

To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 21 MARCH 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

Heading: GLASGOW AIRPORT CONSULTATIONS:
1. MODERNISING OUR FLIGHTPATHS
2. DRAFT NOISE ACTION PLAN 2018-2023

1. Summary

- 1.1 Glasgow Airport has recently issued two consultations, both of which are seeking comments by 13 April 2018.
- 1.2 As part of an industry wide drive, led by the Civil Aviation Authority, Glasgow Airport is moving from ground based navigation systems to new satellite navigation based systems which, when introduced, will minimise queue times for planes, improve flight punctuality, reduce fuel consumption and carbon dioxide emissions and improve the noise climate for residents under the flightpath.
- 1.3 Glasgow Airport is consulting on these proposals and is inviting responses by 13 April 2018. The consultation documents can be found at <https://www.glasgowairport.com/airspace/airspace-consultation-document/>
- 1.4 Simultaneously, Glasgow Airport has launched a consultation exercise on their draft Noise Action Plan 2018-2023. The airport is required to update and publish a noise action plan every five years. They are inviting responses, also by 13 April 2018. The consultation document for this can be found at <https://www.glasgowairport.com/noise/>
- 1.5 A proposed Council response in support of the “Modernising Our Flightpaths” consultation has been prepared by officers in Development & Housing Services and Environment & Communities is attached as Appendix 1 to this report. The proposed Council response in relation to the draft Glasgow Airport Noise Action Plan 2018 – 2023 is attached as Appendix 2 to this report.

2. Recommendations

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board:
- (i) Notes the publication of the Glasgow Airport consultations on “Modernising Our Flightpaths” and the Draft Noise Action Plan 2018-2023 along with the requirement to respond by 13 April 2018
 - (ii) Approves the draft response to the “Modernising Our Flightpaths” consultation detailed in Appendix 1 to this report
 - (iii) Approves the draft response to the Glasgow Airport Noise Action Plan 2018 – 2023 consultation detailed in Appendix 2 to this report
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3. Background

Glasgow Airport “Modernising our Flightpaths” Consultation

- 3.1 On 15 January 2018, Glasgow Airport launched a consultation on “Modernising Our Flightpaths” seeking views on proposals to implement new navigation procedures which will be required as the airport move away from ground based navigation systems to new satellite systems.
- 3.2 The proposed changes are part of an industry wide drive, led by the Civil Aviation Authority as part of their Future Airspace Strategy to create an airspace infrastructure which is fit for the 21st Century. A key element of the strategy is the replacement of selected ground based navigation aids, which are scheduled to be withdrawn from use during 2019.
- 3.3 Following the consultation process, Glasgow Airport will seek permission from the Civil Aviation Authority to implement the new procedures which will minimise the amount of time planes queue, both in the air and on the ground, improve flight punctuality and reduce fuel and carbon dioxide emissions by an anticipated 21%. It is also expected that the improved accuracy of modern navigation systems will result in fewer residents being located directly under flightpaths, although those who do reside in these areas will continue to be affected by noise on a regular basis.
- 3.4 The future growth of the airport is outwith the scope of this consultation as the proposals do not affect development plans. These are set out in the approved Airport Master Plan.
- 3.5 The consultation “Modernising Our Flightpaths” explains how new departure and arrival flightpaths will operate and how the introduction of new navigation systems will serve to enhance navigational accuracy, resulting in aircraft being concentrated toward the centreline of the published flightpaths, with procedures as far as possible, avoiding densely populated areas when operating at a low level. Flights over less

populated, open countryside being preferred. The consultation acknowledges that some populated areas will continue to be overflowed by the route structure.

- 3.6 Sections 3 and 4 of the consultation document explain how the new flight procedures will reduce the number of routes followed by aircraft when they arrive at and depart from the airport. The procedures will allow greater adherence to published routes, resulting in greater predictability and consistency which in turn will reduce the overall population exposed to noise from flights. Maps have been developed within the document showing how the arrival/departure flight paths will be amended and there is also tabulated data relating to predicted population exposure both with and without the proposed changes. Section 3, Table 4 of the report details population numbers as a consequence of increasing noise exposure in 3 decibel increment bands. This table has been reproduced below, for information purposes. It should be noted that within Renfrewshire, current planning policy precludes residential development within the 57 decibel and above noise contour to protect residential amenity, effectively preventing population growth within the bands from 57 decibels upward.

Noise Contour	Cumulative population within the contour					
	2019 without change	2019 proposed change	2019 % Difference	2029 without change	2029 proposed change	2029 % Difference
>51dB	89,500	86,500	-3.2%	101,700	98,800	-2.8%
>54dB	51,000	50,600	-0.8%	63,000	62,900	-0.1%
>57dB	17,400	18,100	4.5%	23,900	26,200	9.7%
>60dB	4,400	4,500	2.8%	6,500	6,800	5.3%
>63dB	1,000	1,000	0	1,400	1,600	8%
>66dB	0	0	0	<100	<100	-44.4%
>69dB	0	0	0	0	0	0
>72dB	0	0	0	0	0	0

Numbers rounded to nearest 100 and will include populations across all local authority areas under the flightpath.

- 3.7 Noise exposure contours have been produced within the document, calculated in accordance with Department for Transport and Civil Aviation Authority requirements. Current requirements for noise contours require that the airport publish these in 3 decibel levels from 57 dB to 66dB. The contour plots within the consultation have been developed to show the contours from 51dB to 72dB. The contour of most interest for Renfrewshire Council is the 57dB contour as residential development is precluded within this. . From the published information, it appears that there will be an extension of the 57dB contour into several areas within Renfrewshire, including part of the Quarrelton area, Johnstone; the northmost parts of Ferguslie and

Gockston, Paisley and the westmost area of Kirklandneuk, Renfrew. However, it is considered that this will have a minor impact on residential amenity in these areas.

- 3.8 Any potential changes/additions/alterations emerging from this Consultation, albeit minimal, will be considered when the Renfrewshire Local Development Plan is reviewed, with land use proposals, policy and guidance reflecting the outcome of the consultation and the implementation of the strategy.
- 3.9 The consultation document confirms that government guidance states that, owing to the effects of mixing and dispersion, exhaust emissions from above 100 feet are unlikely to have a significant effect on air quality and that the proposals are not changing any flightpath below 1000 feet. There is therefore no requirement to undertake an air quality impact assessment as part of the consultation process.
- 3.10 The results of analysis conducted by specialists on behalf of Glasgow Airport have predicted that during the implementation year of the proposed changes, there will be a reduction in fuel usage of 4,000 tonnes resulting in a reduction of carbon dioxide emissions of around 13,000 tonnes. This is due to an overall reduction in track mileage per flight as a result of the airspace changes and reflects an approximate 21% reduction in fuel consumption and carbon dioxide emissions based on projected flight numbers.

Glasgow Airport Draft Noise Action Plan 2018- 2023 Consultation

- 4.1 Glasgow Airport has an existing Noise Action Plan which has been developed to comply with the Environmental Noise Directive 2002/49/EU. This plan must be reviewed every 5 years and Glasgow Airport is currently consulting on a revised plan for the five year period 2018 - 2023. The current plan has a noise insulation scheme to provide monetary assistance for property owners who are located within the 66dB daytime noise contour. No new property will be permitted under current planning policy for development within this area - which is located principally within the airport grounds and extending south west across the M8 for approximately 275 metres toward Blackstoun Road. There is currently no residential development within this contour.
- 4.2 Due to the airport's location, the noise contours affecting Renfrewshire remain relatively fixed with the highest noise levels occurring close to the airport itself. Affected land areas do not have residential development. The noise contours will, however, expand proportionately as a result of increased flight numbers associated with airport growth and this is reflected within the consultation document. Aircraft noise is regulated within the UK by the Civil Aviation Authority and the Council has no statutory powers to address noise issues which arise as a result of complaints. Glasgow Airport has limits on departure noise levels which are monitored by the airport and are used to investigate noise complaints; to track violations against departure noise limits; and result in fines being issued to airlines. Monitoring is also used to track adherence to agreed noise abatement procedures. The airport operates a dedicated free noise action line and email inbox to record complaint.

- 4.3 The preparation of a Noise Action Plan is a requirement of the European Union Environmental Noise Directive 2002/49/EU and the Environmental Noise (Scotland) Regulations 2006. Glasgow Airport has produced the draft action plan to update and replace the 2013 - 2018 Noise Action Plan.
- 4.4 The plan covers noise created by airside operations, aircraft approaching to and departing from the airport, taxiing aircraft and engine testing carried out within the airport perimeter and has detailed a range of action measures which aim to minimise and mitigate the adverse effects of noise associated with the airport.
- 4.5 Noise contours have been developed based on 2017 data which provide a visual indication of relative noise levels which are likely to exist at ground level. Population data across all local authority areas beneath the flightpath has also been produced to confirm the number of households and persons affected by noise within each noise contour band. These updated noise contours will be used to inform land use planning beneath the flightpath and they indicate that there has been an increase in the total land area which is subjected to aircraft noise and also increased numbers of people exposed to noise within each of the contour areas. This is primarily due to increased air traffic and not to development within each of the contours.
- 4.6 Glasgow Airport currently operates a noise insulation (compensation) scheme which provides resources to improve insulation in residential property which is within the 66dB LAeq(16hour) noise contour (and for other noise sensitive premises within the 63dB contour. Current Government policy requires financial assistance toward noise insulation is provided for residential property within the 63dB and above, noise contours. Currently there is no residential or sensitive property within Renfrewshire that is within these contour areas. The Noise Action Plan proposes to update the airport's noise insulation scheme to reflect the recent changes to aviation policy, however this is likely to have minimal impact within Renfrewshire.
- 4.7 Glasgow Airport's Noise Action Plan and the action measures directed toward minimising and mitigating the effects of aircraft noise on local communities, particularly those directly under the flightpath route are to be welcomed. The consultation response has been written to reflect this view and is included within Appendix 2 to this report.

Implications of the Report

1. **Financial – None**
2. **HR & Organisational Development – None**
3. **Community Planning –**

Creating a sustainable Renfrewshire for all to enjoy- Modernising air space and the management of environmental impacts to meet 21st Century demands will provide a

safe and sustainable environment for residents and visitors to Renfrewshire whilst allowing the air traffic to grow sustainably.

4. **Legal** - None

5. **Property/Assets** - None

6. **Information Technology** - None

7. **Equality & Human Rights**

- (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website

8. **Health & Safety** – None

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9. **Procurement** – None

10. **Risk** – None

11. **Privacy Impact** – None

12. **Cosla Policy Position** – Not applicable

List of Background Papers

- (a) Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document.
- (b) Background Paper 2 – Glasgow Airport Noise Action Plan 2018-2023 Consultation Document.

The foregoing background papers will be retained within Environment & Communities for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is the Regulatory and Enforcement Manager

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Appendix 1- Renfrewshire Council Response to the Glasgow Airport “Modernising Our Flightpaths” Consultation

Renfrewshire Council has reviewed the Glasgow Airport Modernising Our Flightpaths Consultation and is supportive of the proposals which will see the airport grow in a sustainable manner, providing airspace which is fit for purpose in the coming years through the adoption of area navigation procedures and revisions to flightpaths. It is noted that a summary of the key issues raised in the consultation and further details of the next steps will be provided in a feedback report which in addition to being published, will be made available to the Civil Aviation Authority.

It is noted that there is a general drive toward maximising efficiency of airspace from an international, European and regional basis, with the UK having developed their Future Airspace Strategy. With the UK moving toward implementing this strategy with the application of Performance Based Navigation and with the withdrawal of current ground based navigation systems at Glasgow Airport, through a modernisation programme, in keeping with the Future Airspace Strategy, providing an opportunity to modernise air traffic management at the airport which will allow for greater capacity and growth in their design to future-proof airspace arrangements.

Part 1 of the Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document explains how the consultation process will operate and Part 2 explains the terminology used and some of the technical aspects of how the proposed new navigation systems will operate, which has been found useful in formulating this response.

Renfrewshire Council welcomes the introduction of these new navigation procedures which will reduce the dispersion of aircraft take-off from the standard instrument departure route, meaning that the swathe either side of the route will be reduced improving the noise climate for dwellings and sensitive buildings beneath this area. It is noted however, that there is a requirement for flexibility in aircraft routes to allow the safe separation of aircraft whilst achieving efficient and expeditious flight profiles. This is also considered in the context of the application of Performance Based Navigation principles to terminal airspace operations, including the introduction of the area navigation standard instrument departure procedures, will serve to enhance aircraft navigational accuracy, meaning that aircraft will be more concentrated towards the centreline of published procedures. This means that noise impacts will be spread over a smaller area and fewer people will be exposed to aircraft noise than has historically been the case. The unintended result is that those affected by aviation noise (albeit fewer) may be affected on a more regular basis.

It is noted that as a consequence of the age profile of aircraft, not all will be able to adopt these new flight navigation technologies and a transitional two year period will be required where there will be the use of Omni Directional Departure procedures for these operators. After this two year period, the Omni Directional Departure procedure will be withdrawn requiring all operators thereafter to implement the new departure procedures.

Paragraph 2.7.1 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document states that ‘in 2014, the Department for Transport (DfT) revised their guidance to the CAA on how it should exercise its functions relating to the environmental

impact of Civil Aviation; this resulted in the introduction of the concept of altitude-based priorities for airspace development and associated route structures. Departure procedures should be designed to enable aircraft to operate efficiently and to minimise the number of people subject to noise disturbance on the ground whilst taking account of the overriding need to maintain an acceptable level of safety.' It is acknowledged that this has been given due consideration whilst developing the Future Airspace Strategy.

Paragraph 2.9.4 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document states that 'Local communities should be engaged to determine whether concentration or dispersion is most desirable. It notes that 'Concentrated routes will often be preferable from a noise perspective for airspace changes below 4,000 feet amsl. This will tend to limit the number of people exposed to higher noise levels where there are stronger associations with adverse effects on health and quality of life.' It would be beneficial as part of this consultation proposal that this 4000 feet amsl cut-off is highlighted on a map within the document to provide a visual indicator of this. It would further be useful if the populations so exposed could be numerated.

Part 3 and 4 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document describes the proposed departure and arrival procedure amendments and explains how competing requirements have been balanced to achieve a workable and optimal procedure configuration.

Renfrewshire Council notes and welcomes that proposed Standard Instrument Departure routes will be reduced from the current 18, to nine routes, with most of these having steeper climb gradients meaning that aircraft will climb more quickly on departing the airport. This, along with significant improvements in lateral adherence to these departure routes as a result of the new navigation systems which should result in reduced numbers of sensitive buildings being over-flown. It is noted, however that the overarching operational requirement for procedures to and from Glasgow Airport to fit into the higher-level route network constrains the flexibility available to develop departure procedures at lower levels.

Figure 6 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document provides a visual indication of how the proposed departure routes relative to Runway 23 (southbound take-off) will operate. It can be seen from this that the departure route currently remains a straight line until over Howwood where the flight routes then split. The proposal illustrates that the split will in future occur over the Johnstone area where aircraft will be lower and hence noisier, with the result that there is the potential for a greater number of properties below the flightpath at this location.

In terms of local development planning, Renfrewshire Council will consider any potential changes/additions/alterations emerging from this Consultation when the Renfrewshire Local Development Plan is reviewed, with land use proposals, policy and guidance reflecting the outcome of the consultation and the implementation of the strategy.

Figures 7 and 8 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document relate to proposed amendments to departure routes for Runway 05 (northbound take-off) however there is no deviation from current departure routes over Renfrewshire, with the proposed route changes occurring above Glasgow City and East

Dunbartonshire Council areas and this has therefore not been considered by Renfrewshire Council.

Table 4 within part 3 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document provides cumulative population exposures at different noise band levels from 51dB L_{Aeq} to above 72dB L_{Aeq} in 3 dB increments, with percentage differences being determined both with and without the proposed changes for the years 2019 and 2029. Below the 57dB noise level, there are positive benefits to be gained from the proposed changes however, above this noise level, there are slight negative benefits resulting from the proposals. It should be noted that within Renfrewshire, current planning policy precludes any new residential development within the 2011 actual 57dB $L_{Aeq(16hour)}$ noise contour and it is therefore considered that the proposed amendments will have a minor impact on future residential development. However, it is noted that the proposed amendments will have a minor negative impact on some existing residents within the Renfrewshire area.

Consideration to L_{max} numbers and population exposures have also been taken and results of this are included within tables 6 and 7 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document and illustrated with contour maps in figures 16-19. It is noted that there is an increase in population exposure within the greater than 150 events contour where they are exposed to N65, which is predominantly due to traffic growth and not population growth within this contour area. However with the proposed changes on flightpaths, the actual population numbers exposed will be less than that where there are no amendments to routes. The proposed flightpaths have been analysed using the WebTAG (the Government's transport appraisal guidance and toolkit) assessment methodology and this has confirmed positive benefits in terms of the impacts of aircraft noise on health and quality of life with the number of households estimated to experience a reduction in daytime noise being almost double that of the number estimated to experience an increase. Furthermore, the number of households estimated to experience a reduction in night-time noise was concluded as being greater than that of the number estimated to experience an increase. The positive benefits and reduced population exposure arising from the proposed changes are welcomed by Renfrewshire Council.

Within Part 4 of Background Paper 1 – Glasgow Airport Modernising Our Flightpaths Consultation Document, the proposed amendments to approach procedures will not have any impact within the Renfrewshire area as the changes will occur over neighbouring local authority areas and by the time aircraft are within Renfrewshire, they will be on their final approach routes which do not, from the document, appear to be changing. Renfrewshire Council therefore has no comment to make on this.

Air Quality and Carbon Dioxide Emissions

It is noted within the consultation document that technical guidance material from the Civil Aviation Authority does not require an assessment of air quality as neither the airport nor the surrounding airspace lie within an Air Quality Management Area (AQMA) and further that Government guidance states that, owing to the effects of mixing and dispersion, emissions from aircraft above 1,000 feet are unlikely to have a significant effect on local air quality. Renfrewshire Council notes that there are no changes affecting flight paths below 1,000 feet

in the proposed Standard Instrument Departure procedures and therefore local air quality will be unaffected by the proposals.

It is noted that Glasgow Airport recognises aviation is a contributor to greenhouse gas emissions that result in climate change and that they share the responsibility to reduce these emissions where possible. The consultation document acknowledges that airspace design and operation is only one element in determining the quantity of aircraft emissions. The design of aircraft and engines, general growth of air traffic, capacity and load factors of aircraft, airline operating procedures and other factors will all have an influence on aircraft emissions, but are considered to be outside the scope of the airspace change process. However, the Civil Aviation Authority requires that Glasgow Airport demonstrates how the design and operation of airspace will impact on emissions and that they estimate the total annual fuel burn/mass of CO₂ in metric tonnes emitted for the current situation, the situation immediately following the airspace change and the situation after traffic has increased under the new arrangements, 10 years after implementation. Consultants acting for the Airport have undertaken this assessment and using methodology they estimated the differences in fuel burn and CO₂ emissions resulting from the airspace change based on an analysis of the differences in distance between the current and proposed departure procedures. The results of this analysis indicates a significant improvement (reduction) in both fuel burn, by over 4,000 tonnes, and carbon dioxide emissions, by almost 13,000 tonnes, for the proposed arrangements in the implementation year. This is due to an overall reduction in track mileage per flight as a result of the airspace change and equates to a 21% reduction in fuel and carbon dioxide (CO₂) emissions.

Renfrewshire Council is supportive of plans and actions which will have a positive impact on climate change and is encouraged by this significant reduction in fuel usage and carbon dioxide emissions which will be realised through the proposed flightpath changes.

Appendix 2- Renfrewshire Council Response to the Glasgow Airport Draft Noise Action Plan 2018- 2023 Consultation

Renfrewshire Council has reviewed the draft Noise Action Plan consultation Document and notes that this is an update to replace the previously published Noise Action Plan for 2013-2018, in requirement of the European Union Environmental Noise Directive 2002/49/EU and the Environmental Noise (Scotland) Regulations 2006.

It is noted that the draft NAP supports the Air Navigation Guidance 2017's objective to limit, and where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise and that the NAP sets out action measures to manage and mitigate these effects.

Renfrewshire Council supports the inclusion of ground based noise (aircraft taxiing and engine testing) within the draft NAP whilst noting that there is no statutory requirement to do so but demonstrates a consideration of the wider issues associated with noise from the airport and air traffic.

It is noted that the draft NAP has taken into account changes to airspace policy including amendments to the aviation noise compensation scheme; the formation of an Independent Commission on Civil Aviation Noise who will be responsible for creating, compiling and disseminating best practice to the aviation industry on the management of civil aviation noise adoption of new metrics and appraisal guidance for assessing noise impacts. The adoption of the new metrics and appraisal guidance is to be welcomed which reflects the most recent large scale study on aircraft noise and its effects on health.

Section 6 of Background Paper 2 – Glasgow Airport Noise Action Plan 2018-2023 Consultation Document describes noise management at Glasgow Airport including changes to aircraft technology, development and adoption of quieter operating procedures and a description of how noise is monitored and measured at the airport. It is noted that with regard to engine testing on the ground, this is restricted to daytime hours, unless exceptional circumstances occur and that locations have been identified to minimise noise effects on neighbours.

Section 6.3 of Background Paper 2 – Glasgow Airport Noise Action Plan 2018-2023 Consultation Document describes ongoing engagement with local planning authorities to ensure aircraft operations are considered in the development of sensitive land uses and that the Airport contributes to the local development plan and planning policy processes. Renfrewshire Council welcomes this engagement which is considered crucial in successful policy development in areas which has potential to be affected by aircraft noise.

Section 6.5 of Background Paper 2 – Glasgow Airport Noise Action Plan 2018-2023 Consultation Document describes work which is undertaken by the Airport within local communities, including the Flightpath Fund which is the main focus of Glasgow Airport's corporate and social responsibility strategy to ensure local people share in the airport's success.

Section 7 of Background Paper 2 – Glasgow Airport Noise Action Plan 2018-2023 Consultation Document describes the Airspace Change Consultation which Renfrewshire Council has responded to separately and Section 8 details the results of the 2017 noise mapping process. Table 1 notes the 2017 annual L_{den} noise levels and L_{Aeq} daytime noise levels with corresponding land areas, populations and households within each of the bandings. It is noted that for all of the noise bands, there is an increase in land area covered by each of these when compared with the previous Noise Action Plan (2013-2018). Corresponding increases in affected populations and households is also noted between the previous and current, draft Plan. Expansion of the noise contours is considered inevitable where there is continued growth at the airport with resultant increased air traffic. Within Renfrewshire, the increases for the worst affected areas is considered minimal however any increase in noise level will be considered when the Renfrewshire Local Development Plan is reviewed, with land use proposals, policy and guidance reflecting the outcome of the consultation and implementation of the plan.

Section 9 of Background Paper 2 – Glasgow Airport Noise Action Plan 2018-2023 Consultation Document details the proposed actions which will be implemented to minimise and mitigate noise levels affecting populations beneath the flightpath, categorised by section, including reduction of noise at source; land use planning and management; noise abatement operational procedures; operating restrictions and working with local communities.

It is noted and welcomed by Renfrewshire Council that implementation of the Noise Insulation Policy, proposed within the action measures, will not be used as a substitute for other measures that reduce aircraft noise at source or through noise abatement operational procedures.

In summary, the implementation of a Noise Action Plan to mitigate, and where possible, minimise noise from operations at Glasgow Airport is welcomed and supported by Renfrewshire Council. It is considered that the Plan will support continued sustainable growth of the airport through the lifetime of the plan whilst simultaneously, the effects on local communities will be monitored and minimised through the various action measures being adopted within this plan.