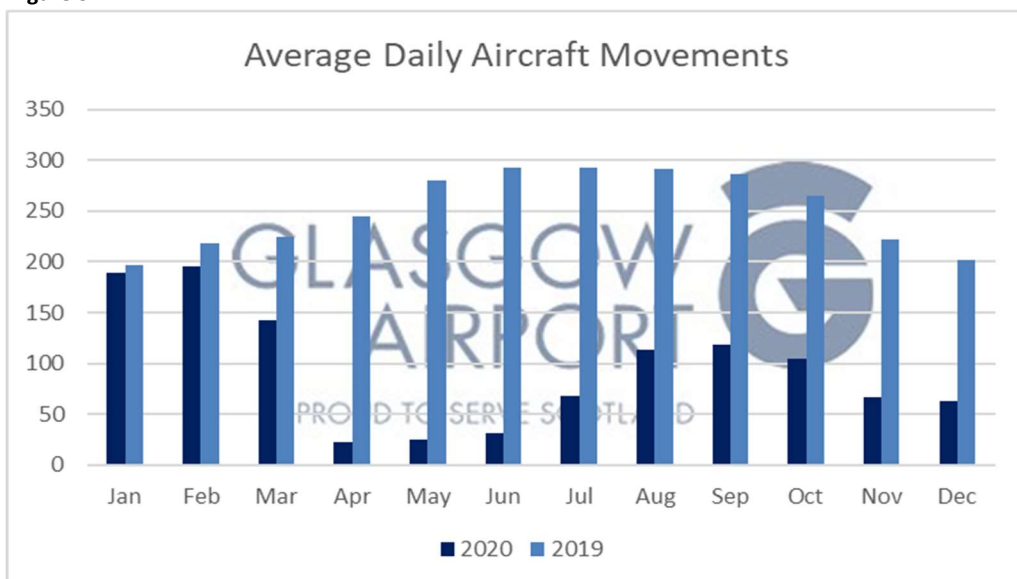
had their flight schedule cut by 63% due to the impact of COVID-19 and we would expect this aircraft to feature much more strongly in movement numbers as the airport recovers.

Figure 2



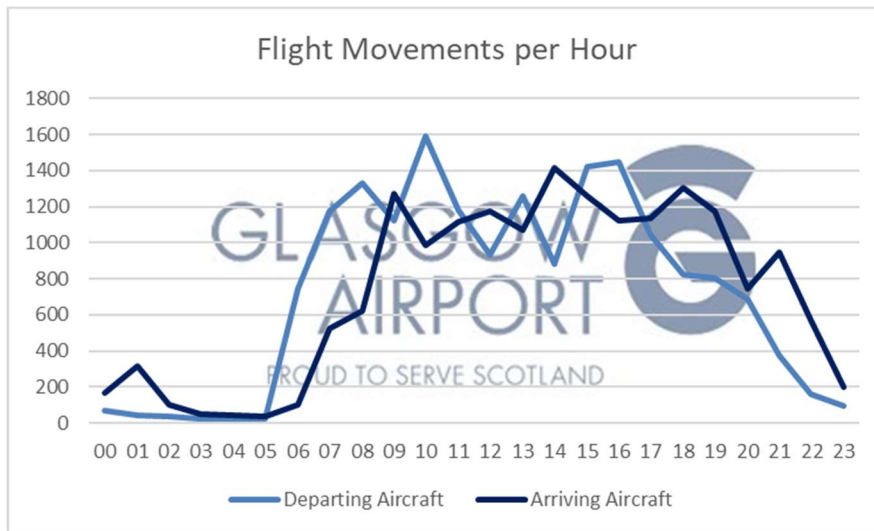
Figure 3 shows our average daily aircraft movements per month. Unlike previous years, where our busiest times are recorded during the summer months, 2020 saw a significant drop in aircraft movements from mid-March onwards due to the COVID-19 pandemic. Our busiest time peaked in February with an average of 195 flights per day. Our busiest day fell on 06 February with 254 movements. Our quietest period fell in April, during the peak of the 1st lockdown, with an average of 23 aircraft movements per day. Our quietest days fell on 12 April, 17 May and Christmas Day with only 10 daily aircraft movements.

Figure 3



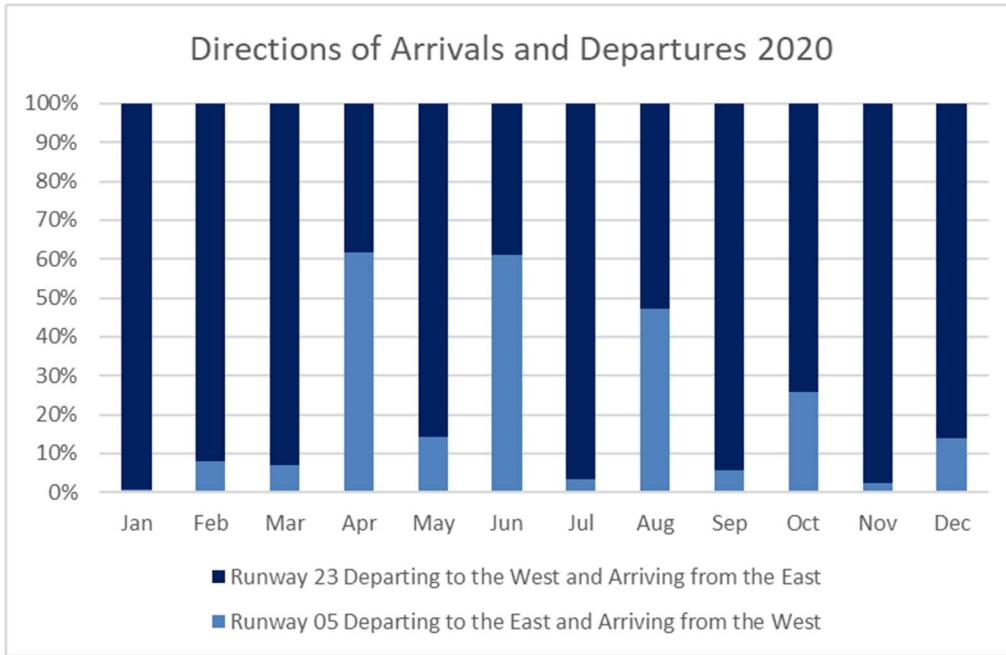
On average, the busiest time period for departing aircraft in 2020 was between the hours of 1000-1100 with a total of 1588 flights departing during this timeslot. The average peak time for aircraft arriving was between 1400-1500 with a total of 1414 aircraft landing during this timeslot. The average busiest timeslot for total aircraft movements fell between 1500-1600 with a total of 2684 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 1228 movements equating to 3.56% of all aircraft movements.

Figure 4



In 2020 86% 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. 14% of flights arrived over from the west and departed towards the east. This 86/14 split can vary within the months and is wholly dependent on the prevailing wind direction. Figure 5 shows the monthly split of runway use over the course of 2020. April and June showed a significant switch between runways which is an unusual occurrence. Please bear in mind that due to the artificially low number of movements, the percentage split is less representative than it might be in other years.

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 67.2% against a target of 60%. The overall CDA compliance on aircraft arriving from a westerly direction has been 66% against a target of 57%. The overall CCD compliance on aircraft departing towards the east has been 97.3% against a target of 93%. The overall CCD compliance on aircraft departing towards the west has been 98.4% against a target of 94%. During the first lockdown period in April and May the CDA/CCD performance dipped slightly due to the changes in the predominant types of aircraft seen arriving and departing.

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 2020.

Table 1

Glasgow Airport Engine Test Runs 2020			
Time Period	05:00-07:00	07:00-23:00	23:00-0500
Q1 – Jan-Mar	4	93	1
Q2 – Apr-Jun	1	311	0
Q3 – Jul-Sep	8	322	0
Q4 – Oct-Dec	0	327	0

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 were 34 recorded complaints in 2020. This is a reduction 78% compared with 2019. This is not unexpected due to the reduction in aircraft experienced in 2020 as a result of COVID-19. Complaints were fairly evenly split between the 7 categories noted in Figure 7. Out of the 34 complaints there were a total of 32 complainants. As travel corridors emerged in late summer 2020 we experienced a small increase in the number of complaints. This was primarily due to the change in noise experienced by residents compared with the significantly reduced flights during the first lockdown period.

Figure 7



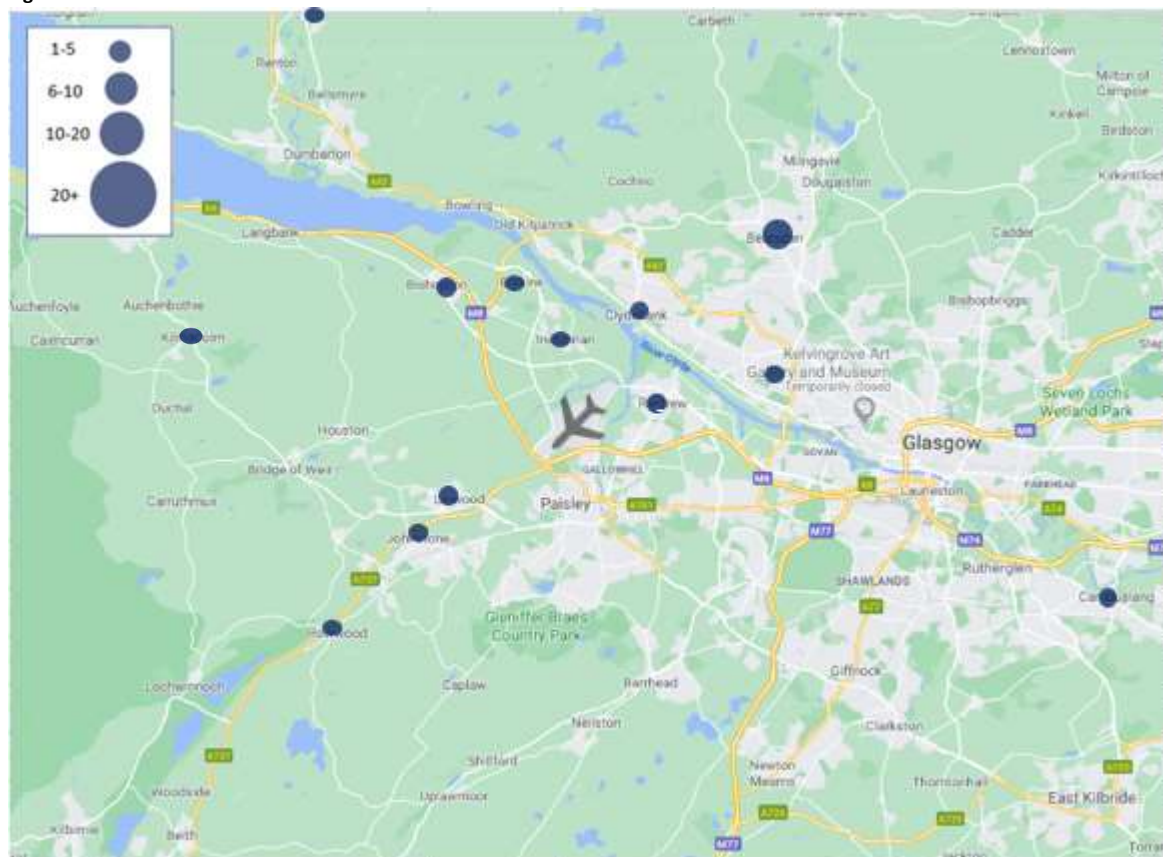
In general, most complaints are voiced during the busy summer months, where aircraft movements are at their peak. In 2020, there was very little fluctuation throughout the year and the number of complaints remained low.

Figure 8



The geographical location of noise related correspondence and complaints covers a widespread area. 24% of complaints in 2020 came from the Bearsden and Clydebank area at the north east of the runway. 11% did not provide their location and the remaining 65% of complaints were widely 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 2020 there has been no recorded infringements of these noise levels.

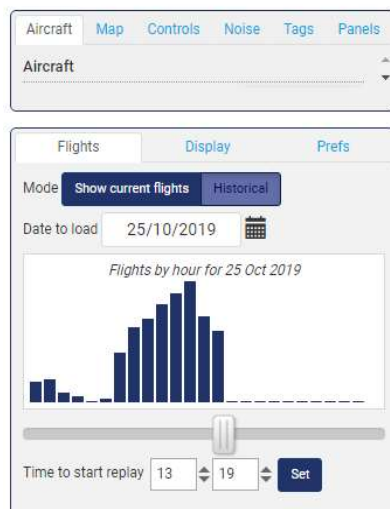
Residents within the surrounding communities can also keep track of the noise levels on the publicly available Webtrak which can be accessed via the Glasgow Airport noise page. This allows residents to plot their postcode and view arriving and departing aircraft. The website can be accessed through the 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 committee members in attendance and therefore it was agreed that a separate noise forum commence in Q1 of 2020 to specifically look at noise related issues. Unfortunately, due to the COVID-19 pandemic, this was unable to take place and we are currently discussing how best to proceed in 2021. We will ensure the forum will keep community representatives and other relevant stakeholders informed of operational changes which may affect noise in the community. It 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	Currently under review
We will work with the airlines through our airline consultation process to review the landing fee differential to incentivise the use of quieter aircraft	Landing fees reviewed on an annual basis.
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 by2050 compared to 2000.	AGS Airports remain a member of Sustainable Aviation and are aligned with the Flightpath 2050 goals
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	Excellent links with local planning authorities continuing.
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 due to commence 2021 in collaboration with West Dunbartonshire Council. Currently delayed due to un-representative noise levels as a result of COVID-19
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	Continuous contribution to ICCAN as part of their research into new best practise guidance.
We will promote adherence to the Arrivals Code of Practice (ACoP) and in particular the achievement of Continuous Decent Approaches (CDA) where possible	Promoted through the Flight Operations Committee
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	Currently paused due COVID-19. This will be reviewed in line with the UK CAA Airspace Modernisation Masterplan publication.
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.	Policy in place and operational.
We will continue to encourage aircraft operators to plan maintenance schedules to avoid the need for ground running of engines at night. We	Engine Runs are logged and monitored

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	regularly and are used through the noise complaints investigation process.
Our Noise Action Plan is consistent with the ICAO Balanced Approach and EU regulation 598, which requires operating restrictions to be 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.	In place and continuously monitored.
We will discuss noise issues and report on our progress against the Noise Action Plan under a standing agenda item of the Consultative Committee	Will be replaced by the Glasgow Airport Noise Forum, a sub-group of the consultative committee, specifically looking at noise in 2021
We will discuss noise issues and report on our progress against the Noise Action Plan under a standing agenda item of the Consultative Committee	Will form part of the 2021 Glasgow Airport Noise Forum
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.	Noise Action Line and email inbox is live and regularly monitored.
We will continue to operate the Noise and Track Keeping System to enable monitoring and investigation of noise issues	Operational. Webtrak also in use to assist with investigating complaints.