

Newcastle Airport has published a Corporate Social Responsibility Strategy (“CSR”). We welcome such policies where we think they are likely to work. But ..

What we think:

- The strategy is window dressing designed to make the Airport look good but it’s so bland and general we are not sure it does even that.
- It’s full of meaningless and undefined buzzwords like being “a good neighbour” and “environmentally responsible” and “Your Airport cares”.
- In the context of the CSR, the Airport’s Net Zero policy ([here](#)) is critical. But, it covers only the ground operations of the airport itself. It excludes aircraft. We call this “greenwashing”, trying to look responsible when you aren’t. See our comments on this [here](#).
- We *do* agree with the statement that the Airport “is also very prominent in the community and impacts the lives of people in a number of ways”. It certainly has an impact on people living under the flightpaths.
- **If past behaviour is a good indicator of future behaviour, then there is no reason to believe that the Airport is about to change its ways any time soon in spite of what the CSR promises. We have to keep holding it to account.**

(You can see the CSR [here](#) via the Airport’s website or you can download it [here](#) from our website.)

So, what about the Airport’s past behaviour?

- It implemented narrow flightpaths that increase the negative health impact of noise and toxic emissions on people living near them.
- It failed to inform all affected communities that these changes were going to happen (they were implemented in 2017)
- It failed to inform people about the increased impacts on health of noise and toxic emissions arising from the flightpath changes and the concentration of flights.
- It failed to consult all affected communities.
- It refused to discuss modifications to flightpaths that would reduce the negative health impacts
- It Published a Net Zero policy that excludes the most significant polluters: the aircraft that fly into and out of the Airport and the cars that drive to the Airport and park there.
- It failed to facilitate the setting up of a truly representative and independent Airport Consultative Committee to hold the Airport to account as required by legislation. In our view, the current ACC is effectively controlled by the Airport. This not responsible behaviour. **Aircraft Noise Action Group has**

been trying since 2017 to hold the Airport to account because nobody else is.

What else?

- The Airport has *not* spelled out the Key Performance Indicators (KPI) that will be used to measure the effectiveness of this Strategy. Also, only its shareholders and Board members will carry out this process, communities around the Airport are excluded. **We need to see these KPIs as soon as possible, communities need to be involved.**
- The Airport's claim to bring economic benefits to the region rests on sand. It is primarily a leisure facility providing flights for holidaymakers. It's not a business hub.
- Outward leisure flights effectively export money from the UK, a lot less comes in than goes out. Is that a benefit to the region?
- We think that the Airport is in financial difficulty. Also, like others, is struggling to find the numbers of staff required to deliver an acceptable quality of safe service. The cost of living crisis will impact the Airport's business and turnover. What price Corporate Responsibility and green credentials (Net Zero) then?
- The Strategy also shows, on its cover, children playing at the end of a runway underneath an aircraft that has just taken off! Is this sensible or responsible?
- We think that the Airport is a business that is focussed primarily on delivering dividends to shareholders (as many are).

We think that the Corporate Social Responsibility Strategy and the related Net Zero policy are the bare minimum the Airport can appear to do without actually doing very much. We think the Airport needs to up its game by a very long way.

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