Friday 18th October 2019

East Midlands Airport: Future Airspace Research – Stage 1b Public Consultation Responses

Draft Version v0.1

YouGov®

Background, sample and method

Introduction

- As part of Government proposals to modernise the way UK airspace is managed, EMA is undertaking an extensive process of engagement and consultation with stakeholders and local communities. Over the course of the next few years EMA will bring together NATS, the CAA and other airports to shape the airspace design on which it will formally consult (likely in 2020). Before this, it will be important to speak to individuals, organisations and groups that have an interest in the airspace around EMA to provide feedback on principles that will be used to redesign the airspace, as part of the overall programme.

- An open consultation platform was live from Sunday 8th September to Tuesday 8th October 2019.

- There were 325 responses in total. 280 from those taking part in an individual capacity, 43 from those representing an organisation and 2 responses that did not identify themselves as either.

- This report provides independent analysis of their response to the consultation questions presented and the reasons for their choices.

- Please note: sometimes percentages will not add to 100% because of rounding.

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Question 1: Avoid change or fly over new areas

Question 1

Avoid change or fly over new areas

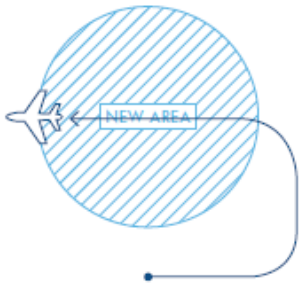
Our flight paths were introduced after taking account of local views, and many have stayed the same for years.

Some people have chosen to live close to or under flight paths, perhaps because they are less affected by or concerned about aircraft noise. On the other hand, some people may have chosen to live in areas away from flight paths as they don't want aircraft flying over or close to their homes.

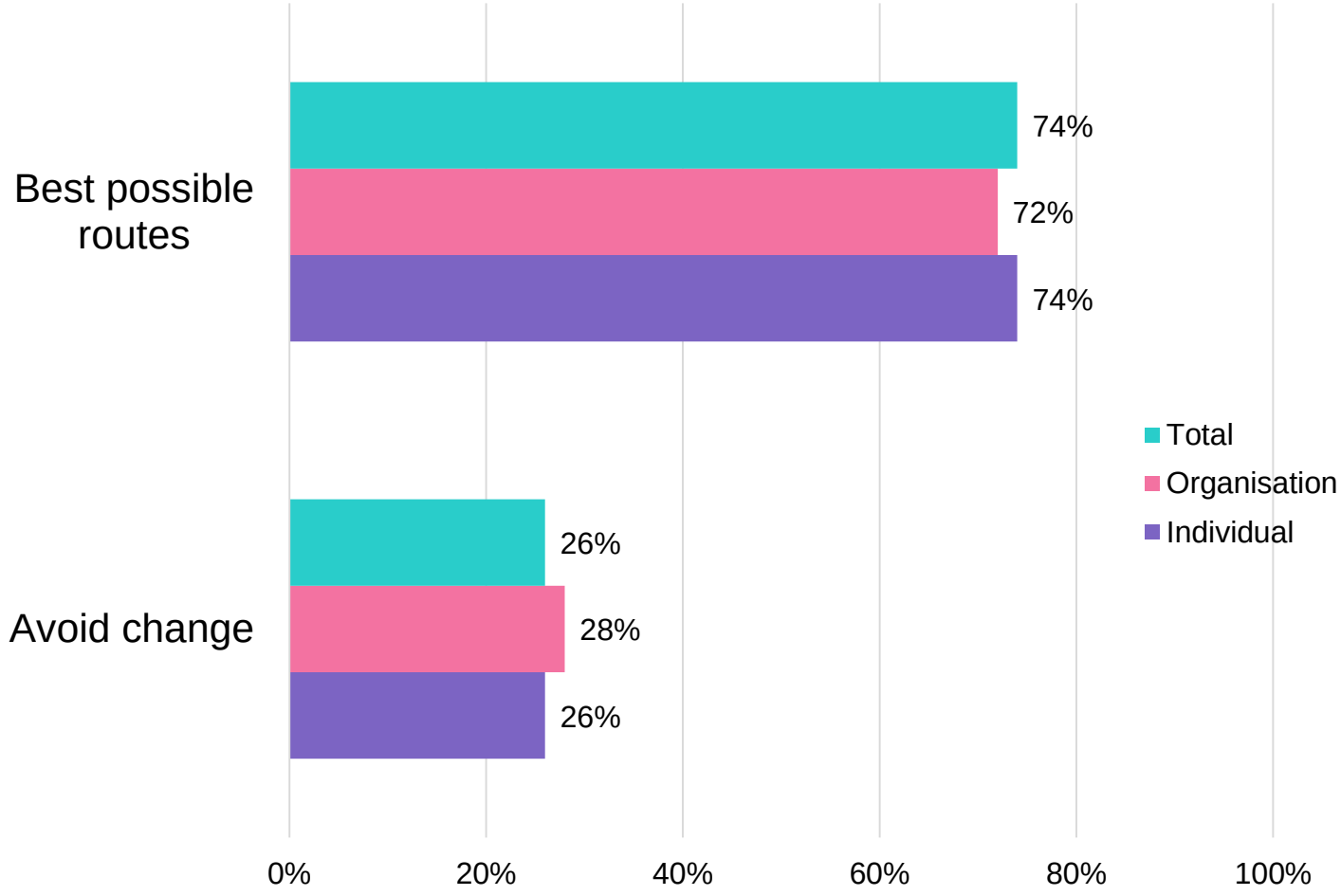
As we design our future flight paths, we need to consider whether to:

- prioritise keeping changes to a minimum to avoid flying over new areas (unless there is a strong reason to do so); or
- start with a 'clean sheet' and design new routes that might reduce the effect of aircraft noise, cut emissions and make better use of modern technology, but might fly over new areas as a result.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐	Option 2 ☐
Avoid aircraft flying over new areas, unless there is a strong case to do so.	Design the best possible routes (taking account of noise, emissions, efficiency and other relevant factors), even if this means flying over new areas.
	
Please use the box below to explain your preference and add anything you think we may have missed.	Please use the box below to explain your preference and add anything you think we may have missed.

Around three-quarters (74%) feel that designing the best possible routes is the best option, even if that means flying over new areas.



A quarter believe that change should be avoided.

There are no real differences between those responding on behalf of an organisation and those as an individual.

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Base: 319 responses (274 individual, 43 organisations, 2 not identifying)

Best possible routes (74%)

“Efficiency and economy should come first. I live under a flight path now and would prefer all routes to be planned using today’s technology to ensure they are the best suited for the environment.”
(Individual)

“In all honesty I would rather not live under the flight path any more. If there is a better route that may (or may not) avoid where I live then that should be explored.”
(Individual)

“To require that no new areas should be overflown is to restrict any ability to improve both efficiencies and/or improvements in noise nuisance, etc., to local communities.”
(Organisation)

Many felt that the logic of **efficient** and **economical** routes would be a sensible way to proceed. This could have positive effects in reducing fuel consumption, carbon emissions and minimising the **environmental impact** of the airport.

Some thought that the use of new technology for **redesigning** routes was a persuasive argument. Likewise that new developments in aircraft and flight traffic required fresh thinking from a blank slate.

Many who currently live in an affected area felt that a review conducted using the criteria stated might result in noise reduction **improvements where they live** or that at least they had nothing to lose either way by stating that preference.

Avoid change (26%)

Many of those who responded this way did so on the basis of **fairness** in that people who before now were unaffected may have bought a property believing that it would not be affected, whilst those currently affected by a flight path will have been in that position for some considerable time.

Some of those currently affected by a flight path felt they **had got used to it** and that those living in other areas ought not to experience something they had not been aware of when moving to those communities.

Others living in areas that might become affected were **concerned** about noise and air pollution, and the impact on property prices.

"Anyone who currently lives in the flight path is used to the noise if they have lived with it for a while. Anyone who has bought a house recently in the flight path did so knowing it. It would unfair to change and fly over new areas where the residents are not used to the noise."
(Individual)

"We specifically chose somewhere only marginally affected by aircraft noise and would find an increase difficult and disruptive."
(Individual)

"Communities living under existing flight paths presumably were in the main, aware of that fact and chose to live there in spite of it. It seems fairer then to not extend flight paths to other areas where people have purposely to reside because they do not want the intrusion of aircrafts flying over them."
(Individual)

Question 2: Concentrating or spreading out flight plans

Question 2

Concentrating or spreading out flight paths

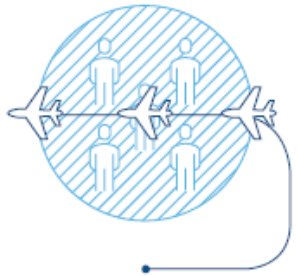
Modern aircraft can use satellite guidance to allow them to fly more accurately. This means flight paths can now concentrate aircraft so fewer people are overflown and affected by aircraft noise. However, the people who are overflown will be affected more than they previously were.

As an alternative, we can design flight paths that spread aircraft out over a wider area, perhaps using several alternative routes, and use varying flight paths on different days of the week or during different times of day to provide periods when there is no aircraft noise. Also, if we take this approach, we will need to decide how long periods of 'no aircraft noise' last to create significant benefit.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

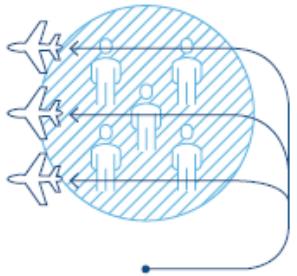
Concentrate flight paths, which will affect fewer people but to a greater extent.



Please use the box below to explain your preference and add anything you think we may have missed.

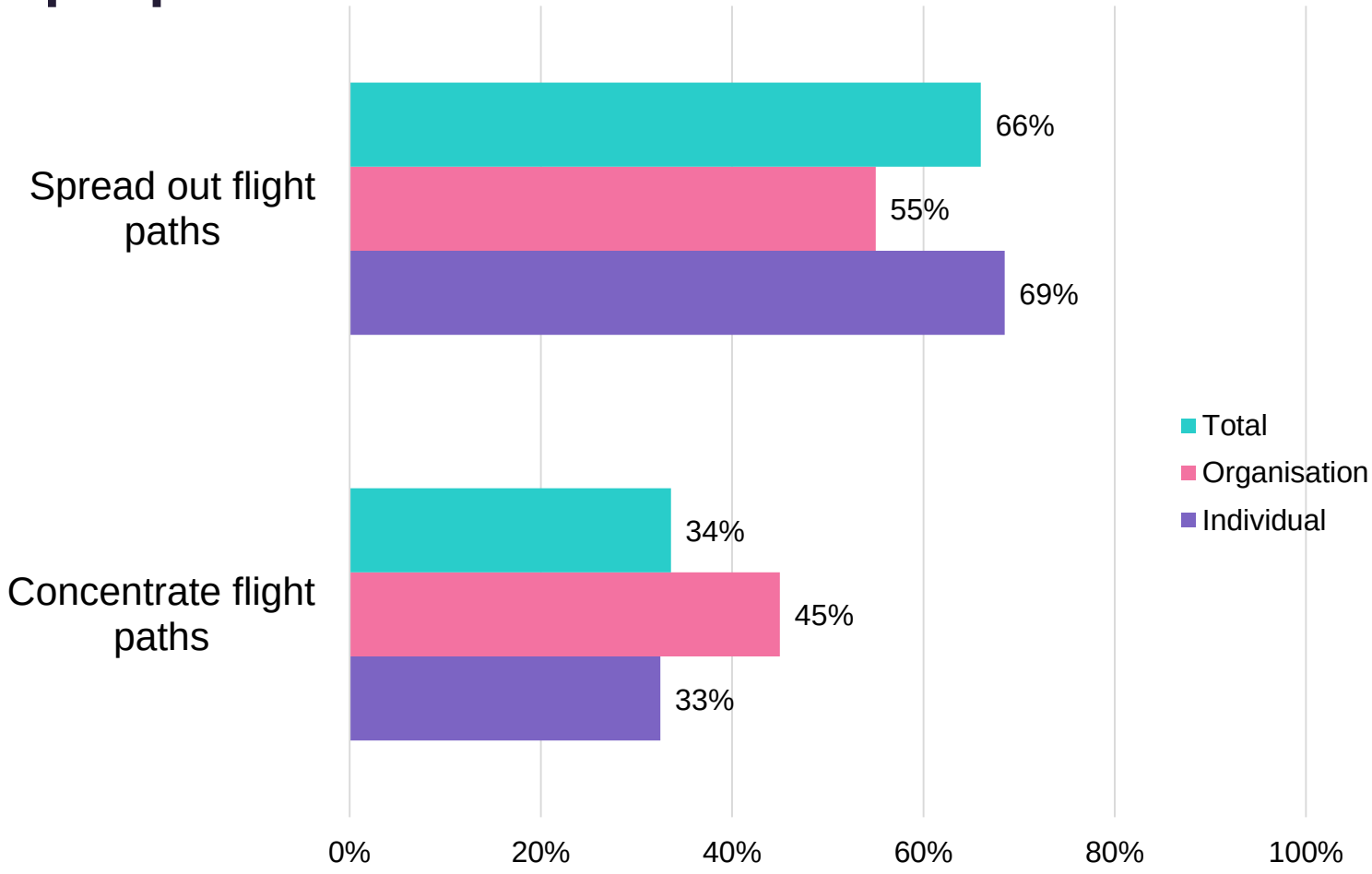
Option 2 ☐

Spread out flight paths, which will affect more people but to a lesser extent.



Please use the box below to explain your preference and add anything you think we may have missed.

Two-thirds (66%) favour spreading out flight paths to potentially affect more people but to a lesser extent, rather than a bigger impact on fewer people



A third prefer the option of concentrating flight paths so that fewer people are affected, although those who are affected will experience a greater impact.

Those representing an organisation were more likely than individuals to feel that concentrating flight paths was preferable, but still a majority were in favour of spreading out.

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Base: 318 responses (276 individual, 40 organisations, 2 not identifying)

Spread out flight paths (66%)

"Spreading flight paths can also mean increasing the airports capacity by stacking traffic and calling each aircraft to land in the most efficient way. Concentrating traffic means first come first served which may not be the most efficient of effective. Spreading means causing minimal disruption rather than suggesting that it is acceptable to affect fewer people. They are still people!"
(Individual)

"Those living under a constant flight path would be subject to noise a lot of the time and would have no choice. At least design an approach that allows residents to have some quiet nights."
(Individual)

"The aircraft noise is a deciding point whether I will stay here. Less noise during night would make living close to the airport more bearable. Sometimes, especially the summer nights, it is not possible to keep our windows open."
(Individual)

The themes were similar to the previous question on avoiding change or making new routes. Many felt that more **widely distributing** the impact of flight paths was a **fairer approach** than severely affecting a concentrated few.

Some of those responding were currently affected by flight paths and felt that a **redistribution** was potentially helpful.

Others felt it might **reduce the environmental effects** on concentrated areas.

Concentrate flight paths (33%)

Responses focused on **fairness** with concentration of flight paths an approach that it was felt was likely to affect the fewest people.

For some it was the approach of **least change** from the current system. It also appeared potentially more **efficient** and less **environmentally impactful** to concentrate the flight paths.

"The [Parish Council] agrees that concentrating flight paths avoids flying over all communities and therefore disruptions are minor...those communities under the flight path are already aware of the disruptions..."
(Organisation)

"More efficient use of space, impact of more aircraft is less significant than the impact of aircraft where there previously were none."
(Individual)

"As someone that is not currently affected by over flying I wish this to remain the situation. I purchased my property based on its location in relation to current flight paths. If I wanted to live under the flight path I would have purchased a property in that area."
(Individual)

Question 3: Flying over built-up areas

Question 3

Flying over built-up areas

When designing flight paths, we need to consider the local communities that will be flown over and affected by aircraft noise. Our current routes avoid flying over built-up areas, where possible, as this was the advice from the Government at the time the flight paths were designed.

If we designed flight paths that flew over built-up areas, more people would be overflown. However, background noise in towns and cities (from cars, construction, crowds of people and so on) is higher, so aircraft noise may be less noticeable.

If we continue to avoid flying over built-up areas, this will reduce the number of people who are overflown. However, this may lead to aircraft flying over areas where the level of background noise may be lower, so aircraft noise may be more noticeable.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

Avoid flying over built-up areas, which will affect fewer people but to a greater extent.

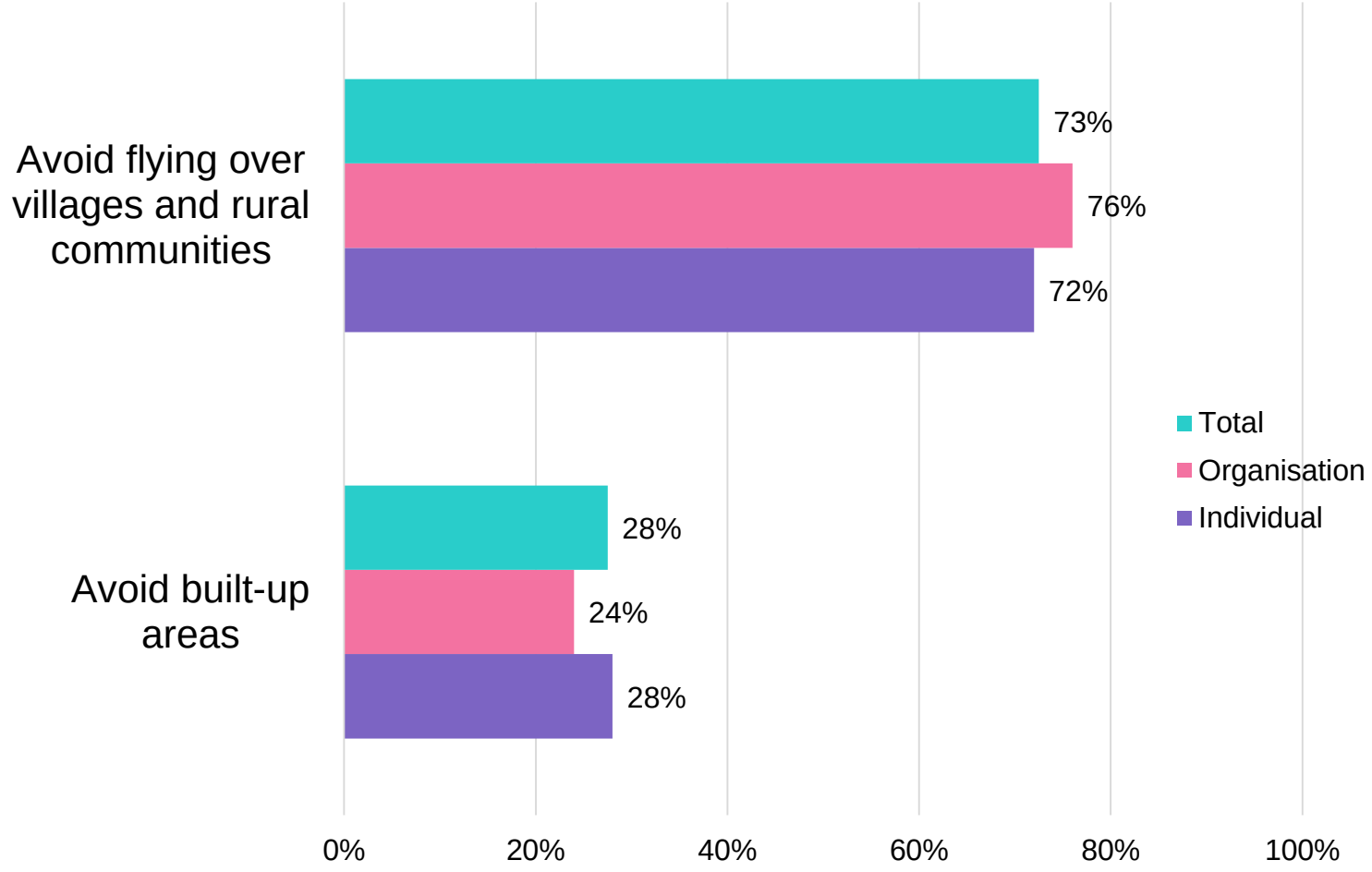
Please use the box below to explain your preference and add anything you think we may have missed.

Option 2 ☐

Avoid flying over villages and rural communities, which will affect more people but to a lesser extent.

Please use the box below to explain your preference and add anything you think we may have missed.

Nearly three-quarters (72%) would prefer an option which avoids flying over villages and rural communities that would affect fewer people but to a greater extent than routes over built-up areas



This preference is consistent with the previous choice, whereby a larger number of households experiencing a lower impact is better than a smaller number being more seriously affected.

This time there were no differences between organisations and individuals.

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Base: 306 responses (267 individual, 37 organisations, 2 not identifying)

Avoid flying over villages (73%)

There is a feeling that higher noise levels would make a **greater impact in a rural area** because it would stand out more so than in built-up areas where there is already **background noise**.

Others felt that many of those who **choose to live in the countryside** do so to be **away from noise** and disturbance.

Others felt that rural areas **need protection** to preserve their status.

"Rural areas are under significant pressure and the peace and tranquillity of the countryside needs maintaining for the wellbeing of the wider population as well as those that live and work there."
(Individual)

"People who live in towns expect noise and the background noise will reduce the number of people who have a noticeable disturbance when planes fly nearby."
(Individual)

"Having lived in a suburban area previously, the impact of flights was not as great as there was generally more noise in general. I am not suggesting flights should affect more people but the impact in terms of noise pollution would be much less. Flying over rural areas has a very significant impact on noise pollution."
(Individual)

"Reducing the total number of people having to suffer being overflown by aircraft would be a good thing for local villages and rural communities."
(Individual)

Avoid built-up areas (28%)

"Purely based on the fact it will affect less people overall" (Individual)

"Background noise is not relevant for night flights. The impact of noise leading to sleep deprivation and mental and proven physical health issues is paramount." (Organisation)

"Flying over densely populated areas is irresponsible in respect to noise, pollution and risk to life in the case of aircraft malfunction." (Individual)

The main attraction of this option is that it might **affect fewer people** in total.

Others pointed out that contrary to the argument that there is generally more background noise and disturbance in urban areas, that is perhaps **not the case at night**.

Safety was an issue for some people, with flight paths over built-up areas being exposed to a perceived greater level of **risk**.

A few felt that it is less certain what '**built-up**' actually means compared with rural or countryside areas.

Question 4: Balancing noise and emissions

Question 4

Balancing noise and emissions

We can now design flight paths so that aircraft fly more direct routes, shortening the distance to their destinations and reducing CO_2 emissions. It can also make journey times a little shorter.

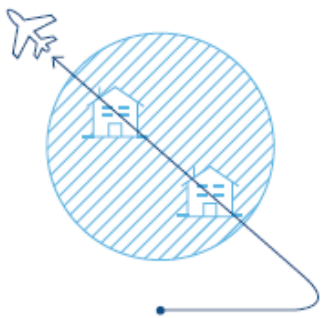
Sometimes, aircraft fly a little further to avoid flying over local communities. Shortening these routes so they fly more directly might, in some instances, lead to aircraft flying over more local communities, which could lead to more people being affected by aircraft noise.

We need to find the right balance between having more direct flights (to reduce emissions and passenger journey times) and keeping local communities' exposure to aircraft noise to a minimum.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

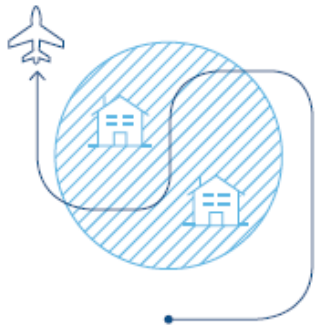
Fly the most direct routes possible to reduce emissions, even if this means flying over more people.



Please use the box below to explain your preference and add anything you think we may have missed.

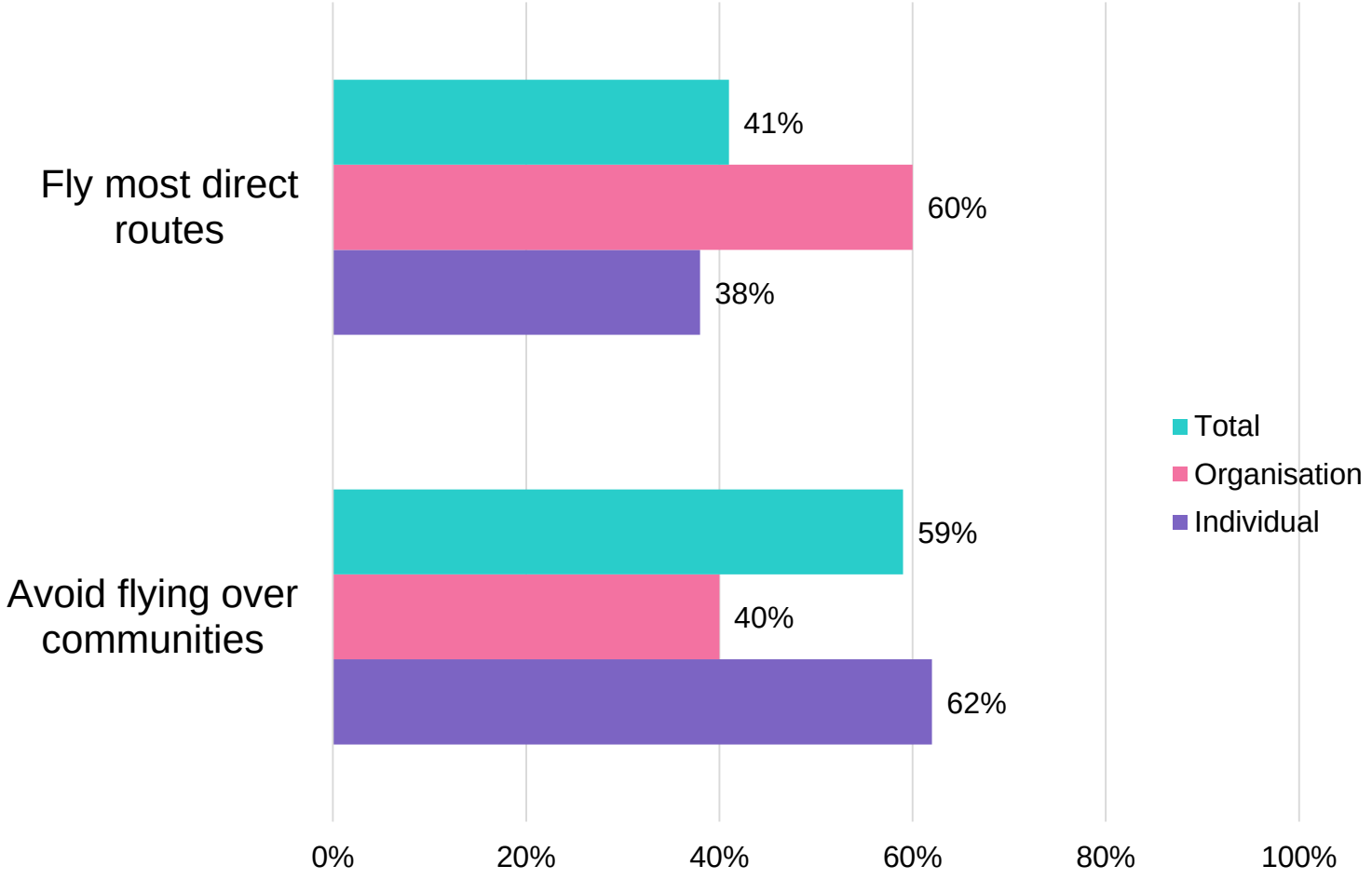
Option 2 ☐

Avoid flying over communities so fewer people are affected by aircraft noise, even if this means higher CO_2 emissions.



Please use the box below to explain your preference and add anything you think we may have missed.

There was close preference (59 / 41%) for routes to avoid flying over communities so fewer people are affected by noise, even if that meant longer distances and more carbon emissions



It is interesting that organisations responding to this question had a 60 / 40 preference for flying the most direct routes to reduce emissions, even if that meant flying over more people as a result.

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Base: 316 responses (274 individual, 40 organisations, 2 not identifying)

Avoid flying over communities (59%)

Noise was a key factor for many of those who preferred the option where fewer people were affected.

Interestingly, many thought that the potential negative aspect of higher carbon emissions may be **mitigated** over time with improvements in **technology**.

In a **trade off** between the impact of noise and higher carbon emissions, those supportive of this option came down on the side of protecting the most people from noise as possible.

"The reduction in carbon emissions should be achieved by advance is technology, which will be far greater (I expect) than any gains from slightly shorter flight paths."
(Individual)

"Noise is a serious modern problem even for those not living in major conurbations - such as those of us living directly under flight paths & close to busy airports. Avoid such noise as much as possible. Small increases in emissions are insignificant compared with all the EMA flight emissions."
(Individual)

"In the greater scheme of aviation, if we are talking adding a few miles to a 500 mile flight but which then improves the life of people and communities on the ground I don't think that is up for debate. I suspect there are better gains to be made investing in new aircraft than minimising flight distances. The priority should be minimal disruption to people on the ground from noise pollution."
(Individual)

Fly most direct routes (41%)

“There is a balance to be struck between noise and pollution impacts but in the current climate emergency it may be prudent to give greater weight to minimising CO2 / pollutant emissions.”
(Organisation)

“Flying the most direct route seems the sensible option. It saves fuel, makes the journey safer, and in turn rewards its customers with shorter flight times.”
(Individual)

“We need to fly with lowest possible emissions. Shorter routes will help this. Aircraft are less noisy than they once were and may get even quieter in the future so overflying a residential area will become less intrusive.”
(Individual)

“I think we have to look at options to reduce carbon emissions but need to consider the impact this might have on communities who have hitherto not be flown over.”
(Individual)

In contrast the two in five supporting the ‘most direct routes’ option, prioritised the **environmental advantages** of that approach.

But many acknowledged that finding the **right balance** is key, as might be expected from a choice that resulted in a 59 / 41 split in preference.

A few were optimistic about advances in aircraft technology making planes **less noisy in the future** so if they have to fly direct paths over residents, the impact may be less than it is at the moment.

Question 5: Taking account of current arrangements and agreements

Question 5

Taking account of current arrangements and agreements

We already operate in a way that minimises the effect of aircraft noise wherever possible, such as westerly use of our runway wherever possible. Some of these ways of operating are voluntary, some have been agreed locally.

As we design future flight paths, we need to consider whether to continue operating as we have previously agreed or whether we should design entirely new routes to achieve the best possible outcomes (taking account of factors such as noise, emissions and the airport running efficiently).

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

Continue with current arrangements and ways of operating.

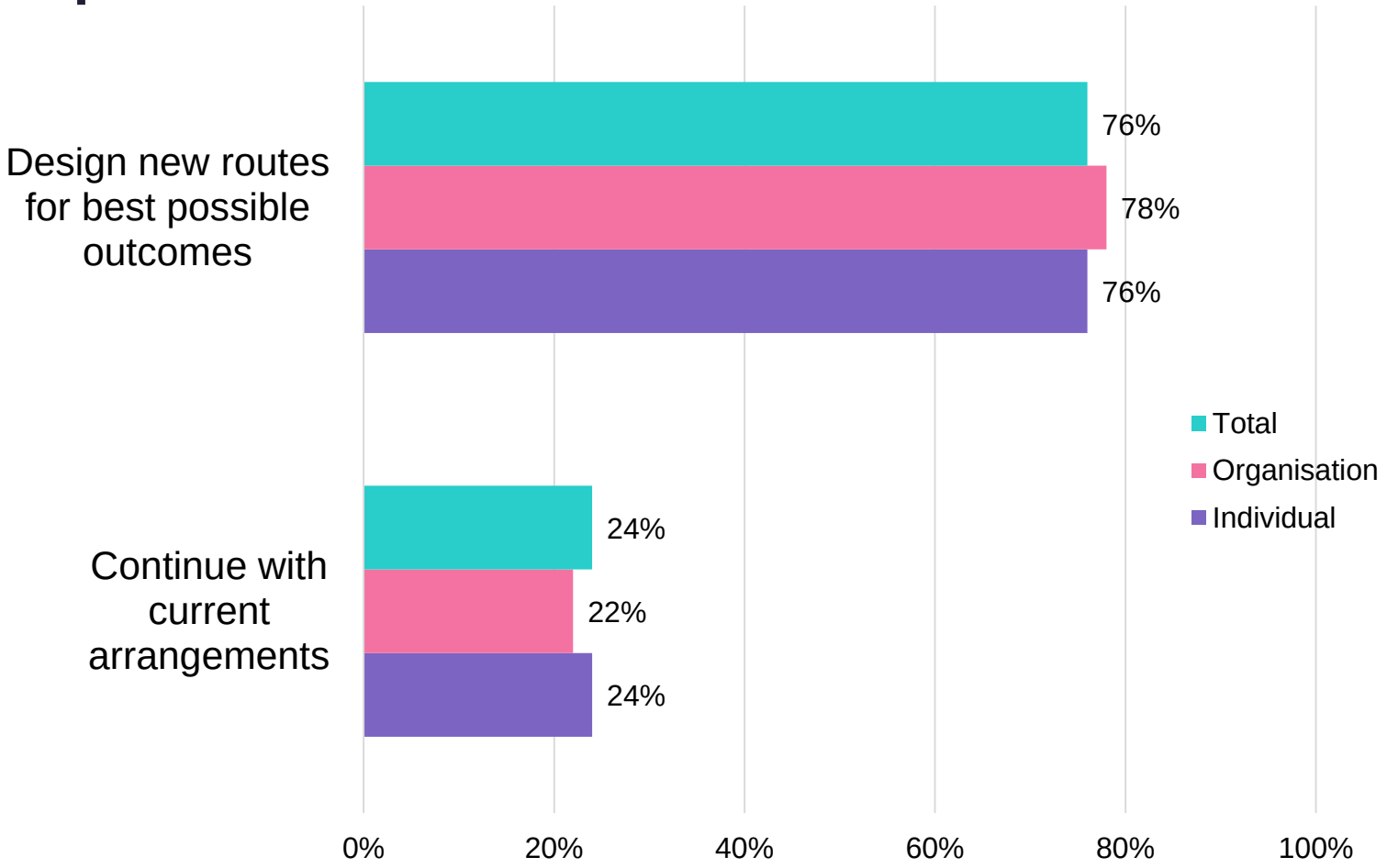
Please use the box below to explain your preference and add anything you think we may have missed.

Option 2 ☐

Design new routes to achieve the best possible outcomes for reducing noise and emissions while increasing the efficiency of the airport.

Please use the box below to explain your preference and add anything you think we may have missed.

There is a clear preference (76%) for routes to be designed in a way that reduces noise and emissions, whilst increasing the efficiency of the airport



A quarter feel that the current arrangement should be maintained.

There are no differences in the options of organisations and individuals.

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Base: 320 responses (277 individual, 41 organisations, 2 not identifying)

Design new routes for best possible outcome (76%)

"Designing a more efficient method of operation, taking into account journey times, fuel efficiency and runway usage should help to reduce carbon emissions which is good for the environment in the long term"
(Individual)

"Something needs to change. The local area has changed dramatically in terms of population concentration but the flight routes do not consider this."
(Individual)

"Flight paths should be regularly reviewed to take into account all factors mentioned. There has been a lot of house building to the east of the airport, around East Leake, and so more and more people are affected by current flight paths."
(Individual)

There were similarities in response to some previous questions. For many, this approach was simply the most **logical**, with many picking out **efficiency** and the possible **reduction in emissions** as the key attractive features.

Some pointed out that growth in towns and **new housing developments** means that change over time is essential to ensure the optimal planning of paths.

Continue with current arrangements (24%)

Those choosing this option wished to minimise change, feeling that **those currently affected are used to it** and others who may be impacted may find that difficult to deal with.

Other felt that in time, **improvements in technology** would reduce noise and increase efficiency meaning that the imposition of short-term effects on new groups of residents was unnecessary.

"Should aircraft noise occur, those people affected are used to it by now, however by affecting many new people the chances of additional noise complaints increase."
(Individual)

"Unfair to put traffic and pollution over homes that were purchased/ built in areas without the problem"
(Individual)

"Currently affected communities have developed with the knowledge of the aircraft disruption. New communities would be unduly affected and there could be significant disruption. The ideal is to continue using current routes but to use quieter aircraft."
(Individual)

Question 6: Other airspace users

Question 6

Other airspace users

While we control airspace around our airport, not all flights in our airspace are to and from the airport. We need to make our airspace available for other users, including private aircraft, helicopters, military flights, air ambulance, gliders, microlight aircraft, balloon flights and drones.

How we design our flight paths could allow other users to operate freely or might lead to them making lengthy detours and experiencing delays.

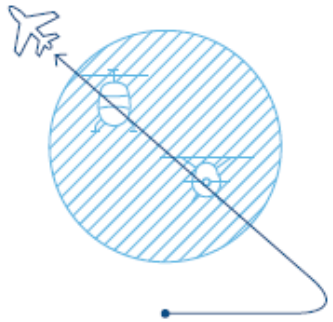
As we design future flight paths, we need to consider whether to:

- prioritise the best possible routes for aircraft flying to and from the airport, to minimise noise, emissions and inefficiencies in operations at our airport; or
- introduce flight paths that mean other airspace users are not significantly disadvantaged by changes, even if this means aircraft using the airport cause more noise or emissions.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

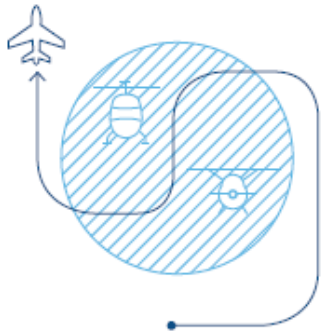
Design the best possible routes (for minimising noise, emissions and inefficiencies in operations at our airport) for aircraft flying to and from the airport, even if this disadvantages other airspace users.



Please use the box below to explain your preference and add anything you think we may have missed.

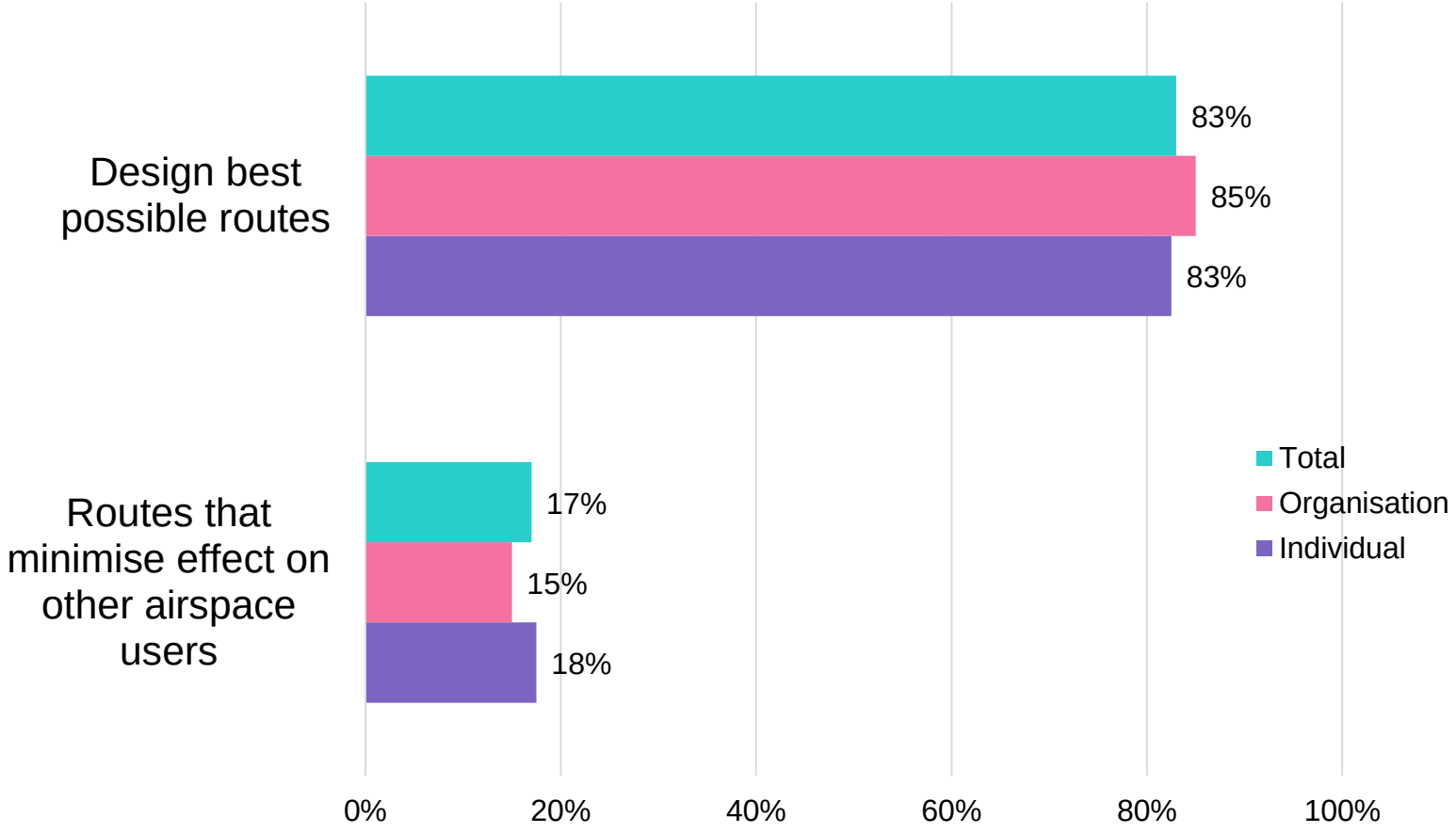
Option 2 ☐

Design routes that minimise the effect operations at the airport have on other airspace users, even if this means increased noise and emissions.



Please use the box below to explain your preference and add anything you think we may have missed.

The vast majority (83%) prefer an approach which designs the best possible routes even if that disadvantages other airspace users



Relatively few would favour routes that minimise the effect on other airspace users, perhaps because doing so might come at the expense of increased emissions and noise.

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Base: 315 responses (274 individual, 39 organisations, 2 not identifying)

Design best possible routes (83%)

There was an overwhelming preference for this option for the clear reason that the main **focus** ought to be on the **majority of airport users** and the **local communities affected**.

Some felt military and air ambulance should and would always **receive priority anyway**, but constitute a small amount of airport activity.

Private airplane users, balloonists and others were seen as a minority that should **not have a disproportionate influence** over the main purpose of the airport.

Again the phrasing of ‘best possible routes’ results in positive support as, for many, it is associated with **efficiency** and emissions reductions.

“People who fly for leisure will have to work round you, and RAF will do their own thing anyway. EMA flights are likely to be lowest and most affect community, so priority should be give to making EMA flights less disruptive to local community who chose live in quiet villages.”
(Individual)

“I'm afraid I have no sympathy for balloon riders when compared to being kept awake half the night in summertime. Air ambulances need full accommodation, but none of the others are a priority.”
(Individual)

“Designing the best arrivals and departure procedures for the airport users should help with efficiency, noise reduction and reduced carbon emissions.”
(Individual)

Routes to minimise effect on other airspace users (17%)

"There are a lot of General Aviation users in and around the EMA zone. We need to ensure that the needs of these GA users are not restricted in any way. In fact we need to encourage more people to enter the sport of General Aviation by making it easier to fly in / around the wider EMA zone."
(Individual)

"GA is well supported at East Midlands, and this should continue. Tollerton, Derby and Tatenhill all share airspace with EMA, and transiting aircraft should not be denied access to class d airspace routinely, as at present."
(Individual)

The minority that favoured routes designed to minimise the impact on other users felt that **reasonable access** should be possible for general aviation, all those who wish to use the airspace.

Some argued that airspace should be **shared** and not monopolised by one class of user or that airspace cannot 'belong' to anyone. This they felt was a **fairer** system.

A few made a link with **jobs and economic benefits** that come from a strong general aviation sector.

Question 7: Aircraft types

Question 7

Aircraft types

Some flight paths would require aircraft to have the very latest navigation equipment. If we design flight paths that require aircraft to use the latest equipment, it could make it difficult for older or smaller aircraft to be used. This could reduce the frequency of some flights and potentially lead to delays. It may also result in aircraft without up-to-date technology having to fly slightly different flight paths, or flying less accurately, which could lead to them flying over local communities which are not currently flown over.

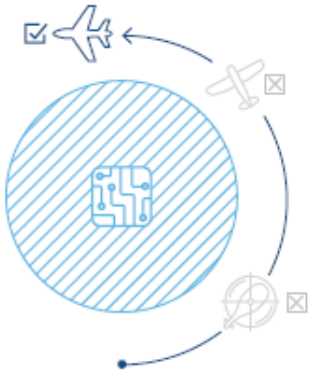
If we design flight paths that are suitable for all aircraft types, we may not be able to take full advantage of some of the latest equipment and techniques. This might mean, for example, that we can't minimise aircraft noise as effectively or that the airport operates less efficiently.

The number of older and smaller aircraft affected by any change we make is likely to reduce over time. In the meantime, we need to consider how and where these aircraft currently operate.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

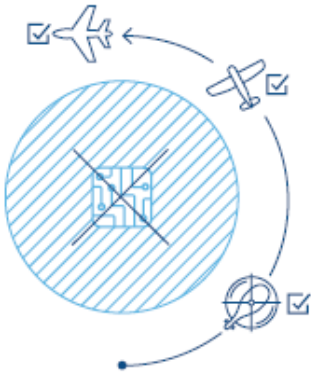
Take advantage of the latest technology and techniques, even if this makes flight paths more difficult for older and smaller aircraft.



Please use the box below to explain your preference and add anything you think we may have missed.

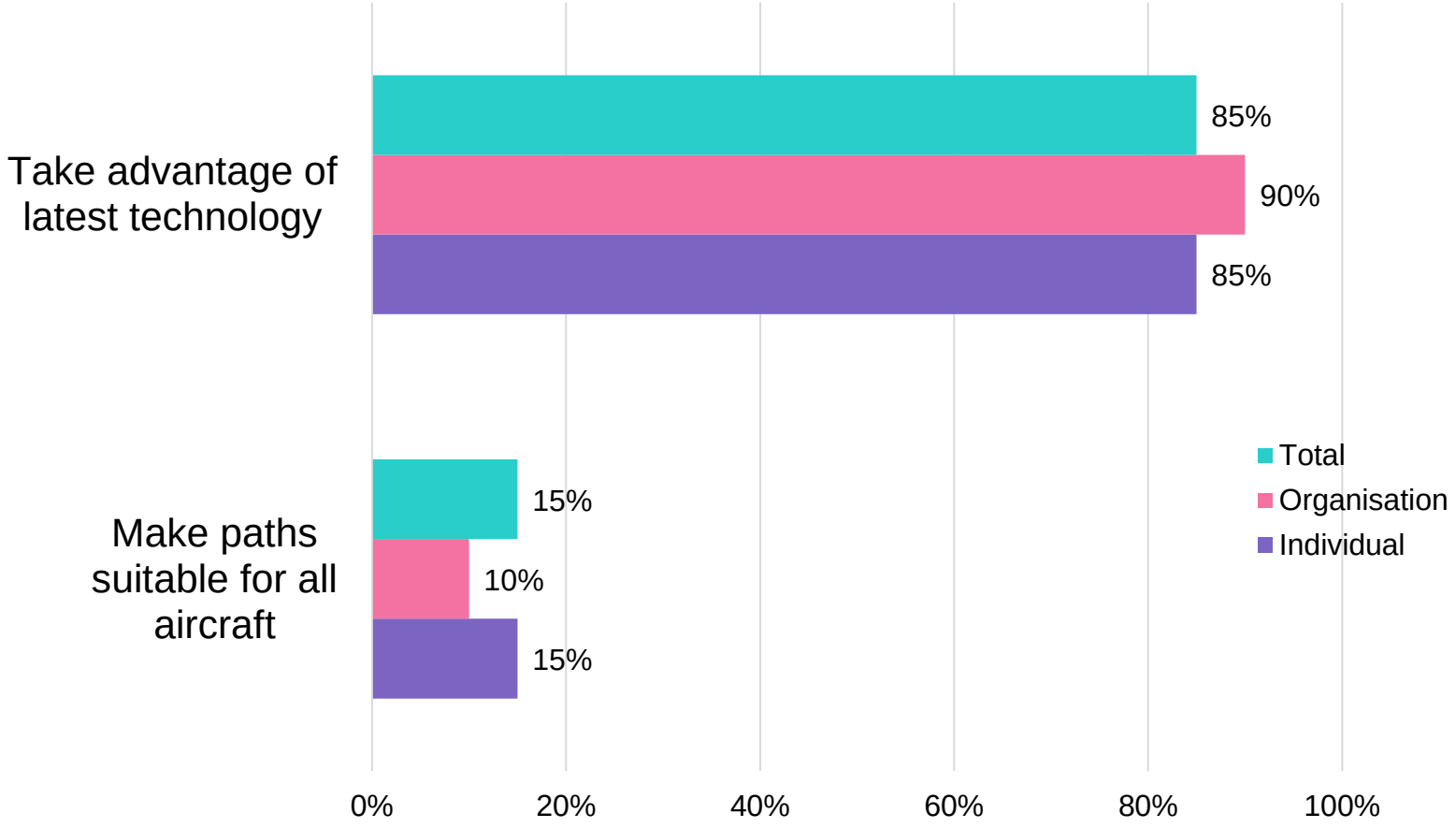
Option 2 ☐

Make flight paths suitable for all aircraft, even if this means new technologies and techniques cannot be used.



Please use the box below to explain your preference and add anything you think we may have missed.

Most (85%) prefer to use the latest technology and techniques to make flight paths, even if that makes it difficult for smaller and older aircraft



Relatively few think that continuing as previously in order to allow all aircraft types to use the flight paths is the best approach.

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Base: 317 responses (275 individual, 40 organisations, 2 not identifying)

Take advantage of latest technology (85%)

The vast majority of respondents supported this approach, many because they feel newer types of aircraft will have substantial **efficiency**, **noise reduction** and **environmental benefits** and that older craft need to be **phased out**.

Some thought that older aircraft need to be targeted with **restrictions** to force this process through.

Many felt it would be the **logical**, **progressive** and **future-proof** approach.

"Take advantage of technology and force the minimal number of users that don't currently have that technology to upgrade (it will make it safer in the long run too). Actually, you're probably looking at a very small minority of aircraft that won't have that equipment installed, or cannot have it installed easily."
(Individual)

"It must be priority to plan for the latest technology and not to compromise best practice to accommodate old technology which by definition as a short shelf life!!"
(Organisation)

"Older aircraft tend to be noisier and more polluting. EMA, if looking to improve efficiency should impose restrictions. This could be done within a period of targeted time."
(Individual)

Make paths suitable for all aircraft (15%)

“Other users and the public should not be disadvantaged everyone should be treated the same not just the businesses that can afford up to date technology.”
(Individual)

“Continually review the options as older aircraft are removed from the fleet.”
(Organisation)

“New technologies are expensive for smaller operators to install. You should not plan to drive them out of business.”
(Individual)

Some felt that operators of older aircraft might be **unfairly** penalised or put out of business. They pointed out that most are likely to be small businesses.

Others thought that it might be **wasteful** to force older aircraft out of operation and that a slowly managed transition, under **continual review**, would be best for all.

Question 8: Multiple flight paths in the same area

Question 8

Multiple flight paths in the same area

For safety reasons, aircraft must take off and land into the wind. This allows departing aircraft to climb faster and landing aircraft to stop more quickly.

The direction of take-off and landing changes when the direction of the wind changes. For this reason, we have two sets of flight paths, one for when the wind is from the west (as is most often the case) and one for when the wind is from the east.

From each runway there are alternative arrival and departure routes. This means that we have several flight paths, some of which overlap. If we design each new flight path on its own, we can make sure each route is the best it can be, so reducing noise and emissions, and allowing the airport to operate as efficiently as possible. However, designing each flight path individually could mean that, when we put them all together, some areas are overflown by several routes.

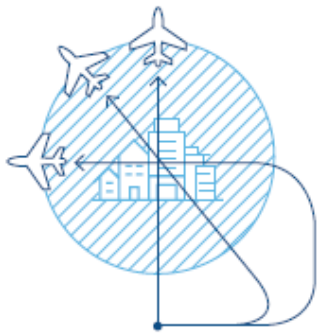
When we design future flight paths, we need to find the best overall outcome and consider whether we should prioritise:

- the efficiency of individual routes; or
- avoiding areas being overflown by several routes.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐

Make sure each route can achieve the best balance between reducing noise and keeping emissions low, even if this means some areas are overflown by several routes.



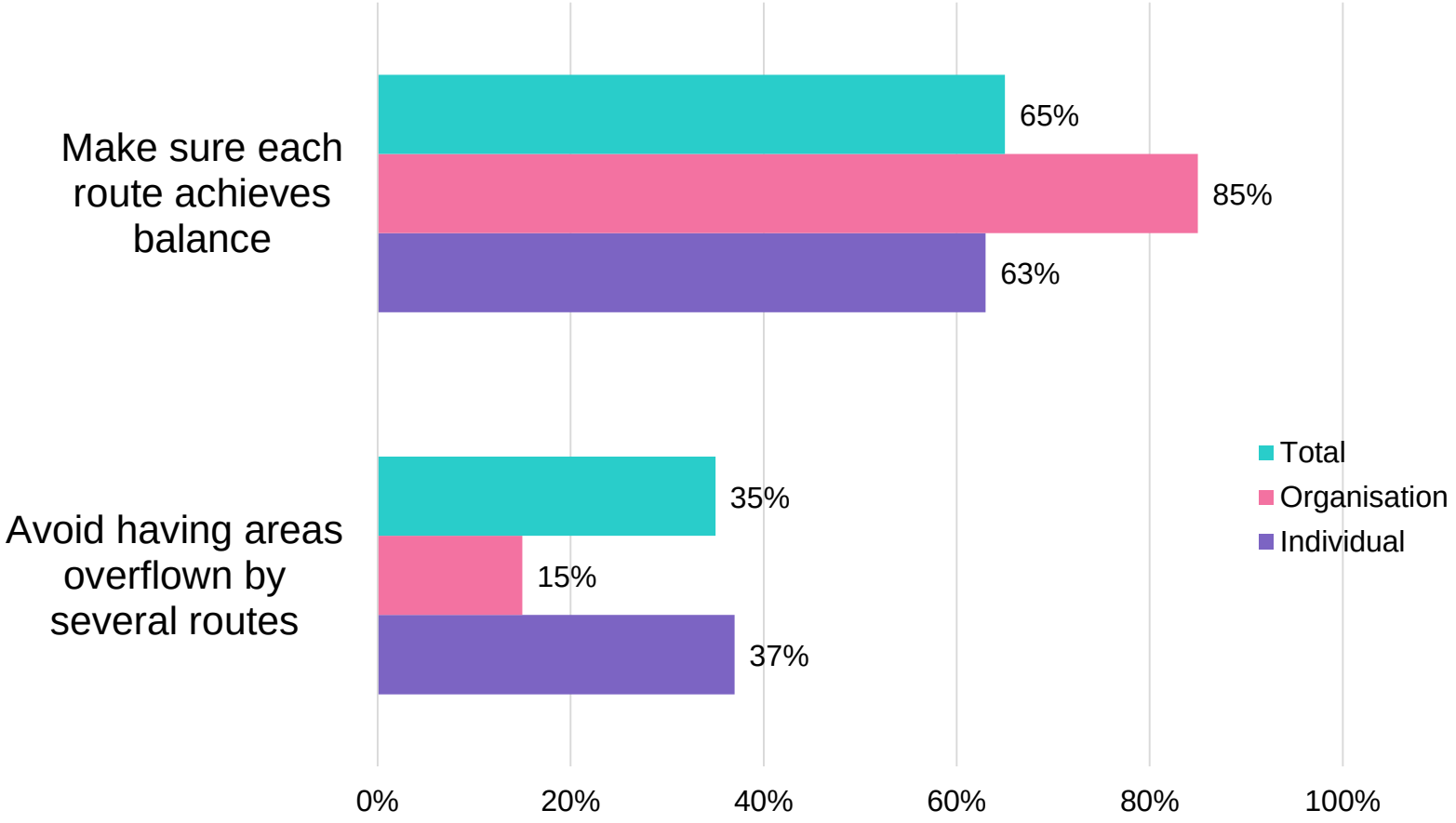
Please use the box below to explain your preference and add anything you think we may have missed.

Option 2 ☐

Avoid having areas overflown by several routes, even if this limits our ability to minimise noise and emissions.

Please use the box below to explain your preference and add anything you think we may have missed.

Two-thirds (65%) would prefer that each route balances the reduction of noise and emissions with the number of areas overflown by several routes



Aiming for a balance is the strong preference of those responding on behalf of an organisation.

A sizeable minority of around a third (35%) favour avoiding having areas overflown by multiple paths, even if that limits the airport's ability to manage noise and emissions.

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Base: 319 responses (276 individual, 41 organisations, 2 not identifying)

Make sure each route achieves a balance (65%)

"It is the lesser of two evils. The most efficient use of the airport is the optimum solution."
(Individual)

"Close to the airport multiple flight paths in the same area are inevitable. We believe routes close to the airport should be designed for minimum noise impact."
(Organisation)

"Minimising noise should be a high priority, although I have found this question hard to answer as I am not sure how this may impact on other answers I have given."
(Individual)

"I don't really understand what you are asking here, but I think every route you design should be as climate friendly as possible."
(Individual)

When choosing that a balance should be struck for each route, even if it means some areas are overflown by several routes, the most common reasoning was that everything should be done to **reduce noise/ emissions** and that the **greenest** option was preferable.

It was felt by some that this was a complicated issue and that it was difficult to understand. Additionally, despite choosing this option, some said that they **would like to see a compromise** between option A and option B or that **common sense** should be factored into the decision making.

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Avoid having areas overflown by several routes (35%)

“This is a difficult one as no statistics are provided as to the effects of each option. Without this knowledge, we base our answer on not wanting one community to bear the brunt of the nuisance.”
(Organisation)

“Sporadic flights overhead is tolerable, constant is not.”
(Individual)

“The disturbance should be fairly distributed.”
(Individual)

“Not sure on this one - there must be a balance to minimise this.”
(Individual)

Among those who said that they would prefer to avoid having areas overflown by multiple routes, the prevailing reasoning for this sentiment is that it is **unfair** that just one location should be affected more than others. The feeling that multiple locations should ‘**share the load**’ was directly expressed in several comments.

Like those who chose option A, some did indicate that they felt this was a **difficult choice** and that the answer was not a straight forward one for them.

Question 9: Areas that we should avoid flying over

Question 9

Areas that we should avoid flying over

The flight paths we design will control aircraft flying at altitudes of up to 7,000 feet. The areas that might be overflown up to this altitude are shown on page 9.

When designing flight paths, we need to consider areas that will be overflown, particularly at lower altitudes. It may be best to avoid some areas, such as parks, historic properties and nature reserves, because they are particularly tranquil or spaces where people go to relax. Certain buildings, such as schools, care homes and hospitals, can be particularly affected by noise.

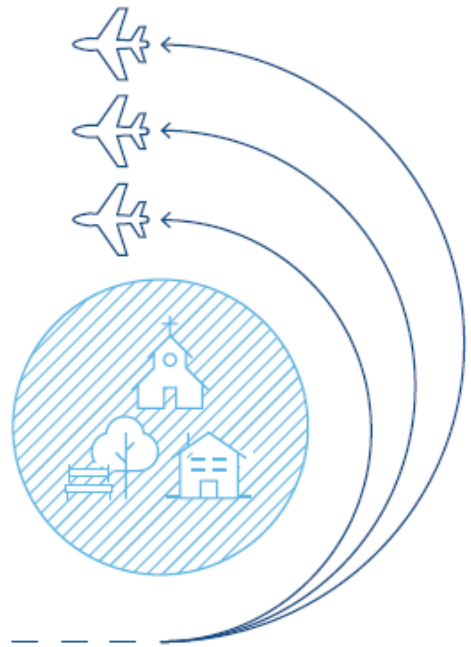
It may also be inappropriate to fly over some areas, for example if they present a danger to aircraft because they are used for military training or have a large number of birds.

When we design our flight paths, are there any areas or buildings that you think we should avoid flying over?

Yes ☐

No ☐

If yes, please provide the name of the building or area, where it is located, explain why and when we should avoid them, and the potential consequences of flying over the particular site.



57% named a specific area or building(s) the airport should try to avoid flying over

Residential and quieter outdoor spaces

“Rural villages notice the aircraft noise more due to the lower ambient noise.” (Organisation)

“Densest population areas. Ashby/ Packington in particular.” (Organisation)

“Wilson village, and nearby villages. We suffer considerable noise which you are in a position to minimize…” (Individual)

“Sensitive natural environments such as SSIs, sensitive bird breeding areas and other environmental areas that should be left to the natural environment and that human activity should not be allowed to impact.” (Individual)

Residential areas are most commonly raised as places which flights should avoid flying over. Comments can frequently be divided into those which reference general areas of population, small villages which could be **disproportionately affected** by increased noise levels and also those which are specifically focused on the individuals’ own place of residence.

Parks, reserves and places important to wildlife were also frequently mentioned as areas sensitive to overhead flights. Often such places were also mentioned in conjunction with being **naturally quiet/ peaceful areas** which would also be negatively impacted.

Schools, medical sites and places of worship

Concerns were raised about flying over community buildings, specifically **schools** and **hospitals/ care homes** are frequently cited. **Churches** and places of reflection are also other community buildings recognised as a category which could be adversely affected by increased noise levels from overhead flights. Often all three types of buildings are mentioned together.

As with mentions of parks and reserves, comments which centred on these type of public buildings often drew in the aspect of interrupting the **peacefulness** which are important to these buildings.

"Ideally any hospital, care home, school or area where tranquility and peace are an important element of the building or space." (Individual)

"Any hospital within the area; Melbourne Junior and Infant schools, Monday to Friday; churches on Sundays; cemeteries during daytime." (Individual)

"School, hospitals, children's play areas, old people's homes to reduce noise pollution…" (Organisation)

Question 10a: Meeting requirements

Question 10

Meeting requirements

As we design our new flight paths, there will be certain national and international safety, regulatory, legal and operational requirements that we must meet.

1. **Safety –** all new flight paths must meet all required safety standards.
2. **Industry standards and regulations –** industry standards (usually set internationally) or regulations apply to some aspects of how aircraft fly. All new flight paths must meet these legal obligations.
3. **Consistent with the national system of aircraft routes –** our new flight paths will become part of a new national network of routes, so they will need to take account of flights to and from other airports. As our flight paths will only be designed to 7,000 feet, they will also need to join up with national aircraft routes at higher altitudes.
4. **Maintaining and improving our airport –** East Midlands Airport is a busy international airport which continues to grow to provide the services our customers need. In line with the Government's policy of 'making best use' of our nation's airports, our new flight paths should allow us to provide the services that we offer today and meet any future demand from customers (within the limits set by any planning conditions).
5. **Keeping to government policy –** UK airspace is amongst the busiest in the world. To tackle the issue of congestion, the Government instructed the CAA to develop an Airspace Modernisation Strategy (AMS (CAP1711)), which was published in December 2018. Our design principles must take account of government policy on aviation, and reflect the requirements of the Airspace Modernisation Strategy.

Do you agree that any design for future flight paths must meet the requirements above?

Yes ☐ No ☐

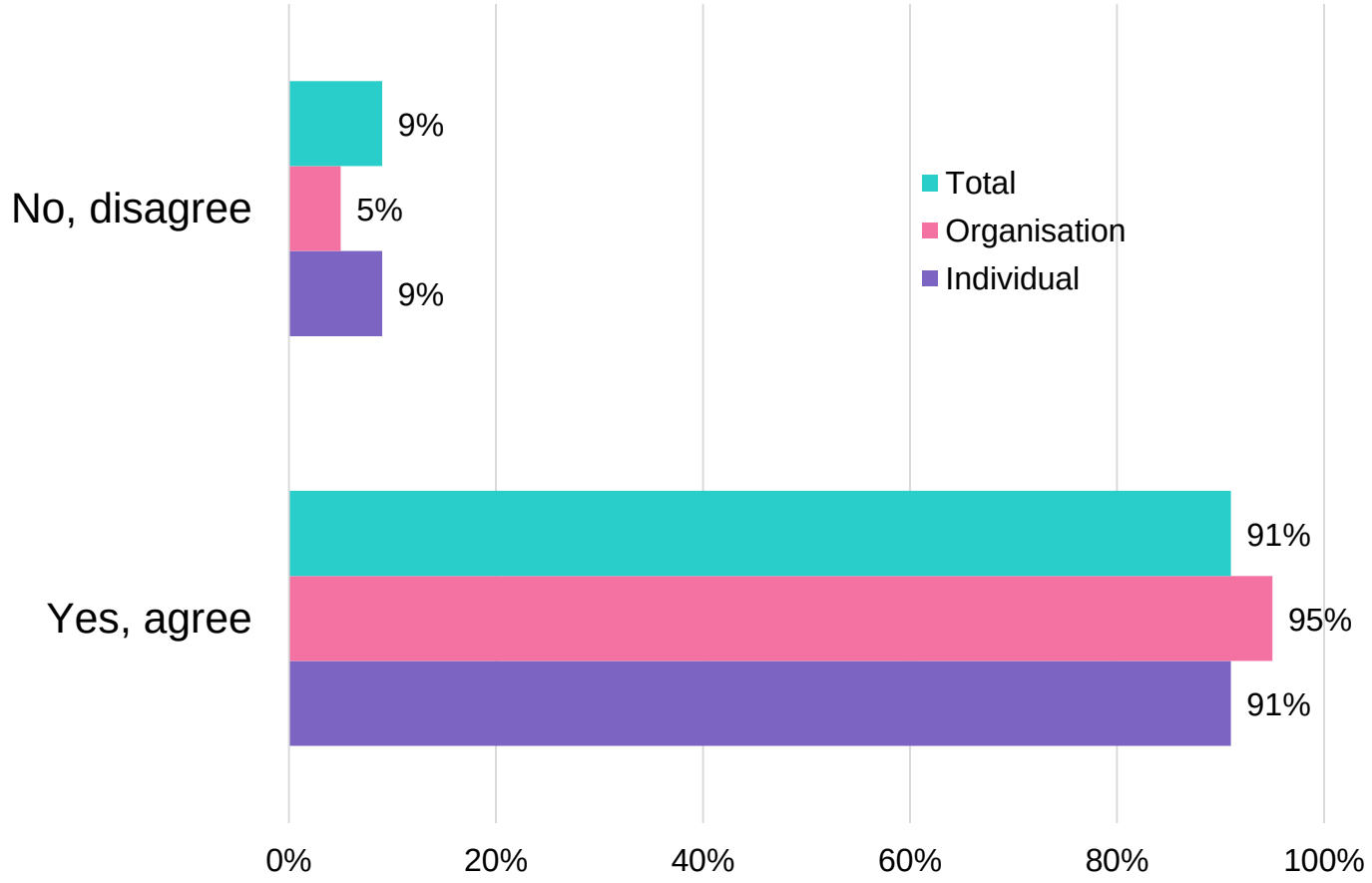
If no, please explain why.

Do you think there are any other requirements that our new flight paths must meet?

Yes ☐ No ☐

If yes, please explain why.

The overwhelming majority (91%) agreed that the five flight path criteria should be adopted as requirements in any new design



The five criteria are safety; industry standard and regulations; consistent with national system; maintaining and improving the airport; and in line with government policy.

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Base: 309 responses (267 individual, 40 organisations, 2 not identifying)

If don’t agree with criteria, why? (9%)

Some of the nine percent who disagree with the criteria focused on point 4: maintaining and improving the airport and it was the **growth** aspect of this criteria which they objected to.

Others mentioned expansion and **increases in traffic** without specifically mentioning criteria 4. They felt that commercial considerations should not be prioritised over **local communities**.

“I disagree with no. 4 Maintaining and improving our Airport, as I do not consider it to be in the interests of local communities for EMA to continue to grow and expand its function as a major freight hub. There is a contradiction between EMA seeking to expand its operations as much as permitted whilst trying to appear 'green'.”
(Individual)

“I would like to see extra ones in terms of local impact of noise and other pollution, targets for reductions in both and indeed green house gas emissions. A target to reduce airfreight and its consequent environmental impact.”
(Individual)

“The Airport's commercial activity growth is not a consideration that should over-ride nuisance aircraft noise.”
(Individual)

Question 11: Other things to consider

Question 11

Other things we should consider

In our questions we set out the important factors that we think we will need to consider when designing new flight paths.

As well as considering your answers to those important questions, we want to know if there are other things you think we should be taking account of.

If there is anything else we need to consider, or you have any suggestions, please give details below.

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Other things to consider

Many of the extra comments related to the extent of **night flying** and related **noise**.

There were comments about the need for road and parking **infrastructure** improvements.

Others wanted assurance that the views of **local communities** would be prioritised in future stages of flight path consultation.

Some felt that the goal should be to **reduce** the number of flights for environment reasons.

"Night Operations - The airport enjoys the privilege on unrestricted all night operations, yet there are no questions concerning night operations. There is obviously an assumption by EMA that any routes agreed for daytime flying will automatically be applicable for night operations. We regard this assumption as outrageous and dismissive of the communities valid concerns. We would draw attention to emerging research on the health hazards of night noise, aircraft noise in particular, and suggest that EMA start to take cognisance of the World Health Organisation noise guidelines.
(Organisation)

"Better communications with local communities affected by the changes. This is a good start but was not well publicised at local level. Please communicate your future plans effectively. Thank you."
(Individual)

"Night flights into EMA are particularly intrusive for communities. Is it possible to vary day and night flight paths for less impact?"
(Individual)