

APPENDIX D –
RECORD OF
STAKEHOLDER FEEDBACK
ON GLA ENGAGEMENT
PROCESS

**WORKSHOP 1 –
OVERALL ENGAGEMENT
FEEDBACK**

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Beith and District Community Council
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:Not able to comment as only just joined the discussion and did not make previous meeting

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:See comment above

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

N/A as not at earlier meeting

Question 5

Do you have any other comments regarding this process?

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	BIFA – British Intl Freight Association
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The presentations and engagement process were good

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The engagement process did indeed allow views to be shared and discussed.

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

With the potential to radically change air space, it is vital that all of those involved directly and indirectly including those living under the flight path, and given the opportunity to share their views to ensure the design principles reflect all concerns.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

The workshop certainly allowed for interested parties to put forward their views. It is challenging to capture as many views as possible to include all areas from the actual users of the airspace, to those who are directly and perhaps indirectly affected by the airspace. Very opportunity was given for expression of views some of which were very technical. For those not technically involved, perhaps another workshop may have proved more beneficial.

Question 5

Do you have any other comments regarding this process?

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

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We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Environmental Protection Scotland (EPS)
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

I found the overall meeting very well organised and went through the process in a logical manner, with good input and discussions from the various stakeholders.

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Although it seems a lengthy process, it makes sense to achieve feedback before the design principles are formulated in order to find out the views of stakeholders.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

The overall presentations by the main speakers, including Mark Johnston whose presence at the start gave the meeting extra impetus, worked well. There possibly wasn't enough time to discuss all the issues as the overall time allotted for round table discussions seemed to go very quickly.

Although there was a lot to cram into the afternoon session, overall the session was extremely well run.

Question 5

Do you have any other comments regarding this process?

No.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

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We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Flybe
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Question 5

Do you have any other comments regarding this process?

Well managed and organised so far.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

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We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Friends of the Earth Glasgow
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Yes Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Yes Agree – but not sure if my views are of use as am a complete novice on this
- Disagree
- Strongly Disagree

Comments:

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Discussion groups were interesting and informative.

Question 5

Do you have any other comments regarding this process?

Improvements in aircraft design would be a factor for consideration. Electric aircraft for short flights would be much quieter, for instance. I do not see reference to this in the summary but perhaps it is not relevant to this consultation.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

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We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	██████████
Title	
Organisation	Light Aircraft Association
Telephone	██████████
Email Address	██████████

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The forthcoming technological change is further detailed by the exercise and the details supplied by the participants have been informative. The focus needs to be kept broader than only the commercial operators as the process goes forward. General Aviation is an important aspect that needs to be recognised in terms of safety even though for the airport they may not be a big economic interest.

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

It is not possible to answer the second part of this question until the details are available. The process so far seems to be open and engaging and we await the detail of the resultant changes, and an opportunity to comment, with interest.

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Gathering of diverse views is essential and to expand the focus/locus away from only commercial operators / economic interests at the airport

The continued engagement should provide regular updates / information and engagement in the details as they become available continuing the open approach and providing substantiation of the decisions/design choices made.

Question 5

Do you have any other comments regarding this process?

Good luck and we await the outcome with interest for all users of the air and airspace.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Heatherbank Park Residents within the Uplawmoor Community Council Area
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The composition of the participants 66 in total is heavily loaded toward the airport and technical elements of any proposed change and with only 4 representatives from the communities concerned who will have to live with and under any implemented changes on a day to day basis and for the rest of their lives seems to me to be prejudiced against our concerns. The notes show this clearly as only 7 points within the feedback which contains 58 points relate to the communities concerns

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

When asking for feed back again the process is heavily in favour of the technical and airport side of the concerns as their possibly highly paid full time representatives are used to producing responses in their specialized fields on a day to day basis with the help of their staff and so they would have no difficulty meeting the time scale given. A community group on the other hand, have to find a meeting place, hire the hall if available, then notify the community of the meeting, hold that meeting and then produce the response and in this case all that had to be done with no funding and within 7 to 10 days, even a District Council would find it impossible to meet this tight schedule and they are all full time employees.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

I was not present but if as was reported each discussion group was a mix of those in attendance then with only 4 community representatives it is obvious that no matter how vocal they were their views and contribution would be swamped by the majority and their side of the consultation. Perhaps gathering similar interest groups together would allow the concerns from each to be raised and noted to a greater extent

Question 5

Do you have any other comments regarding this process?

I certainly hope that this does not turn out to be simply a matter of meeting the legal requirements and that concerns are listened to and taken on board in the final decisions and that this does not turn out to be a process to rubber stamp what is being suggested

The design principals that concern us most are 6,7,8,9 and 10

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

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We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Mains Estate Residents' Association (MERA), Milngavie, East Dunbartonshire
Telephone	-
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The Mains Estate Residents' Association (MERA) was already aware of the Airport's aspirations and reasons for redesign of the airspace through the previous public consultation in 2018.

That said the introduction to the meeting and a review of the Airport's aspirations and requirements was useful.

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The consultation on Safety was rushed and did not permit group discussion. It was important to listen carefully to what the consultees were saying. It was inappropriate to contradict the evidence presented by consultees in the section on Safety. The principle purpose of the meeting should have been to capture the comments.

Scottish Natural Heritage raised the issue of bird strikes and the presence of swans at a site of special scientific interest close to the airport. It was inappropriate for the Airport to suggest that this is not an issue and that modern jet engines can withstand bird strikes, even from large birds. Air strikes are a significant safety issue and the Civil Aviation Authority (CAA) logs and analyses bird strike events throughout the UK. Published evidence (Reported Bird strikes, 2012-2016, CAA) demonstrates that 4.7% of confirmed bird strikes cause damage to aircraft, with 0.9% of bird strikes causing an aborted take-off and 2% of bird strikes causing the return or the diversion of flights. The Civil Aviation Authority further recognises that *"growth in the geese population, and especially the increase in non-migratory*

geese near urban centres, is causing considerable air safety concern” (Large Flocking Birds: An international conflict between Conservation and Air Safety, Safety Regulation Group, Civil Aviation Authority, 2002).

Similarly, the evidence that MERA presented in relation to safety margins by potentially moving routes closer to the ground level by hundreds of feet (below an altitude of 7,000 feet amsl, especially below 4,000 feet) is irrefutable. As an example, MERA cited the incident of the Flybe flight which fell 500 feet on approach to Glasgow Airport. MERA noted that previous airspace proposals had inadvertently proposed reducing safety margins by 14% below 2,000 feet amsl over inhabited areas of Bearsden and Milngavie, because routes had been moved over higher terrain. This would be inappropriate in any future design proposals.

Question 3

I think that Glasgow Airport’s approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Worked Well

Group discussion worked well as it enabled consultees to discuss in small groups, explore ideas and encouraged independent thought.

Not worked well

Some of the key comments and nuances from consultees have not been documented or fully documented. That said, the feedback form provides an opportunity to address and capture this.

Question 5

Do you have any other comments regarding this process?

- (i) It is incumbent upon the airport to consider the principles of the current airspace design to inform the future design work and public consultation. There should be information available on the current airport airspace design and the advantages of that design. The current design is aligned with the topography of East Dunbartonshire and Renfrewshire, enabling preferential routes over the lowest land levels whilst aircraft are below 4,000 feet amsl.
- (ii) In terms of Department for Transport and CAA guidance, it is also incumbent on the airport to consider important scenic areas being potentially overflown (e.g. Areas of Outstanding Natural Beauty (AONB) and the Loch Lomond and The Trossachs National Park) for flights below 7,000 feet amsl and especially below 4,000 feet amsl. As an example, the Kilpatrick Hills are a designated Local Landscape Area (previously described as a Regional Scenic Area) and these protected designations should be taken into consideration in any future design proposals and the effect on the existing amenity.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Ministry of Defence - Defence Airspace and Air Traffic Management (DAATM)
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

Strongly Agree

Agree

Disagree

Strongly Disagree

Comments:

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

Strongly Agree

Agree

Disagree

Strongly Disagree

Comments:

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

Strongly Agree

Agree

Disagree

Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

No comment.

Question 5

Do you have any other comments regarding this process?

Nil.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Jo Swinson MP
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

When the time comes to take the consultation to the wider public, effort should also be made to increase their awareness and understanding about the need for airspace change.

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

It was good to be able to discuss ideas and thoughts with other stakeholders as this was useful in increasing the understanding of the potential impact of the proposed changes.

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
 Agree
 Disagree
 Strongly Disagree

Comments:

Pleased to see better engagement happening this time around already.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Improving engagement:

- (1) Ensure information is always presented in an accessible, practical way.**
(For example, how can the true level of noise [increase] be practically/properly demonstrated to communities?)
- (2) Understand that people take in information in different ways.** The public consultation should recognise this, and present information visually, audibly, transparently.
- (3) Give people enough time to comment/find out information.**
- (4) Properly advertise the public consultation to ensure all community members are aware of it,** with enough advance warning and reminders (providing information in advance where possible).
- (5) Make every effort to ensure vulnerable people are informed about the consultation process and supported to make their contribution.**

Question 5

Do you have any other comments regarding this process?

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Glasgow Prestwick Airport
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Engaging with different stakeholder groups at separate sessions initially. Individual working groups with an opportunity for the each group to feedback collectively after each topic worked well.

Question 5

Do you have any other comments regarding this process?

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Renfrewshire Council
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

This provides the opportunity for all interested parties to make their comments and concerns known. It is understood further engagement at a local level is to be undertaken which will further allow such engagement to take place.

The design principles will underpin the future direction of the airspace change and it is imperative that communities and stakeholders are included and brought along on the journey.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

The engagement process was useful to hear concerns of the stakeholders present. However, it would have been useful to have heard first hand the thoughts of the other stakeholders who were present at the other events although it is understandable that numbers may have made this difficult.

Question 5

Do you have any other comments regarding this process?

None

Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name

Title

Organisation Strathaven Airfield

Telephone

Email Address

Question 1

I think that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: As regards Glasgow, it has been obvious for at least one decade! As regards the UK, the flying press has been filled with concerns over airspace for years and years.

Question 2

I think that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

I fail to see the logic behind the last meeting, except to tick boxes.

I know nothing about the detailed process of implementing an ACP. I suspect few other people do either! The attempt last year at Glasgow, for example, was a failure. And Edinburgh doesn't seem to have much luck. And as for the Farnborough debacle

How three tables with people from very varied backgrounds on each table were meant to come up with sensible summaries/comments is beyond my understanding.

There should be individual consultations with each of the major interest groups; for example commercial airlines, general aviation, local residents, air traffic control etc.

The ideas from each group should then be focussed into the bigger picture.

As it is, how could I - as a microlight pilot and grass airfield operator and owner - contribute very much in a few minutes in a group that included pilots from Ryanair, Easyjet, Loganair and Flybe?

At the meeting - although not in this feedback - I was also observing for the BMAA, who had prepared a written statement submitted before the meeting and also handed in by me at the end of the meeting. I see no mention of any of its points.

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

Strongly Agree

Agree

Disagree

Strongly Disagree

Comments:

As I understood the meeting, it was not to provide thought and feedback before design principles were being formulated, it was to actually help formulate those design principles led by a presentation by Glasgow Airport! There is a big difference in that approach.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Little went well.

The room itself was not suited to the numbers, the space around the tables was extremely cramped. A city centre location with no parking was not ideal for travelling.

The presentations could have been made available online for prior viewing to maximise discussion time.

The structure, with various interest groups mixed up, limited relevant input.

The one plus point - by good fortune - was to be at a table with airline captains and be able to dispel some myths about the lighter end of aviation, including our avionic fit-outs. (Better than some of Loganair's!) And it worked the other way with more recognition of their concerns too.

Question 5

Do you have any other comments regarding this process?

I have my doubts as to its worth in the current form.

The airspace needs modernised. There is only one runway at Glasgow now (the other will never come back into use due to construction work). It cannot be physically moved!

So there should be a clean sheet proposal by experts on airspace design as regards single runway operation, tailored for Glasgow and its terrain, and that should be the basis for discussion and amendment.

And the overall provision must be that airspace is for all users, and not just CAT using Glasgow Airport.

Strangely, since NATS has actually been in discussions with Amazon about drone use in Glasgow, there was no mention of drones.

**WORKSHOP 2 –
OVERALL ENGAGEMENT
FEEDBACK**

Stage 1B – Engagement Review Feedback Form



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	BALPA
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Airspace Change for the whole of the United Kingdom is vital infrastructure updating.

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I agree that Glasgow Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

The British Airline Pilots' Association is pleased that the first principle is Safety.

Question 5

Do you have any other comments regarding this process?

BALPA assume that there is no suggestion that one should reduce climb power in order to achieve continuous climb. We want to climb as quickly as we can to reduce the impact of noise. Continuous climb is nice to have but not so important as continuous descent.

The consultation process is fine.

becg



Stakeholder Details

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

The following pages have been designed to capture stakeholder feedback in response to Glasgow Airport's Stage 1B draft design principle statements.

Please review the draft design principle statements produced by Glasgow Airport and return any feedback you have by **Wednesday 23rd October 2019**. Feedback should be submitted via email to airspace@glasgowairport.com

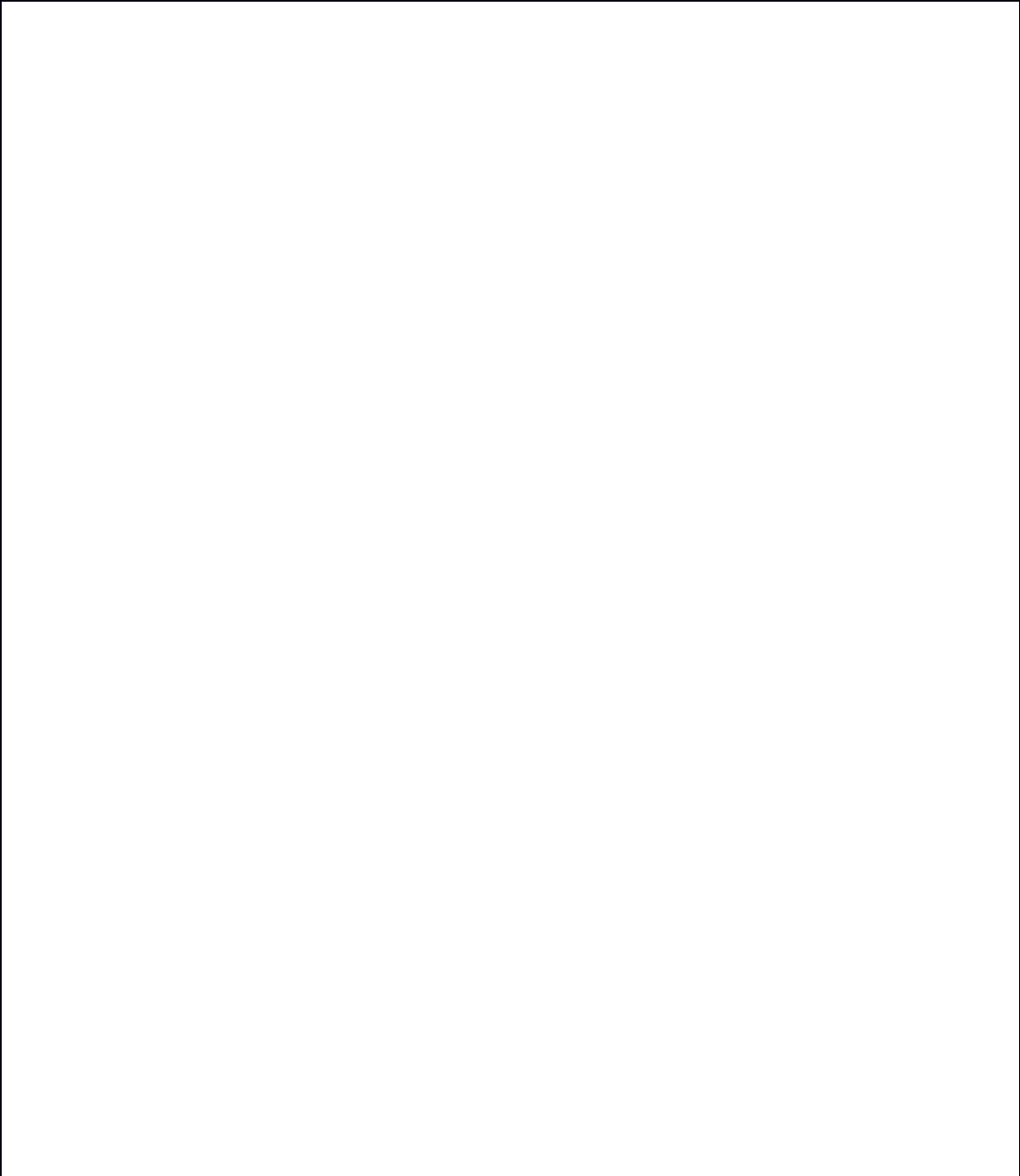
Name	[REDACTED]
Title	[REDACTED]
Organisation	Beith & District Community Council
Telephone	[REDACTED]
Email Address	[REDACTED]

I have no problems with the revised principles or their wording.
I also do not see any need to include any additional principles

Do you have any comments on the attached refined list of design principles statements?

In providing your feedback please consider:

- Are you comfortable with the wording within the proposed design principles? If not, please indicate what you would like to see amended.
- Are there any additional design principles you would like to see included?
- Which of the design principles would you categorise as a high, moderate or low priority in the context of the overall list of principles and why? You may choose not to provide priority to any of the listed design principles, if you so wish.



I have no problems with the revised principles or their wording.
I also do not see any need to include any additional principles

becg

build
environment
communications
group

becg



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Clydebank East Community Council
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The engagement process has allowed for me to understand the need for airspace change, however, this expansion will have a negative impact on the local communities that are affected by aircraft noise. The engagement process has at least acknowledged that the local communities are affected by aircraft noise, however, provided no solution to how they will mitigate the impact of the increased aircraft noise on the local communities.

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

I was freely allowed to demonstrate my view in the group at the engagement process and it did feel like an open and friendly environment where my views were listened to and discussed.

Question 3

I agree that Glasgow Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Seeking this feedback is extremely important, however, it could be argued that the feedback is being sought from the wrong people. The people who will most be affected by the airspace change are those living in the communities under the flightpath yet the airport has not directly contacted these communities. The airport should be contacting each person who lives in the communities affected as it is their health and sleep affected by the aircraft noise and any expansion will have a direct negative impact on their health. It should be of great importance to the airport to contact the people who are directly affected by the airspace expansion and these meetings should be open to these people prior to any design principles being formulated

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

As above, these meetings should be open to the local communities that are affected by the change in airspace so that they have the chance to express their concerns, this allows for a better relationship between Glasgow Airport and the local communities and doing this could allow for both parties coming to a solution which works for both.

Question 5

Do you have any other comments regarding this process?

According to the map that was produced to show the public the planes flightpaths, the planes apparently are restricted to only go through the centre of whitecrook in a straight line over Jane Rae Gardens, the football park and the church, however, this is currently not the case. Planes approaching the airport are approaching at varying angles and going over houses over half a mile away from the advertised flightpath. Currently there is a significant problem with the noise pollution that is happening with the current flights, many residents have voiced their concerns over the noise pollution especially the noise generated by the planes very late in the evening and very early planes coming to the airport with residents having their sleep disturbed. This problem has never been addressed, residents who have contacted the airport themselves are told that there are no planes going over them despite the noise pollution from the plane being audible over the phone, this is unacceptable and residents feel that there is no interest in them from the airport. As the noise pollution has not been addressed with the current flightpath, residents are extremely concerned what impact the expansion will have on them and their health due to residents missing sleep. Before this planned expansion, glasgow airport must address these issues and provide a solution before they move forward.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Cumbernauld Airport
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

We sent in our feedback (3 times) and our views on the airspace change have not been considered. I have attached the feedback again for you to consider.

Question 3

I agree that Glasgow Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

Please refer to our feedback submitted on 29th September 2019.

Question 5

Do you have any other comments regarding this process?

Please refer to our feedback submitted on 29th September 2019.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	East Dunbartonshire Council
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

I knew very little about airspace logistics prior to getting involved in this engagement but have learnt a great deal from speaking with industry experts and taking part in the workshops.

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Good forum for sharing the Council's concerns and listening to the views of others.

Question 3

I agree that Glasgow Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Very important to establish the basis for options at the outset, for clarity and confidence in the overall process.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

- Good summary of comments at each stage (via email), with clear explanation of how the concerns of each group have been addressed i.e. how and why they have been implemented to the refined design principles.

Question 5

Do you have any other comments regarding this process?

Stage 1B – Engagement Review Feedback Form



Glasgow Airport - Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 27th September 2019 via email to airspace@glasgowairport.com

Contact details:

Name	██████████
Title	
Organisation	Light Aircraft Association
Telephone	██████████
Email Address	██████████

Question 1

I think that the engagement process so far has increased your awareness and understanding about the need for airspace change, both for Glasgow and the wider UK?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The forthcoming technological change is further detailed by the exercise and the details supplied by the participants have been informative. The focus needs to be kept broader than only the commercial operators as the process goes forward. General Aviation is an important aspect that needs to be recognised in terms of safety even though for the airport they may not be a big economic interest.

Question 2

I think that the engagement process so far has allowed you to demonstrate your views about the use of airspace, and any proposed changes to airspace use?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

It is not possible to answer the second part of this question until the details are available. The process so far seems to be open and engaging and we await the detail of the resultant changes, and an opportunity to comment, with interest.

Question 3

I think that Glasgow Airport's approach of seeking thought and feedback on airspace change prior to any design principles being formulated is important?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future?

Gathering of diverse views is essential and to expand the focus/locus away from only commercial operators / economic interests at the airport

The continued engagement should provide regular updates / information and engagement in the details as they become available continuing the open approach and providing substantiation of the decisions/design choices made.

Question 5

Do you have any other comments regarding this process?

Good luck and we await the outcome with interest for all users of the air and airspace.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	████████████████████
Title	██████
Organisation	Mains Estate Residents' Association (MERA), Milngavie, East Dunbartonshire
Telephone	-
Email Address	████████████████████

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The Mains Estate Residents' Association (MERA) was already aware of the Airport's aspirations and reasons for redesign of the airspace through the previous public consultation in 2018.

Nevertheless, the introductory presentations at both the workshops was helpful in order to review the Airport's aspirations and requirements.

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The consultation on Safety at the first workshop was rushed and did not permit group discussion. It was important to listen carefully to what the consultees were saying. It was inappropriate to contradict the evidence presented by consultees in the section on Safety. The principle purpose of the meeting should have been to capture the comments.

At the first workshop, Scottish Natural Heritage also raised the issue of bird strikes and the presence of swans at a site of special scientific interest close to the airport. It was inappropriate for the Airport to suggest that this is not an issue and that modern jet engines can withstand bird strikes, even from large birds. Air strikes are a significant safety issue and the Civil Aviation Authority (CAA) logs and analyses bird strike events throughout the UK. Published evidence (Reported Bird strikes, 2012-2016, CAA) demonstrates that 4.7% of confirmed bird strikes cause damage to aircraft, with 0.9% of bird strikes causing an aborted take-off and 2% of bird strikes causing the return or the diversion of flights. The Civil Aviation Authority further recognises that *"growth in the geese population, and especially the increase*

in non-migratory geese near urban centres, is causing considerable air safety concern” (Large Flocking Birds: An international conflict between Conservation and Air Safety, Safety Regulation Group, Civil Aviation Authority, 2002).

Similarly, the evidence that MERA presented at the first workshop in relation to safety margins, by potentially moving routes closer to the ground level by hundreds of feet (below an altitude of 7,000 feet amsl, especially below 4,000 feet) was irrefutable. As an example, MERA cited the incident of the Flybe flight which fell 500 feet on approach to Glasgow Airport. MERA noted that previous airspace proposals in 2018 had inadvertently proposed reducing safety margins by as much as 14% over inhabited areas of Bearsden and Milngavie, because the ROWLY departure route had been moved over higher terrain. MERA stressed that moving departure routes over higher terrain would be inappropriate in any future design proposals.

Question 3

I agree that Glasgow Airport’s approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

It is essential that communities are involved in establishing the design principles.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

Worked Well

Group discussion has worked well as it enabled consultees to discuss issues in small groups and explore ideas and encouraged independent thought.

Not worked well

Some of the key comments and nuances from consultees have not always been documented or fully documented. That said, the feedback forms have provided an opportunity to address and capture this.

Question 5

Do you have any other comments regarding this process?

It is essential that communities continue to be engaged and consulted through the design and consultation processes.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Jo Swinson MP
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I agree that Glasgow Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

Integrating the types of stakeholders in the second round of workshops worked well, as it helped to ensure a broader understanding of the challenges faced by each group.

Hopefully the communities on the ground affected by aircraft noise will now be properly considered by all of those stakeholders, as well as by the airport when it's preparing the design proposals.

Question 5

Do you have any other comments regarding this process?

It would be useful to have a brief acknowledgement email from the airport stating that the feedback we've provided has been received for our records.

Stage 1B – Engagement Review Feedback Form



Glasgow Airport – Airspace change

Thank you for taking the time to take part in Glasgow Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Wednesday 23rd October 2019** via email to airspace@glasgowairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	Strathaven Airfield
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Glasgow and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

As an aviation professional, the need for airspace change –particularly around Glasgow – has been high in the agenda for years, if not decades.

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

The process where mixed groups are then asked to express views through a single spokesperson means you are not given the opportunity to fully explore your niche's needs.

In the first session, GA was mixed in with CAT and one or two others.

In the second session, GA was mixed in with various environmental and residents groups.

To be frank, these groups had little or no knowledge of aircraft/airspace operations and so found it difficult to understand basic principles or specifications (such as the differences between different classes of airspace).

Without that knowledge, it was difficult for them to make sensible inputs.

Question 3

I agree that Glasgow Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

To repeat previous comments, it is impossible to change the orientation of the runway or the surrounding geography.

So while it is good that input is sought, it is being sought too early in the process. There should have been a bank-sheet proposal for new modernised airspace around Glasgow, drawn up by specialists, to be used as a basis for feedback. There should also have been an education process to teach interested groups basic information on different aircraft types, different airspace classifications and even simple met.

Question 4

Please outline what worked well in the engagement process as well as how Glasgow Airport can improve their engagement in the future.

It is always interesting to hear other people's views. But there was a great deal of ignorance revealed.

I also think there is a wrong emphasis on the ACP.

It has been presented as a need to increase capacity – which a revised and simplified process should do.

However, even if use of Glasgow Airport was to fall – with a climate emergency, airline collapses, or the transfer of operations to other airports, for example – modernised airspace would reduce the environmental impact of aviation in the west of Scotland.

So I think the emphasis should be on smoother, more efficient – and therefore more environmentally-friendly and fuel and noise reducing - airspace management.

Since this is a once-in-a-generation root-and-branch review, it is a shame there is not more input on drones and electric aircraft.

While drones are not new, electric aircraft are now beginning to enter service in General Aviation.

The Pipistrel Alpha has one hour endurance with a 30 minute reserve, and is being billed as ideal for flying school operations. But this low endurance would not be practical in Glasgow's current airspace due to the often-used requirement to hold at various points, which could make battery life critical.

<https://www.flyaboutaviation.com/electric-aircraft>

In Norway, one of the world's first all-electric flight schools is being launched. The existing school has 60 full time instructors and 350 students.

<https://flightdesign.com/flight-training-school/>

In the UK, the prime minister recently announced a #300 million joint investment by industry and government for the Future Flight Challenge to fund electric flight innovation.

So electric aircraft are on their way, but – just like electric cars – endurance will be critical and so smooth efficient airspace control will be essential. It would be ironic if hydrocarbon aircraft would have to hold – and create more emissions from increased fuel burn – to allow electric no-emission aircraft priority due to battery state.

Question 5

Do you have any other comments regarding this process?

The process is fundamentally flawed because it puts the cart before the horse, and people with little or no knowledge of aviation practicalities and are being asked to give an input without sufficient background.