

GEORGE BEST BELFAST CITY AIRPORT FORUM
Minutes of Meeting No. 86 (Extraordinary)
Held on Wednesday 10th October 2018 at 7.00pm
VENUE: Airport Administration Building Board Room

Attendees:

Mr. Alan Walker	Forum Chair
Mrs. Julie Allen	Belfast City Council, Environmental Health
Mr. Kyle Crutchley	Department for Infrastructure (DfI)
Alderman Thomas Haire	Belfast City Council
Mr. Terry Hoey	Palmerston Residents' Association
Alderman W.D. Keery	Ards & North Down Borough Council
Mr. Raymond McNair	George Best Belfast City Airport (GBBCA)

In attendance:

Ms. Laura Duggan	Forum Secretary
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1. APOLOGIES, WELCOME AND OPENING REMARKS

Apologies were received from:

Mr. Alan Andrews	Holywood Residents' Association
Ms. Karen Boutros	Helen's Bay & Crawfordsburn Residents' Association
Mr. Mark Doherty	Belfast Harbour Commissioners
Cllr. George Dorrian	Belfast City Council
Mrs. Carol Edwards	Forum Deputy Chair
Dr. Daniel V. McCaughan	Cultra Residents' Association
Ms. Edel Mullan	Belfast City Council, Economic Development

The Forum Chair, Mr. Walker, welcomed all present to the meeting. He advised Members that the purpose of the extraordinary meeting was to enable the Airport to deliver a presentation to Members on the summary results of the Airport's Round 3 noise mapping results carried out under the requirements of the Environmental Noise Directive (END) and its associated draft Noise Action Plan 2019-2024. He noted that it was also an opportunity for Members to ask any queries and provide feedback.

2. GBBCA PRESENTATION ON DRAFT END NOISE ACTION PLAN 2019-2024

Ms. Duggan, in her role as Environmental Manager for the Airport, delivered a presentation to Members on the following:

- An introduction to the Environmental Noise Directive (END) and key requirements;
- A summary of the results of the R3 noise mapping;
- A description of the action planning process;
- Details of the noise assessment criteria for action planning;
- The process of identifying and investigating Important Areas and Candidate Quiet Areas; and
- A summary of the proposed actions by GBBCA for the period 2019-2024.

Ms. Duggan accepted questions from Members on the presentation.

Mr. Walker highlighted to Members that the Forum features in the draft plan as a key mechanism for stakeholder engagement on the END process including reporting on progress with the Airport's proposed noise actions.

Mr. Walker queried whether the reduction in noise impact from GBBCA between Round 2 (2011) and Round 3 (2016) mapping was due to aircraft getting quieter over time. Ms. Duggan responded that it was more to do with a change in aircraft fleet mix between mapping periods. The second most frequent aircraft operating in Round 2, the Boeing 737-300, was replaced by the Airbus A320 in Round 3 which is slightly quieter. Furthermore, the Dash-8 Q400, which is considered a relatively quiet aircraft, made up a larger proportion of aircraft movements in Round 3 (68%) vs. Round 2 (54%). The impact has been a reduction in the size of the contours in Round 3 when compared with Round 2, despite an increase in movements.

Mr. Hoey queried if he could have a hard copy of the consultation document. Ms. Duggan responded that she could arrange this.

Action: Ms. Duggan

Mr. Hoey queried what the impact Brexit is likely to have on the END process. Mr. Crutchley responded that END is transposed in Northern Ireland by the Environmental Noise Regulations (Northern Ireland) 2006 which will remain in place after the Brexit deadline until such time as they are reviewed once the Brexit terms have been agreed.

Mr. Walker noted that the UK government has published a series of technical notices which set out plans to be put into place if the UK leaves the EU without a deal. He queried whether Mr. Crutchley could keep the Forum abreast of any technical notes in relation to aviation via the Forum Secretary. Mr. Crutchley confirmed that he would do this.

Action: Mr. Crutchley / Forum Secretary

Alderman Keery noted that in the identification of health related noise sensitive premises within the Round 3 noise contours, the Airport had only considered hospitals and hospices. He queried why the airport had not considered nursing homes where health care is also provided. Ms. Duggan responded that noise sensitive premises had not been specified in the 2013 Noise Mapping and Action Planning Technical Guidance issued by the then Department of the Environment (now Department of Agriculture, Environment and Rural Affairs (DAERA)). Therefore, it had applied the guidance by the Department for Environment, Food and Rural Affairs (DEFRA) for airport operators in England and considered hospitals and hospices. This was the approach taken in the Round 2 Noise Action Plan. Ms. Duggan noted, however, that there are no residential or health premises exposed to 63dB $L_{Aeq,16h}$ or above due to GBBCA, which is the threshold at which the UK government expects airport operators to provide acoustic insulation. Therefore, no specific action is being taken with respect to noise sensitive premises.

Regarding the Community Attitudes Survey carried out by GBBCA, Mrs Allen queried why Antrim had been chosen as a control area given that it is overflowed by aircraft operating at Belfast International Airport. Ms. Duggan responded that the methodology for the 2003 survey had been directly replicated for the 2013 and 2018 surveys to ensure consistency when comparing survey results.

Mr. Crutchley welcomed the reduction in the size of the noise contours between Round 2 and Round 3. He suggested that it would be helpful to clarify in the document when stating 'the Department' whether it is referring to DAERA or the DfI. Mr. Crutchley also suggested that the Airport check the title of its insulation grant scheme with DfI.

Action: Ms. Duggan

Mr. Walker concluded the meeting and reminded Members that the consultation on the draft Noise Action Plan 2019-2024 is closing on Friday 26th October at 5pm.