

Compton Departure Route Airspace Change Proposal: Responses discussion groups with the local community

August 2019

1. Objectives

Heathrow are currently exploring an Airspace Change Proposal for the Compton (CPT) Standard Instrument Departures (SIDs), from the easterly runways 09L/R. The current Compton departure route was designed in the 1960s when the number of aircraft using Heathrow were far fewer than today. Over time, the route has become challenging to manage because of its proximity to one of Heathrow's holding stacks to the south of the airport. The Department for Transport has asked Heathrow to explore flight paths that will ensure that flights stay within a Noise Preferential Route.

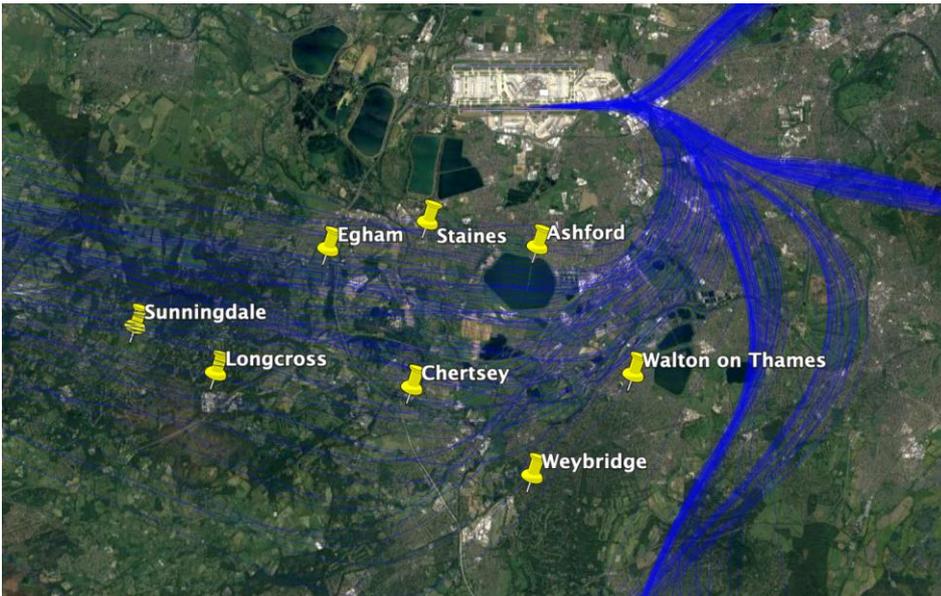
As part of this proposal, and to adhere to the Civil Aviation Authorities' requirements under CAP1616 discussion groups were held to explore local communities' priorities and reactions to potential design principles.

Stonehaven was asked to support this work. In consultation with Heathrow, Stonehaven made a recommendation on the research methodology, conducted two group discussions (moderated by an Association of Qualitative Research-qualified moderator), and wrote this report of the research findings.

2. Methodology

Two group discussions were held on 16 July 2019, each lasting 90 minutes and attended by eight participants, one group was with men and one with women. Participants were recruited by independent qualitative fieldwork recruiter.

All participants lived in or near the current Noise Preferential Route, in a mix of the areas in the figure below. The groups were held in Egham.



Participants were recruited using a recruitment screening questionnaire. In each group there were a mix of socio-economic groups BC1C2, all were aged 25-65.

The groups were structured around a discussion guide, which is appended. There were three main sections of the discussions:

- Introductions and a warm up, covering general attitudes towards Heathrow
- Sharing of information, including comprehension checking and immediate reactions
- Reaction to principles and prioritisation exercises:
 - Headline design principles: safety; noise; environmental impact; flight paths
 - Noise impact principles: respite; sharing noise compared with concentration; minimising noise; and reducing volume of flights
 - Proposals to reduce noise: few compared with multiple 'channels' to fly through; keeping to similar flight paths that tend to be used currently; reduced air traffic control input; and continual climb

3. Findings

Participants from both group discussions were ambivalent about the noise they experienced from aircraft flying above them. All participants were recruited as they live under the areas currently flown over by the Compton departure route by aircraft flying between c.2,000 and 7,000 feet. They all felt that the noise they experienced was a reasonable consequence of living near the airport, and a minor inconvenience when compared to the perceived benefits: the contribution to the UK economy, employment, convenience for travel, improved infrastructure in the area.

We need it for tourism, and we need it for the jobs. And it brings in a lot of revenue.

Compton group, male

My dad was employed with BA for over forty years. Great holidays. My aunty is still employed with British Airways. So, yeah, in the whole, it's positive for me. Except for some of the noise sometimes when you have to pause a conversation maybe for 10 to 15 seconds. But, in general, yeah, positive for me.

Compton group, male

You expect it, yeah. On one hand you've got it's great that you can get to the airport in next to no time and it obviously is a benefit when you're flying out but then if you don't like the noise then you just reposition.

Compton group, female

And, I'm not being funny, but if you live around these areas, you kind of know what to expect. You can't be surprised going, "God, it's a bit noisy around here".

Compton group, male

The participants said that the level of noise they experience is not too intrusive, and that they feel has lessened over time, which they put down to a mix of technology and acclimatisation to the noise levels. But both groups said the flights from around 10pm tended to be louder and more annoying, and they get irritated when visitors to their houses point out the noise.

I lived in my current house now for twenty years, and initially, I was interrupted by the plane. But less so and less so as time has gone on now. I don't know whether they are quieter to some degree. I know there are some 747s up there. But the impact on my life has become less and less, negative impact.

Compton group, male

So, a lot of the time the noise from the main road would overcrowd any noise from planes a lot of the time. We were on East Barnet road. So, particularly in rush hour it is always really loud, so if you have any window open in the house, you can pretty much hear all the traffic. So, for me, it definitely... I think I have always grown up in it, so I don't know anything different or it's never bothered me at all really.

Compton group, male

For me, the only not negative, but... the only annoying thing, is when you have a barbeque and you've got someone who wants to have a little dig. They say "Oh, a bit loud round here isn't it?" And you'll be used to it, but for someone from outside the area, it's like a little dig

Compton group, male

I think the noise factor tends to be fairly limited this area. It is slightly irritating at about 10 o'clock at night. Coming over. But they do switch after about an hour or so. Where I lived before in Biggin Hill in Kent, there were small, light aircraft. And I found them more intrusive when I was in the garden because they were a constant noise. Here, the jets there and gone in relatively short time. So, less struggles there. And the fact that the airport is such a good source of employment as well has been beneficial to my family. Particularly, over the years as well.

Compton group, female

All the participants said they were happy with the status quo and did not see any reason for change. They therefore questioned the motivations for the change, suspecting it was about cost cutting and increasing the number of flights, or lower and therefore louder aircraft above them. Indeed, it raised concerns that a change would be a change for the worse, rarely for the better. One of the biggest concerns about an increase in noise and air traffic was the potential impact this might have on house prices locally.

But my opinion would be don't change it! It's like you said, if it isn't broke, don't fix it!

Compton group, male

Yes, I mean if we're residents thinking of this ideally I wouldn't like anything to change at all but if I know it's going to have to change and there's no point trying to go against what's happening because it's good for the economy or whatever, I'd say minimising the noise from each flight but yeah don't reduce the flights.

Compton group, female

But that would be my thing, if it is 5%, I could live with 5%. If you are now going to say to me 'Oh actually, we are going to be 45% going through Compton'. Then there is an issue. But if I am still saying 'I'm happy with this' then worst case scenario there is going to be 90 aircraft spread through the day.

Compton group, male

Absolutely. The impact on house prices, which would be absolutely huge in this area.

Compton group, male

With the Compton airspace change proposal comes a requirement for flights to stay within a Noise Preferential Route, and therefore within a narrower band. However, the preference from the group would be to keep the current routes in a wider swathe so that there would be a lesser impact shared across more communities, particularly as they did not feel adversely affected by levels of air traffic they currently experience. The participants would prefer that than to feel they will get the lion's share.

But then what if instead of seeing a few aircraft, you have got it constant? What if you are the one that gets constant?
Compton group, male

Participants recognised that there are communities who are more severely impacted by the noise from the aircraft than their households are, and who would therefore be likely to respond differently, and have different priorities. They did not think that they were necessarily best placed to be making recommendations. They felt that there should be a study to draw up a new Noise Preferential Route alongside the consultation, based on changes in population and the local landscape since the last Noise Preferential Route was drawn up in the 1960s.

So when people say they live in the flight path, there's clearly a scale of where the plane is, the altitude it's at, and everything else that will have an impact on where it is.
Compton group, male

Given that in 1960 the Noise Preferential Route was set up because that was least populated, there has to be a study to say where the new noise preferential route would be better.
Compton group, male

I'd like to think they know what they want and the reasons why they want it and it's trying to almost sell it to us and make us feel more comfortable but obviously I don't feel as if I as an individual, along with other people, could actually know enough about it to be able to make an informed decision.
Compton group, female

REACTION TO HEADLINE PRINCIPLES

Safety was paramount in both groups, and was prioritised above all else. Participants struggled to understand how it was directly relevant to the airspace change.

Because I don't see how just narrowing, or just angling a route differently is suddenly going to make a plane more likely to drop on houses. You know if that was safety related to our people then yeah it's obviously super important, but if that's safety more relating to something else.
Compton group, female

It should just go above and beyond. That should just be obvious, shouldn't it? That shouldn't be here.
Compton group, female

Minimising local noise was also seen as very important. Participants said that if it could be achieved it would be the ideal way forward, as it would minimise the daily negative impact of living near to the airport for everybody, and therefore reduce the impact on communities and complaints to Heathrow.

So I think it is still minimising noise from flights has got to be kind of the priority.
Compton group, male

It's hard to put either of them as a priority because you can't determine the impact to the community or outside of the community unless you're in it to have that opinion, and the only thing you can do as a group externally to that, and the right thing to do, is to minimise the noise for all.
Compton group, male

Well just generally that is the solution to the majority of the problem. If flights are less noisy, less people are going to be upset by them regardless of the route.
Compton group, male

I just said about minimising local noise. No one's health is affected just by noise so I would have said that was the least worry. Like the bottom of the most important.
Compton group, female

That said, there was some debate about whether minimising noise or minimising fuel and CO2 emissions was more important. The group of men tended to feel noise was more important to address as it had the most immediate impact, and they felt that new technologies were addressing the fuel and CO2 emission issues. However, women were more concerned about the environmental impacts, and the impact of these for future generations, particularly their own children and their children's children.

I'm studying a Masters in climate change, so I'm assuming this is going to be sorted by that point anyway. More in terms of technological innovation, because there is literally not enough fossil fuel. If that is a major concern in 60 or 40 years' time, for example. So, I would say that would be low down on the list, weirdly enough.
Compton group, male

They would be potentially, but I'm with you – that will change very shortly. We're 20 years away from electric planes.
Compton group, male

Fuel, which doesn't make any difference to local residents anyway. CO2 kind of does, but there is an offset to that anyway. That would have much more bearing on people's lives.
Compton group, male

The times we live in, [minimising fuel and CO2 emissions] is most important because that's going to be expected of Heathrow and all the aviation industry as a whole.
Compton group, female

But I'm thinking, again, personal. I've got young children. I'm thinking of their future. I'm thinking of the pollution.
Compton group, female

My children's future and the environment are more important right now.
Compton group, female

When asked if they would prioritise simple and efficient flight paths most of them struggled to understand how this would relate to noise and environmental concerns. The men had a bit more understanding of this, and the women related it back to the likely impact on their own travel experiences. Both groups put this as their lowest headline priority principle.

Well, the more efficient you are, the less impact you are going to have on the environment.
Compton group, male

How is that for you as an individual living in this area? Because I don't, I genuinely don't know. If the flight path is being super-efficient it doesn't affect me in any shape or form because as you say if I was getting a flight what's the worst it's going to take? An extra fifteen minutes by doing a slightly different route.
Compton group, female

REACTION TO NOISE IMPACT PRINCIPLES

The ideal solution was perceived to be minimising the noise from each flight. Participants felt this would be the ideal solution from both a local resident and airport perspective. Most participants felt that this was not beyond the realms of possibility with advances in technology, although they realised they would never be silent.

[Minimising noise from each flight] sticks out to me as being the high priority, in my eyes. Just purely because if it is lower noise levels... And we are already saying, where we are at the moment is actually that noticeable. If you had it even less noticeable, that is obviously going to be a good thing. If it is less noticeable for more people.
Compton group, male

I think it'd be a very good idea to reduce the noise level on the aeroplanes in itself.
Compton group, female

Respite is also a high priority. People appreciate the respite they have and do not want that to go. Respite at night time is particularly valued, and participants are wary that an airspace change could have an impact on that.

I think if there's a Plan B as well, if they could alternate between two... So on a Monday have it one way, on a Tuesday have it another to give people a bit of a rest
Compton group, male

I think providing respite's important because rather than them going over one by one, just having like periods where it's actually peaceful, I think that's important.

Compton group, female

The men were concerned that predicted respite would mean that residents would know, and grow to dread, when the noise from overhead aircraft is due. They also felt that Heathrow would be setting themselves an impossible task if they set out when noise would and would not be occurring in any particular area as they cannot predict the weather and wind conditions, which are a key factor in departure routes.

Providing predicted respite from flights – I think this is a negative. If you know when you are not going to have any noise, which means by reverse, you know when you are going to have noise and you are going to dread

Compton group, male

I also agree with the predicted respite, I know Thursdays are a nightmare, we don't want that because people end up dreading that day and it becomes worse, so just having respite itself is quite important at some stage, but not particularly [predicted].

Compton group, male

It also puts it into a bit of a problem for Heathrow. As an entity they commit to 'on Thursdays we're flying out via that route', and for whatever reason, atmospheric, cause them not to be able to do that, and they have to do that on a different day, there would be uproar.

Compton group, male

Both group discussions concluded that the ideal situation is that the air traffic would affect the least amount of people possible. Ideally flight paths would avoid densely populated areas and fly over industrial and commercial areas. Participants would like to see a new Noise Preferential Route that takes this into account as much as possible. But they do recognise that in the area around Heathrow, densely populated areas cannot be avoided.

For me, go with the least amount of impact. So, where you've got the lightest density of population, would lend itself to the most sensible place to put the route from the people standpoint, but whether that works, I'm not sure. I'm not up on air space regulations to be honest.

Compton group, male

That is kind of ideal – going for the least populated area.

Compton group, male

Primarily, the least number of people you impact, regardless of the density, is going to be the right thing. If you choose to fly it over a load of houses or fly over an industrial estate where it is not populated, you would pick the industrial estate. Common sense approach.

Compton group, male

Generally, participants agreed that you should avoid multiple flight paths over the same community. Most of the women and half of the men's group felt that the impact of the flights should be shared. They said this was the fairest way. However, half of the men's group said they were not prepared to do this. That they would rather keep the flights restricted to a smaller area so that they had the option to move to another area without flights if they wished.

Yeah, I think it would seem unfair to have this designated preferential route that is to the detriment of one group of people all the time.

Compton group, male

Actually I think it's fairer to not go all over one community and just spread it a little bit, yeah.

Compton group, male

So, I appreciate in a group, it's nice to say the right thing, but there is also the side of it, the selfish side comes out. You know what, I don't want this flight path over my head, if it can be condensed over somewhere else, then great. If that person wants to continue to live in that space, then it is kind of down to them... Well, no, you have a choice as this family, you can stay with the noise, or you can move to a location without any noise. In this one, you're knackered wherever you go.

Compton group, male

I have an issue with this: minimising the total number of people. Then you will have a very narrow band? Which is exactly what we said we didn't want, almost to a man.

Compton group, male

Reducing the number of flights rather than the noise level of each was not seen as a viable option. The participants in both groups are pro expansion, and want to see Heathrow's contribution to the economy grow.

What we've all agreed on is that we're pretty pro-expansion here, and more people coming into London is better for the country, it is better for the economy.

Compton group, male

Economically speaking I do think it's important that we're not just reducing the number of flights, we're reducing the people coming into the country and this kind of thing, that's not good. So I think as long as we're not impacted by the noise, we're kind of loving trying to spread it

Compton group, female

REACTION TO PROPOSALS

Both groups prioritised continual climb for the planes to reduce noise. While they did not immediately understand why that would make a difference, once they did they felt this was a proposal that should be both easy to implement that would have an immediate effect.

Surely if it was just a small incline for a longer period of time, so maybe it would be less noise but more people would be affected, that's how I understand it but I don't know.

Compton group, male

I think you've got a point though, if they're saying that a continual noise would be less CO2 and noise, take it at face value, and that sounds like a good solution doesn't it?

Compton group, male

As the group participants did not feel adversely impacted by the aircraft that fly over their homes at present, they did not see any reason for the airspace change proposals. It therefore stands to reason that they feel it makes sense to formalise the routes they currently tend to take.

I mean I wouldn't be bothered personally if they put more departure routes where they are currently going already, because I haven't noticed it before.

Compton group, male

Most participants also prioritised more 'channels' that the airplanes can fly through to share the impact of the noise. While this was not unanimous, the majority of the participants prioritised it over concentrating the noise over fewer communities. This was coupled with the ideal principles of trying to fly over less densely populated areas where possible, and ensuring the noise levels for each aircraft did not increase, as they would not mind a few more flights if the noise levels they currently experience were the same or less.

Yeah, you don't really want it constant, you want to spread it out as much as possible, and then obviously, as the other gentleman said, you want to try and do it over the least populated area is your main priority.

Compton group, male

It'll either affect a few people a lot, or a lot of people a little bit. It'll affect a lot of people a little bit that is fairer.

Compton group, male

If it helps, I mean if we only got a couple more flights over Sunningdale that wouldn't bother me if it meant that my sister in Isleworth doesn't have them landing on her roof as they come down.

Compton group, female

But if they're not low, if they're not lower, I wouldn't mind if a few more came over us but it's just if they were lower and more then I'd get a bit...

Compton group, female

Neither group prioritised having less input from air traffic control to offer greater predictability to communities. To some extent this was beyond the groups' understanding, and therefore less likely to be prioritised as they were not sure what this entailed or would mean. It also sits with a wider and more general distrust people have in automation. The men in general were more concerned that things may go wrong with automation, while the women were more concerned about human error. But where there was support for it was around greater control for continual climb, and giving air traffic control staff greater capacity to spot potential problems.

Customer safety. You don't want people mucking around manually with routes. If you can automate it, you'd want to automate it.

Compton group, male

And also, if you've got less input from air traffic control, that makes top one more likely surely. Because then it is more regimented, so, is more likely to be a continual incline less noise. I would put that one towards the top, if that is the case that they're linked to the same time, happening simultaneously.

Compton group, male

Actually, that's automation, and I think that is where things go wrong.

Compton group, male

I'd like to think that a machine would work a bit better with stress than somebody tearing their hair out.

Compton group, female

It sounds safer to me. I'm actually a bit nervous now knowing that air traffic control get so heavily involved.

Compton group, female

4. Recommendations for the Design Principles

The recommendations from the discussion groups for prioritising the design principles is:

1. Safety
2. Minimise noise per flight
3. Continual climb to decrease noise and CO2 emissions per flight
4. Design new routes based on where they now currently fly
5. Review Noise Preferential Route to take into account population and landscape today
6. Minimise number of people flown over by flying over industrial and commercial areas where possible
7. Ensure respite, but not necessarily predicted respite
8. Multiple channels to share the impact of noise
9. Minimise fuel and CO2 emissions
10. Simple and efficient flight paths
11. Less air traffic control impact to allow greater predictability to communities

5. Appendix: Discussion Guide

Heathrow airport and living under a flight path

I want to start off with a very general conversation about Heathrow, just to get us warmed up.

- What comes to mind when you think of them?
 - PROBE POSITIVE AND NEGATIVE
 - PROBE For you personally, for the neighbourhood/community, for the country
- What benefits do you see from living near to Heathrow?
- What drawbacks?

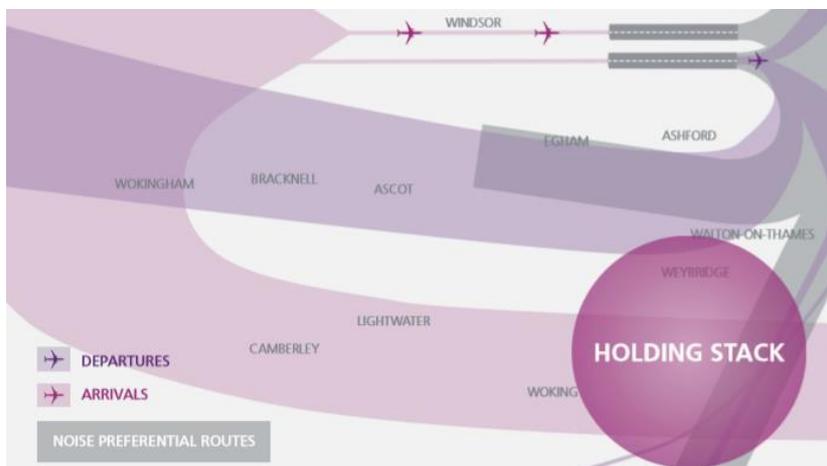
- You all live under a flight path. What is that like?
 - Is it fine / you get used to it?
 - Do you feel it is a pay off, you get the benefits?
 - Are there times it is more noticeable than others? When are those times and why do you notice it more then? And what if anything does that mean for you?
- What would you like to be done differently that would make it easier for you and other residents? EXPLORE SPONTANEOUS OPINIONS

Compton

I'd now like you to turn to the first page of the packs in front of you which will explain a bit more about the changes and why they are happening in more detail.

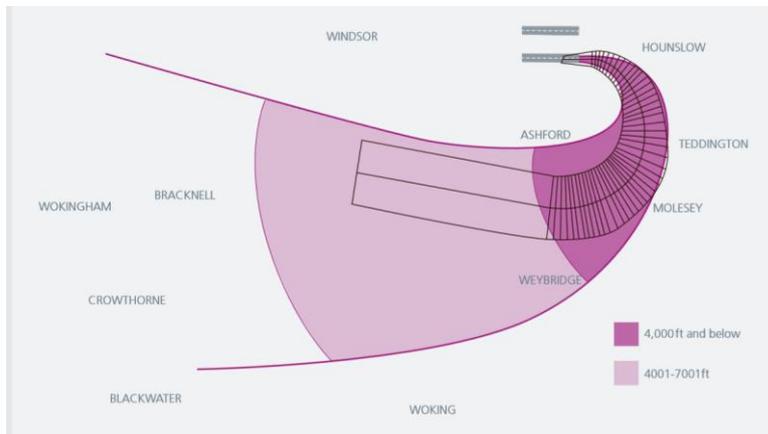
[Reading of introductory text stimulus]

- Over the next few years we would like to make changes to one of our departure routes, known as 'Compton'. This is independent of our expansion proposal and is required for historical issues set out below. The conversation today only applies to 'Compton'.
- The 'Compton' route is one of six departure routes. It is used by departing aircraft when the airport is on easterly operations. Aircraft take off and land into the wind, and easterly operations refer to when the wind is blowing from the east, which is about 30% of the time.
- Traffic departing on this route is mainly used for flights heading west, to Ireland or over the Atlantic, which means only approximately 5% of all Heathrow departures use the easterly Compton route.
- The current Compton departure route was designed in the 1960s when the number of aircraft using Heathrow were far fewer than today. Over time, the route has become challenging to manage because of its proximity to one of Heathrow's holding stacks to the south of the airport.
- This requires air traffic controllers having to manually direct aircraft using this route to separate them from the stream of arrivals.
- This means among other things that a much lower percentage of aircraft are able to stay within the Noise Preferential Route, which is the band shown in grey in the diagram below, compared with other Heathrow departure routes. It also shows the holding stack, and the flight paths for arrivals.



- The NPRs at Heathrow, Gatwick and Stansted are designated and overseen by the Secretary of State for Transport. They were originally designed to avoid the overflight of built-up areas where possible. Over time the built up areas have grown which means the aircraft no longer avoid built up areas, but they are generally less densely populated than other places

- In 2009, manual interaction by air traffic controllers which had been happening for many years was standardised and implemented as a trial. The procedure remains in operation today. There have been no safety concerns and is now standard practice. But this does mean that departure flight paths are often outside the Noise Preferential Route. The diagram below shows where the flight paths tend to fall.



- DfT have told Heathrow to improve track-keeping to stay within the Noise Preferential Route.
- The general direction of new easterly Compton departure route will be broadly similar to today but if successful, this Airspace Change Proposal (ACP) will result in the concentration of Heathrow easterly Compton departures below 7,000ft because this route will be using Performance Based Navigation (PBN) technology. This would mean that aircraft can fly without the need for routine controller intervention and provide more certainty to local communities about where flights will route.
- The routes will provide more certainty for flight crews and standardise the handling of Compton departures by the Heathrow tower controller in line with other Air Traffic Control (ATC) procedures.
- We are mindful of the fact that by altering the Compton departure route we may be required to realign its associated Noise Preferential Route - which will require approval from the DfT.
- The easterly Compton departure routes determined during this ACP will operate within Heathrow's existing two-runway operation.
- If approved, the expansion of Heathrow and modernisation of UK airspace, will result in the complete redesign of Heathrow's airspace and flight paths, and so this new Compton departure route is likely to cease to exist following in a three-runway operation.

The reason that we're doing these group discussions is to talk about the changes that Heathrow are planning to make to how planes depart from the airport when using the Compton departure route during easterly operations.

There are a number of different criteria that Heathrow could apply when making its decisions on how to make this change e.g. where to position its future flight paths. It's important that people who live in the area around Heathrow are able to have a say in those decisions – Heathrow are looking for your opinions on what Heathrow should prioritise when they are revising their departure routes.

We are holding group discussions with local residents and engaging with stakeholders to help us understand the priorities for local communities.

Your feedback today is all part of the big process Heathrow needs to go through before those decisions can be made. But people like you might see changes in future and we want to discuss the principles that will help Heathrow make those decisions.

- Can someone describe back to me what you just read: why are Heathrow making these changes?
- Is there anything in here you don't understand – any questions we can go over?
- Do these changes sound like a good idea or a bad idea to you? Why?
- What sort of things should Heathrow bear in mind when making its decisions about flight paths?
 - [Make a list and capture as many as possible]

Some of these principles are things that Heathrow has to do – either because of Government policy, for legal reasons or other factors.

[READ THIS LIST OUT]

- They have to make sure the flight paths are safe. They're able to make these changes now because of this new technology – Performance Based Navigation
- They have to allow Heathrow to fly enough planes into an out of the airport each day, to meet its capacity requirement. However, this is not about increasing the number of flights, but the flight paths they use
- They have to make sure they don't break government regulations on the amount of aircraft noise and the impact on air quality
- They have to use the latest technology

Does everyone understand the rules for Heathrow here? These are the things that they have to do when they make these changes, there's no choice available for them.

What does it make you think?

However in other areas they have choices that they can make. For example, they could choose to prioritise reducing the noise impact on people, or they could prioritise minimising fuel requirements for the airlines and CO2 emissions. I want to talk through each of those priorities and see which you think is the most important.

Headline design principles

RANKING EXERCISE: Here we have four key considerations for Heathrow. Between you I would like to you decide and agree the order that they should be prioritised. And then explain to me why you have put them in that order.

- Safety
- Minimising fuel and CO2 requirements
- Minimising local noise
- Simple and efficient flight paths

[Starting with the most highly ranked criteria, repeat for all criteria]

- Why is this one important / less important?
- What does it mean if Heathrow prioritises this criteria? Who would benefit? Why?
- Why shouldn't Heathrow prioritise this?
- [if there is a split in the group on certain principles] Those of you who prioritised this one, why did you choose it? Those who didn't, why shouldn't it be a priority?
- [At the close of the discussion] Have any of you changed your minds about which are most important since we started talking about it?

Noise impact principles

I'd now like to spend a bit longer talking about one particular principle, which is trying to minimise noise impact. There are lots of different ways that you can apply this principle, and they are sometimes contradictory. For example, should you have more routes, to spread flight paths over a wider area (affecting more people) or try to concentrate them (affecting less people but with those people overflowed to a greater extent)?

RANKING EXERCISE: Again please can you decide between you the order you would put these in and afterwards you will need to explain your reasons why.

- Respite – does not matter when, just general respite
- Providing predictable respite from noise
- Minimising the noise from each flight, not necessarily the number of flights
- Reducing the number of flights, rather than the noise level of each
- Minimising the total number of people affected by noise
- Avoiding multiple flight paths over the same community

[Starting with the most highly ranked criteria, repeat for all criteria]

- Why is this one important / less important?
- What does it mean if Heathrow prioritises this criteria? Who would benefit? Why?
- Why shouldn't Heathrow prioritise this?
- [if there is a split in the group on certain principles] Those of you who prioritised this one, why did you choose it? Those who didn't, why shouldn't it be a priority?

RANKING EXERCISE I'd now like to look how these might be achieved. Again, which do you think Heathrow should or should not prioritise.

And how would you like to see this done?

- More 'channels' that the airplanes can fly through, to share the noise
- Fewer 'channels' that airplanes can fly through , to reduce the total number of people affected by noise
- Less input from air traffic control, to offer greater predictability to communities
- Continual climb for the planes, to reduce noise and CO2
- Look at putting in new departure routes where they currently tend to fly

[Each criteria in turn]

- Which of these areas is more important to prioritise? Why?

- What does it mean if Heathrow prioritises this criteria? Who would benefit? Why?
- Why shouldn't Heathrow prioritise this?
- [if there is a split in the group on certain principles] Those of you who prioritised this one, why did you choose it? Those who didn't, why shouldn't it be a priority?
- Do you think Heathrow should prioritise different types of area that it flies over? E.g. residential, industrial, rural, urban, parks and open spaces?
- [At the close of the discussion] Have any of you changed your minds about which are most important since we started talking about it?

Wrap-up

- Is there anything that Heathrow should be bearing in mind when it makes its decisions that we haven't talked about already?
- Thank and close