THE FUTURE OF AIRSPACE

Be part of
the conversation

Date: 18th October 2019

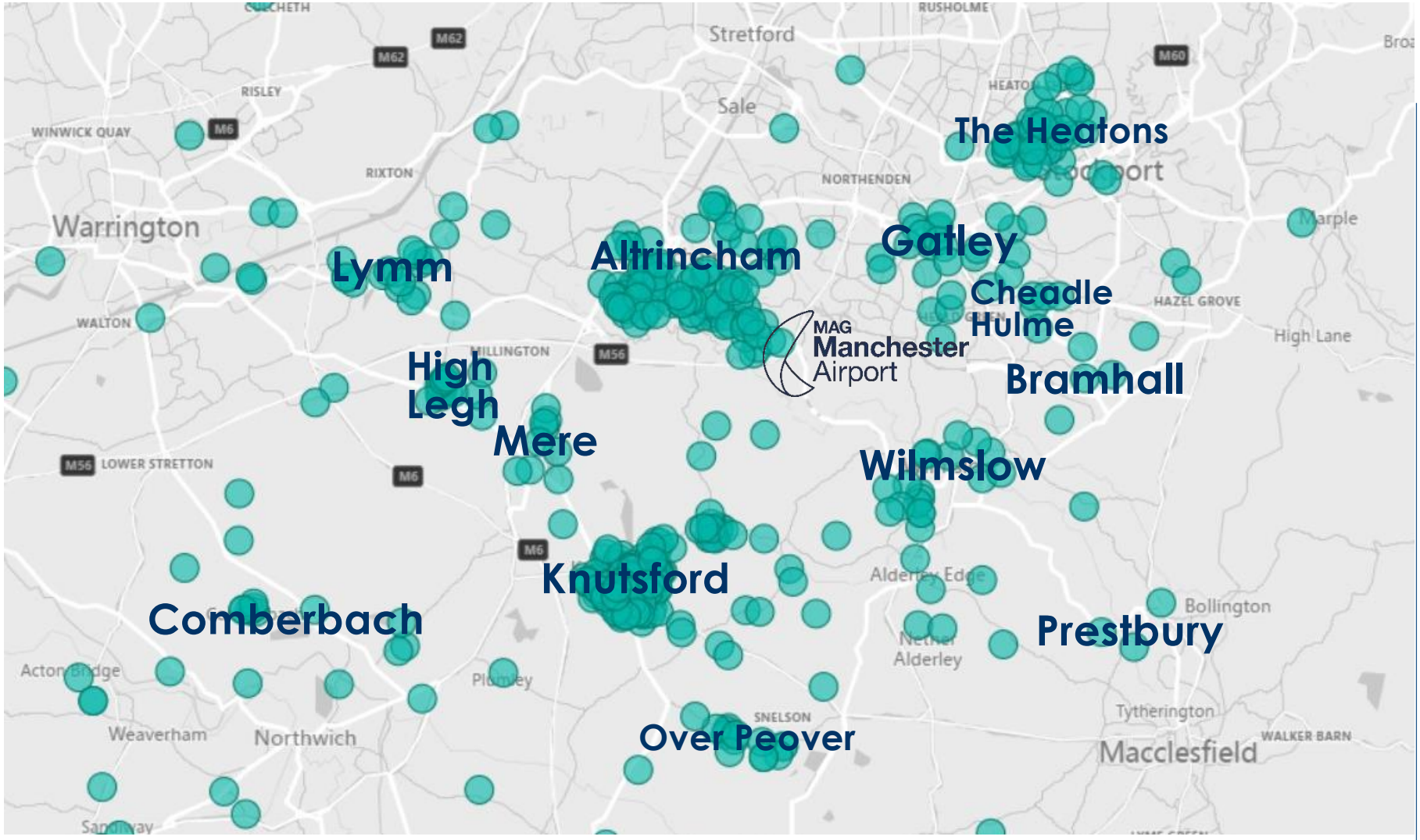
Manchester Airport: Future Airspace Project - Step 1B
Questionnaire Feedback Report Phase 1
Appendix 11

MAG Manchester Airport

Online questionnaire responses

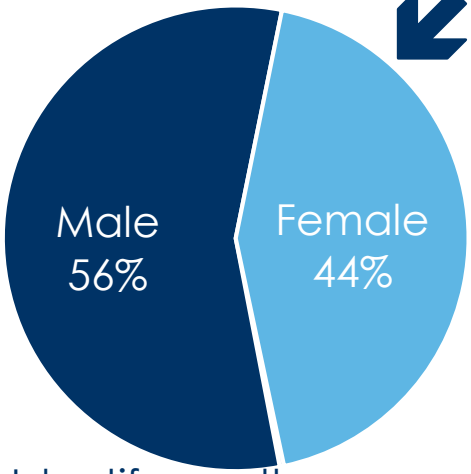
- The questionnaire was available on a dedicated website from 3 September to 6 October 2019
- There were 728 responses, of which 25 were from organisations, plus 60 letters with concerns about a specific route (LIST0) currently used and which were taken in relation to Question 5 on "current arrangements"
- This report provides an analysis of the responses to the questionnaire

THE FUTURE OF AIRSPACE
QUESTIONNAIRE - RESPONDENT LOCATIONS



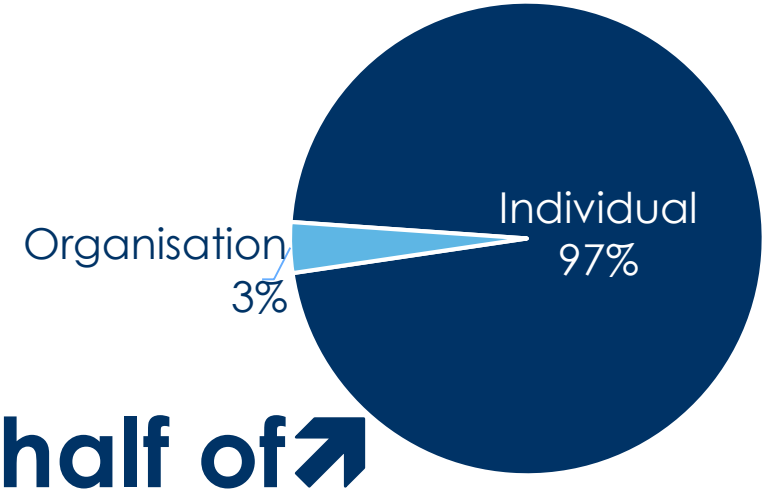
THE FUTURE OF AIRSPACE
QUESTIONNAIRE - RESPONDENT SAMPLE

Gender

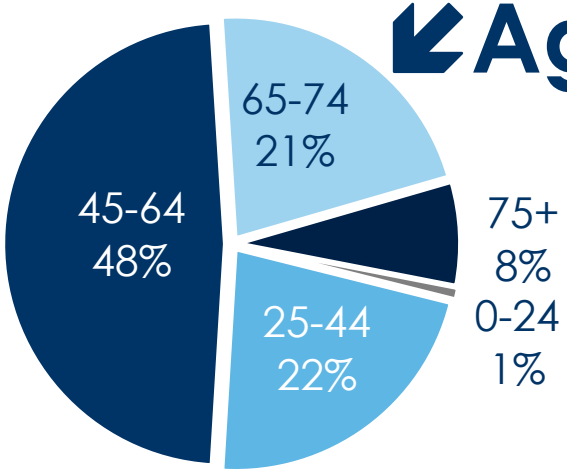


Identify another way
0%

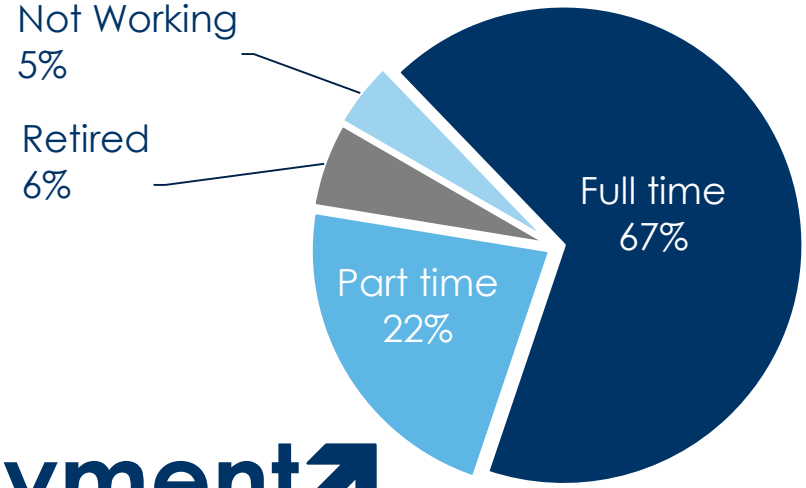
On behalf of



Age



Employment



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STEP 1B QUESTIONS AND HOW PEOPLE RESPONDED

Question 1

Avoid change or fly over new areas

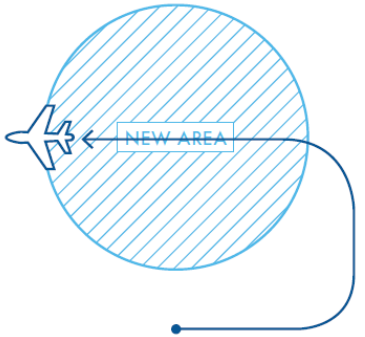
Option 1

Avoid aircraft flying over new areas, unless there is a strong case to do so.

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

Option 2

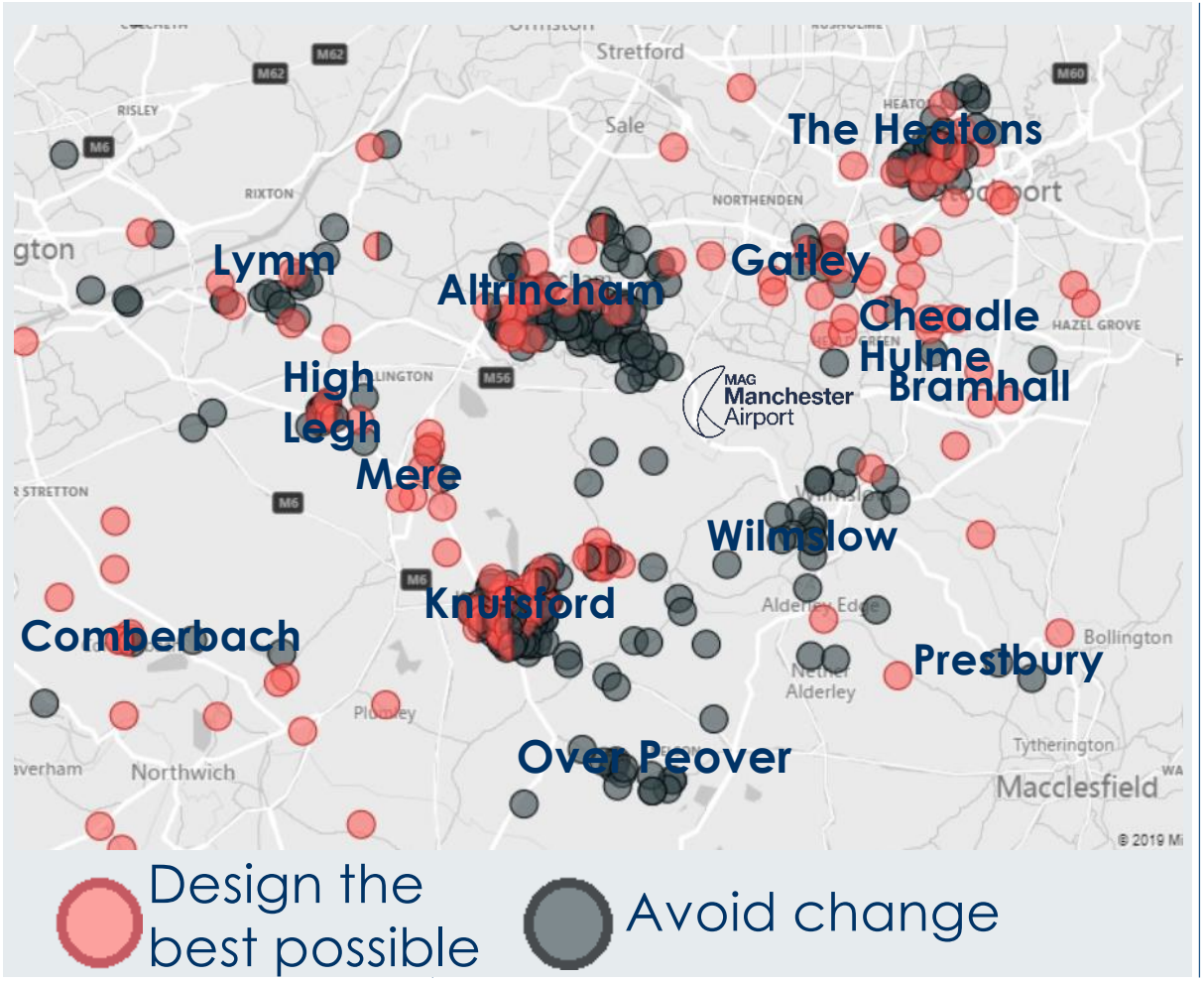
Design the best possible routes (taking account of noise, emissions, efficiency and other relevant factors), even if this means flying over new areas.



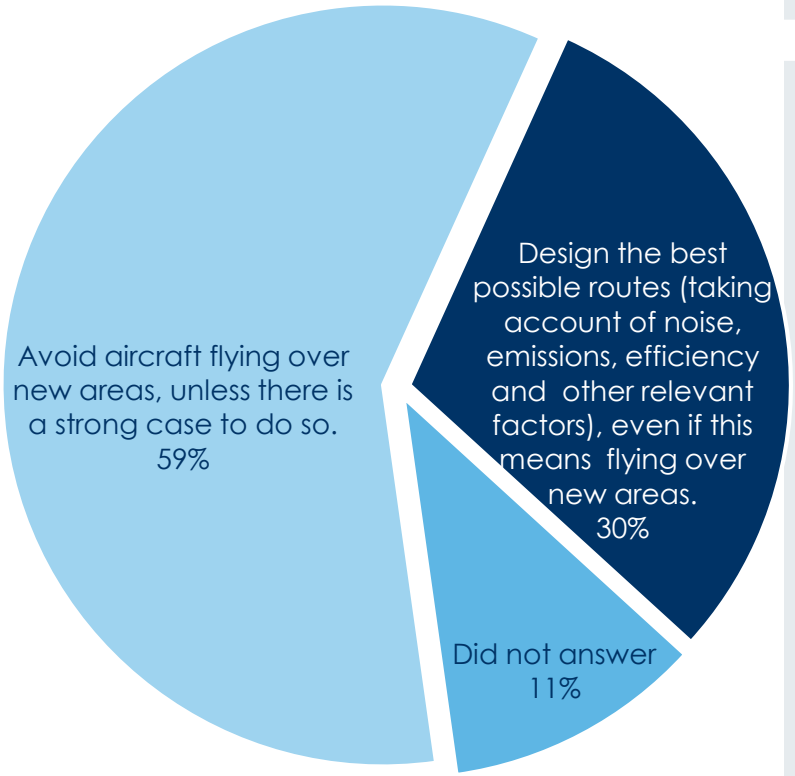
Please use the box below to explain your preference and add anything you think we may have missed.

Question 1

Avoid change or fly over new areas



Question 1



Example answers

'If protecting the environment means going over new path ways, then I agree that's the best option. Areas shouldn't dictate that they don't want the flight path near them. I expect those that say that still use planes to travel.'

'Emphasis should be on minimising noise for as many people as possible, not just avoiding areas that historically have complained.

'As people have lived near the airport for many years, and made house purchases based on flightpaths, it would be incredible unfair to completely change the noise distribution and current impact on communities.'

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 1

Additional insights provided

Avoid change or fly over new areas

Insight Key Themes	Design Principle Response
Avoid flying over new areas	LL 16,29,30
Environmental concerns	**E** LL 11,12,14,15,33
Legal agreements and promises	LL 20,35
Take advantage of new technology	**T**

Question 1

Insights – key themes

Avoid change or fly over new areas

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices
- Avoid change, house location chosen due to health reasons
- Avoid change, some cannot choose where they live and can't afford to move

Environmental concerns

- Design the best possible routes, prioritising emissions savings
- Minimise the impact of aircraft noise and emissions by designing higher flight paths
- To reduce emissions, reduce the total number of flights
- Save CO2 emissions, but avoid areas being overflown by both planes landing and taking off to give respite from noise
- Prioritise emissions over noise

Question 1

Insights – key themes continued…

Avoid change or fly over new areas

Environmental concerns continued…

- Where possible, avoid having areas overflown by several routes, even if this limits our ability to minimise noise and emissions

Legal agreements and promises

- Previous legal agreements in relation to departure route LISTO2Y/R, restricting aircraft by type on this route, should remain
- All agreements and arrangements already in place must be considered as part of the redesign

Take advantage of new technology

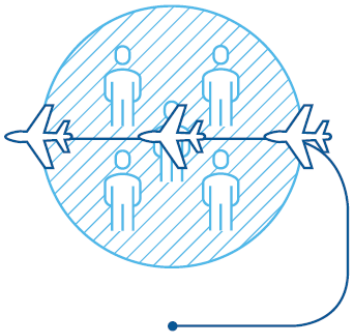
- Take advantage of technology and the opportunity to modernise to ensure future-proofing

Question 2

Concentrating or spreading out flight paths

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.

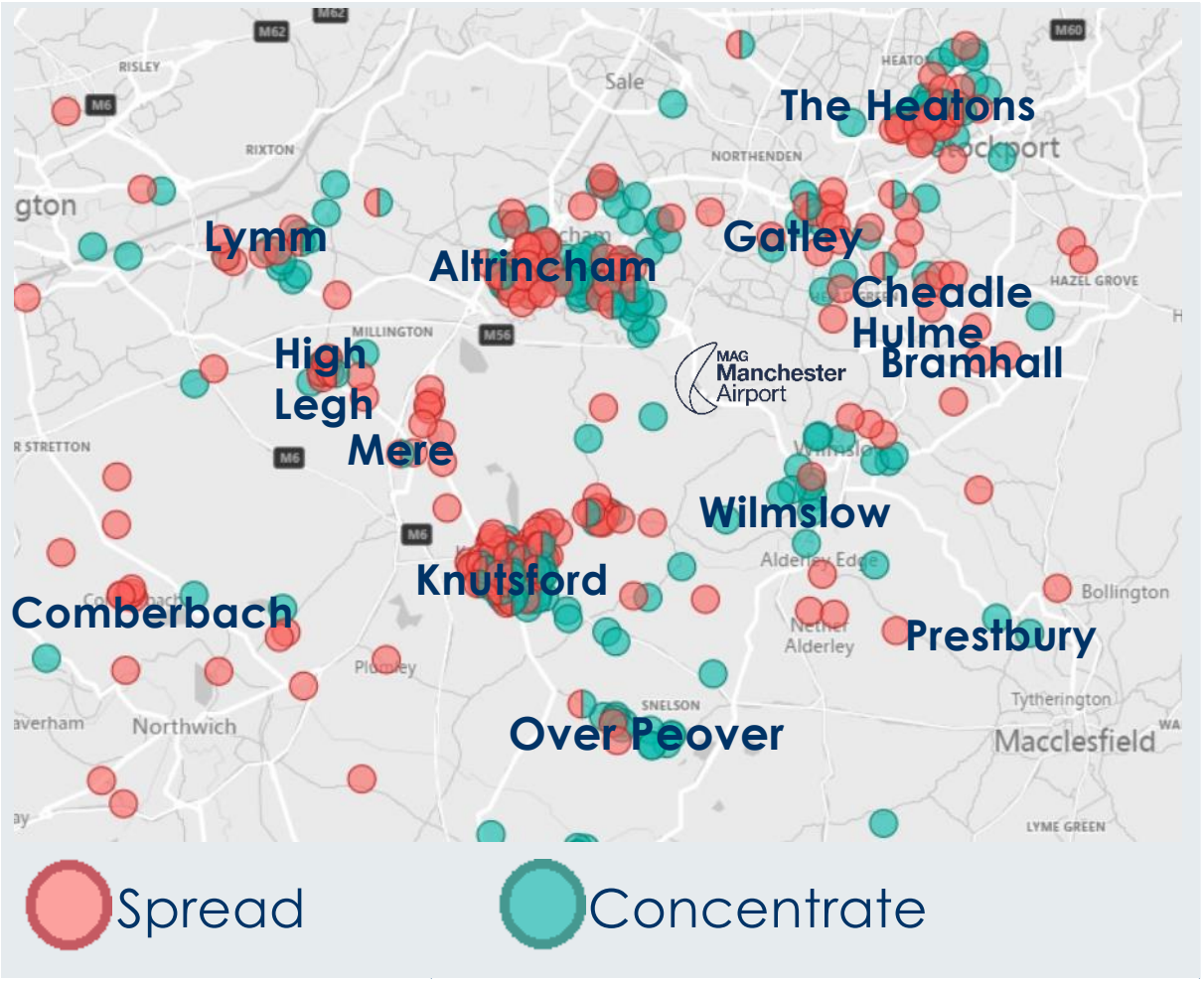
Option 2

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

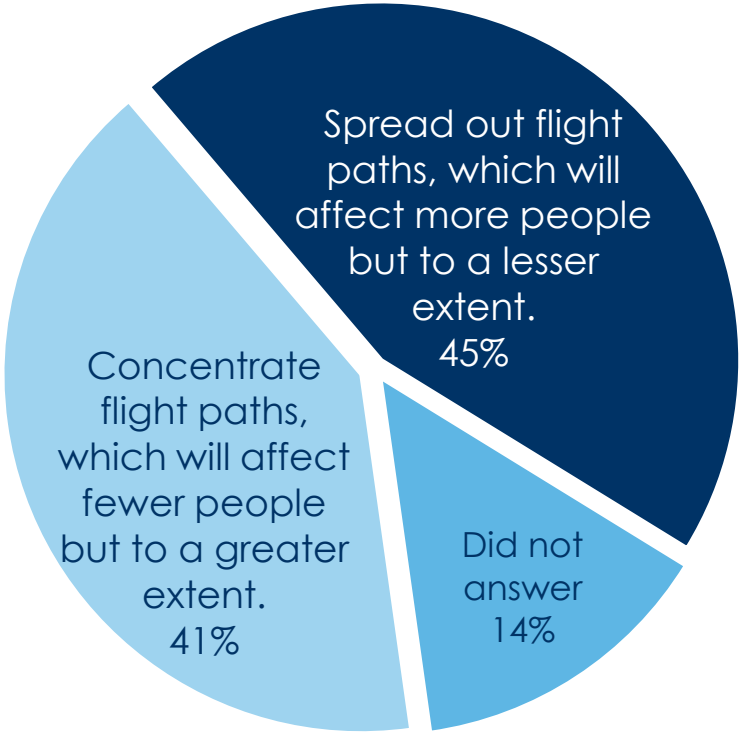
Please use the box below to explain your preference and add anything you think we may have missed.

Question 2

Concentrating or spreading out flight paths



Question 2



Example answers

'Those directly under a flight path are persecuted. Spreading the path out is fairer. But all efforts must be made to fly over as sparsely populated area as possible. If there is farmland available to fly over rather than residential properties then use it.'

'At the moment it is spread out so we only get some disturbance on some days. Would prefer not to have it all the time - share the load.'

'Aircraft noise in my location is intrusive as it is. It might be even worse if the routing is changed to "best possible".'

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 2

Additional insights provided

Concentrating or spreading out flight paths

Insight Key Themes	Design Principle Response
Spread out or share	**N2**
Avoid flying over new areas	LL 16
Affect fewer people and concentrate	**N1** LL 25
Take opportunity to review routes	**T**

Question 2

Insights – key themes

Concentrating or spreading out flight paths

Spread out or share

- The noise and emissions impact should be shared by the many, not focussed on the few. Concentrate where you can avoid people, but spread where you can't

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices

Affect fewer people and concentrate

- Reduce the impact of noise on people
- Separate departure routes as early as possible in order to prevent extended distances of concentrated aircraft

Take opportunity to review routes

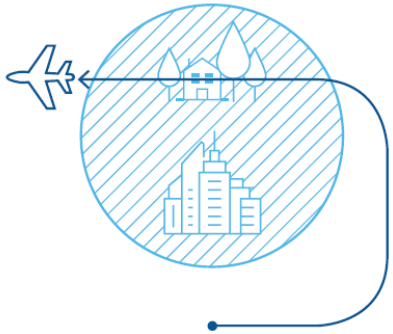
- Take advantage of technology and the opportunity to modernise to ensure future-proofing

Question 3

Flying over built-up areas

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.

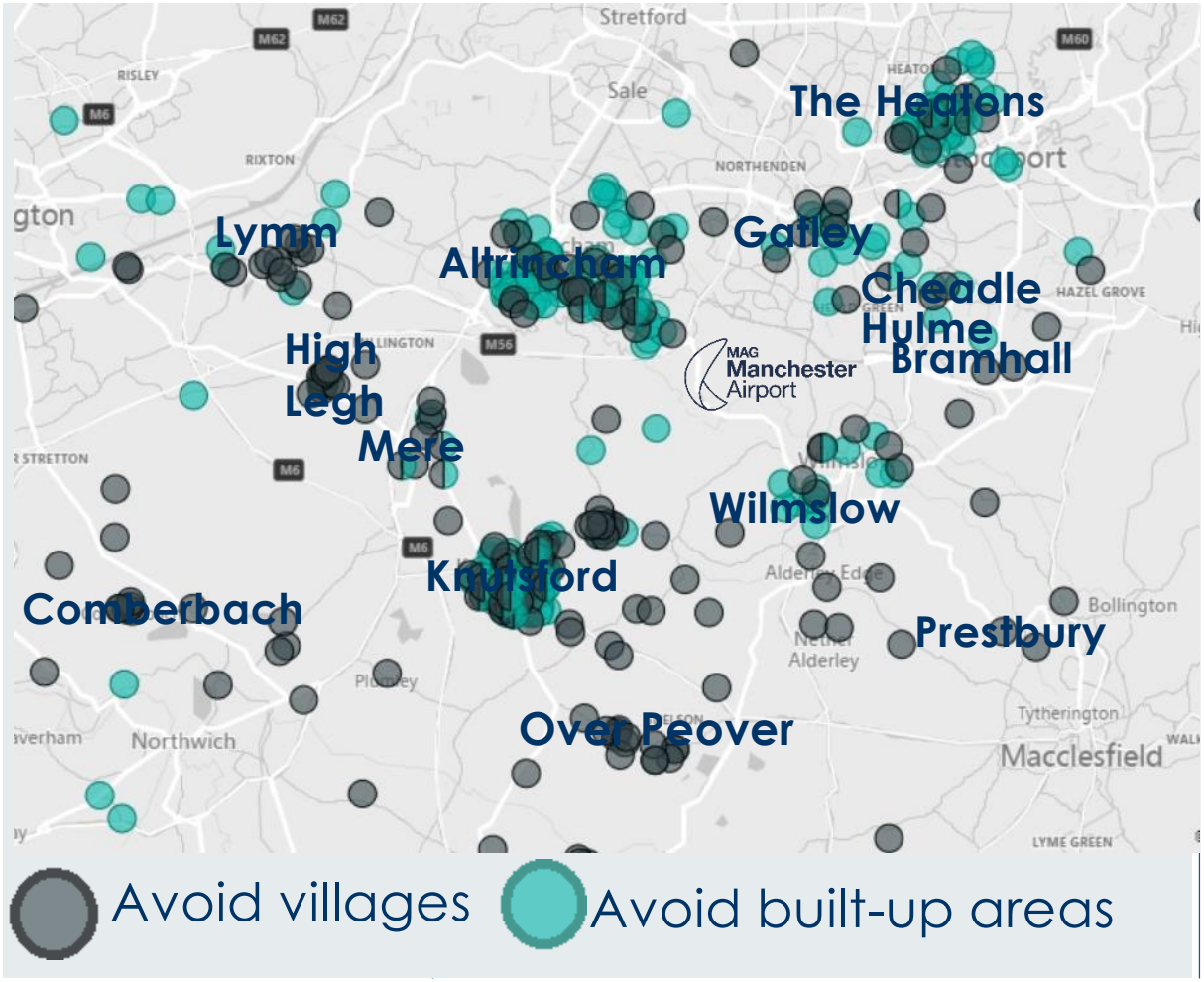
Option 2

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

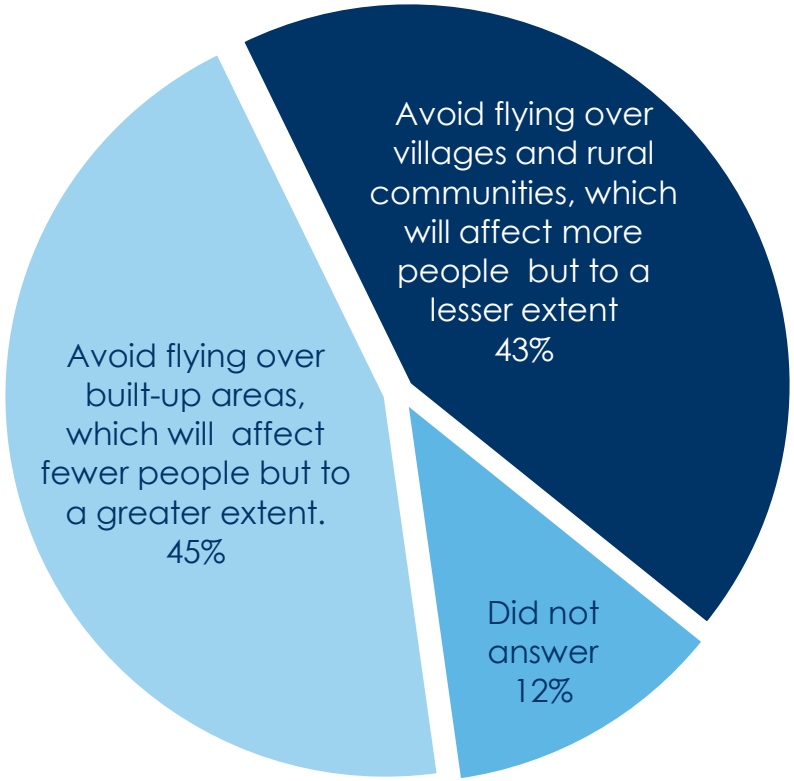
Please use the box below to explain your preference and add anything you think we may have missed.

Question 3

Flying over built-up areas



Question 3



Example answers

'Probably less noticeable in 'built up' areas. People move to rural areas for peace and quiet - I think limited disturbance here should be prioritised.'

'I live in a built up area which is quiet, so using the idea that existing background noise will drown out aircraft noise, will not apply'

'Destroying the peace and quiet of people living in rural areas chosen many times as an escape from city noise'

'Rural areas can be ruined by frequent flights. It's especially important no new rural towns are flown over, destroying their character and devaluing families homes.'

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 3

Additional insights provided

Flying over built up-areas

Insight Key Themes	Design Principle Response
Spread out or share	**N2**
Avoid flying over new areas	LL 16,30
Don't add to urban noise	LL 3
Fly rural and affect fewer people	**N1, N2** LL 21
Avoid flying over noise sensitive areas, such as tranquil or rural areas	**N3**

Question 3

Insights – key themes

Flying over built up-areas

Spread out or share

- The noise and emissions impact should be shared by the many, not focused on the few. Concentrate where you can avoid people, but spread where you can't

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices
- Avoid change, some cannot choose where they live and can't afford to move

Don't add to urban noise

- Other sources should be considered, not just the impact from aircraft

Question 3

Insights – key themes continued…

Flying over built up-areas

Fly rural and affect fewer people

- Reduce the impact of noise on people
- The noise and emissions impact should be shared by the many, not focused on the few. Concentrate where you can avoid people, but spread where you can't.
- Minimise the total number of people overflown

Avoid flying over noise sensitive areas, such as tranquil or rural areas

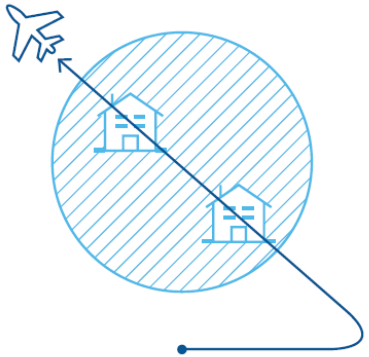
- Fly urban
- Keep rural areas quiet

Question 4

Balancing noise and emissions

Option 1

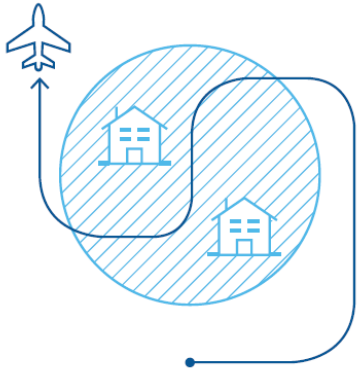
Fly the most direct routes possible to reduce emissions, even if this means flying over more people.



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.



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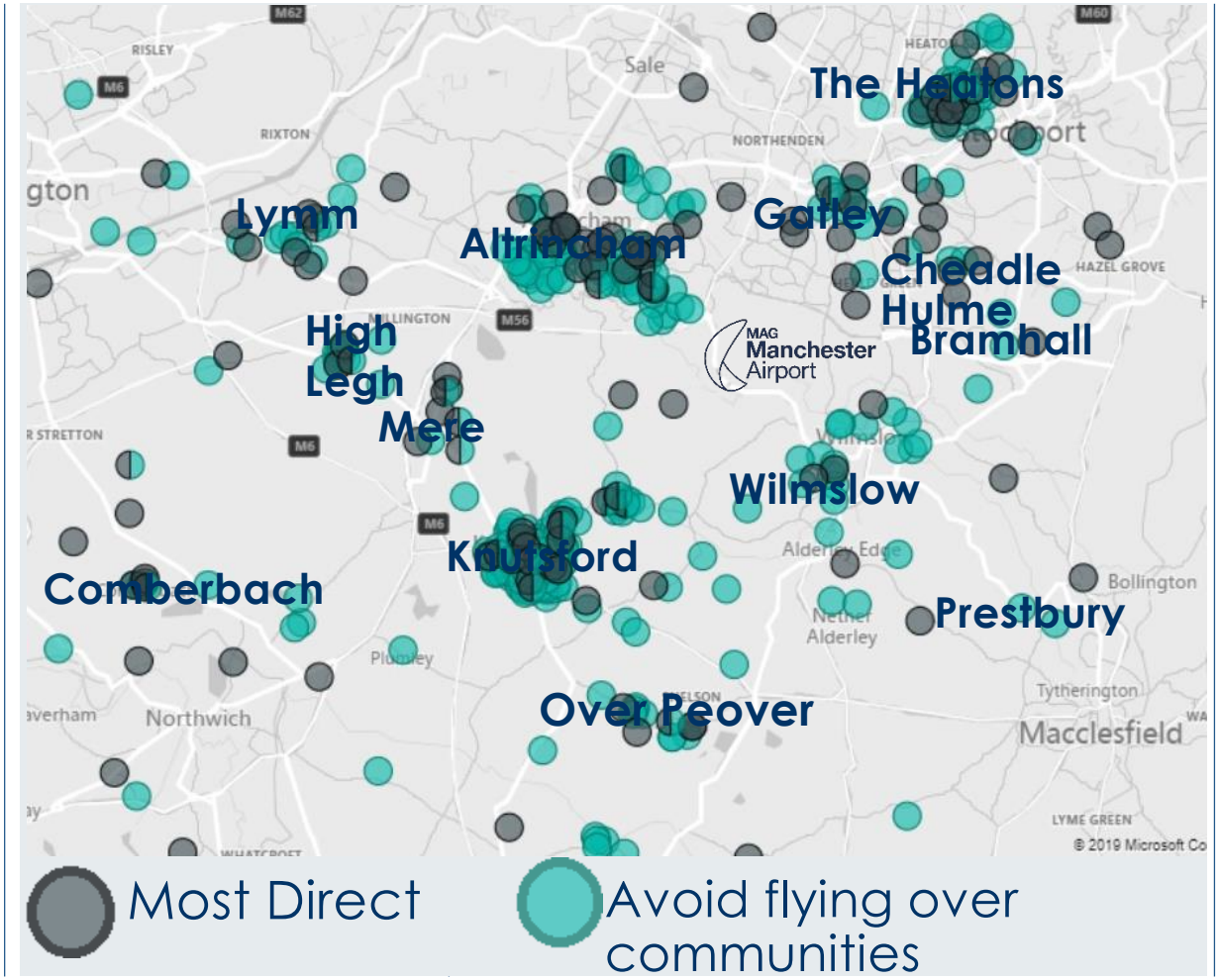
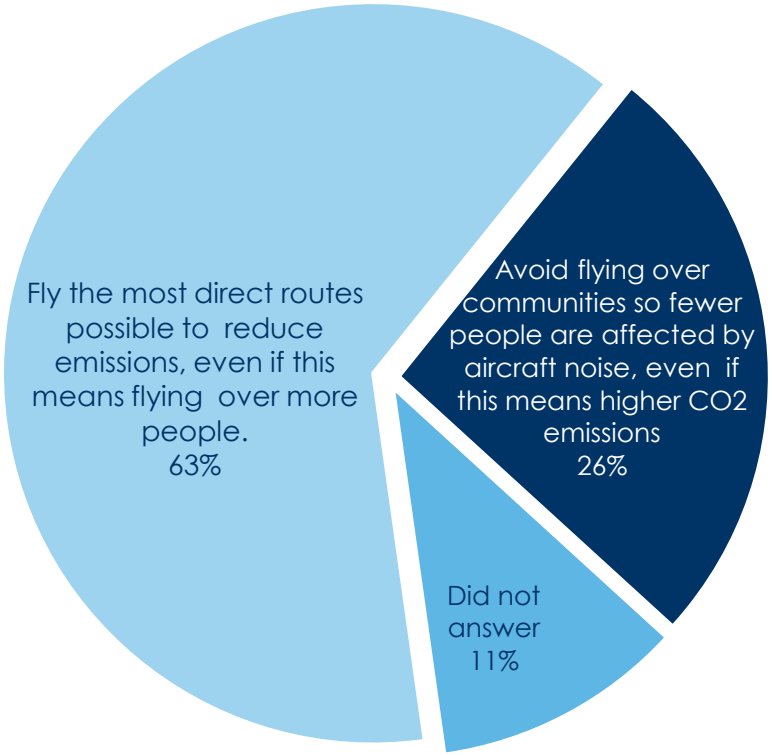
Question 4

Balancing noise and emissions



THE FUTURE OF AIRSPACE
QUESTION 4

Question 4



Example answers

'Most people use aircraft for holidays or business. Some of these object to flight path I. Their area but Continue to use planes.'

'Will flying more direct routes really reduce emissions? With shorter flight times, it may increase capacity and therefore the carbon dioxide saving from flying direct is negated so this wouldn't be a valid argument for the disruption of those towns currently avoided.'

'I very much doubt there would be major savings in pollution or flight times by flying directly. Although I am sure a mathematician will calculate that this is a significant case! I feel the existing system works as well as it can and should be retained without harming other communities by going direct.'

'People are the most important. Avoid disruption to people as the number one priority. Lots of ways to offset omissions. You can also cap the number of flights allowed.'

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Question 4

Additional insights provided

Balancing noise and emissions

Insight Key Themes	Design Principle Response
Avoid change	LL 16,29,30
Avoid communities	**N2**
Fly direct to avoid emissions	**E**
Introduce a noise cap	LL 8
Offset emissions/fly less	**E** LL 12,13,23
It won't affect emissions anyway	LL 12
Environmental concerns	LL 4

Question 4

Insights – key themes

Balancing noise and emissions

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices
- Avoid change, house location chosen due to health reasons
- Avoid change, some cannot choose where they live and can't afford to move

Avoid communities

- The noise and emissions impact should be shared by the many, not focused on the few. Concentrate where you can avoid people, but spread where you can't

Fly direct to avoid emissions

- Design the best possible routes, prioritising emissions savings

Introduce a noise cap

- Design routes to achieve the best balance in reducing noise and emissions, but include caps on how many routes can overfly one area

Question 4

Insights – key themes continued…

Balancing noise and emissions

Offset emission / fly less

- Design the best possible routes, prioritising emissions savings
- To reduce emissions, reduce the total number of flights
- To reduce emissions, promote the use of electric aircraft
- Improve ground-based operation to limit emissions of aircraft whilst taxiing or waiting to take-off

It won't affect emissions anyway

- To reduce emissions, reduce the total number of flights

Environmental concerns

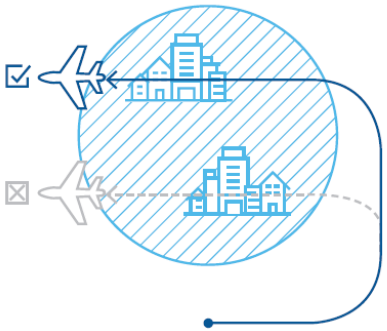
- More focus should be placed on aircraft designers, to ensure that aircraft emissions are as low as possible

Question 5

Taking account of current arrangements and agreements

Option 1

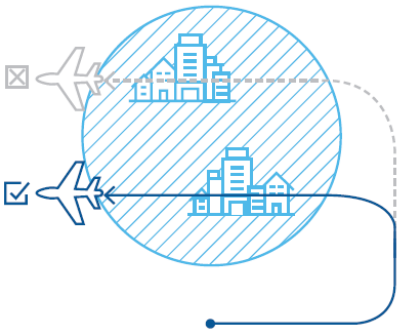
Continue with current arrangements and ways of operating.



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.



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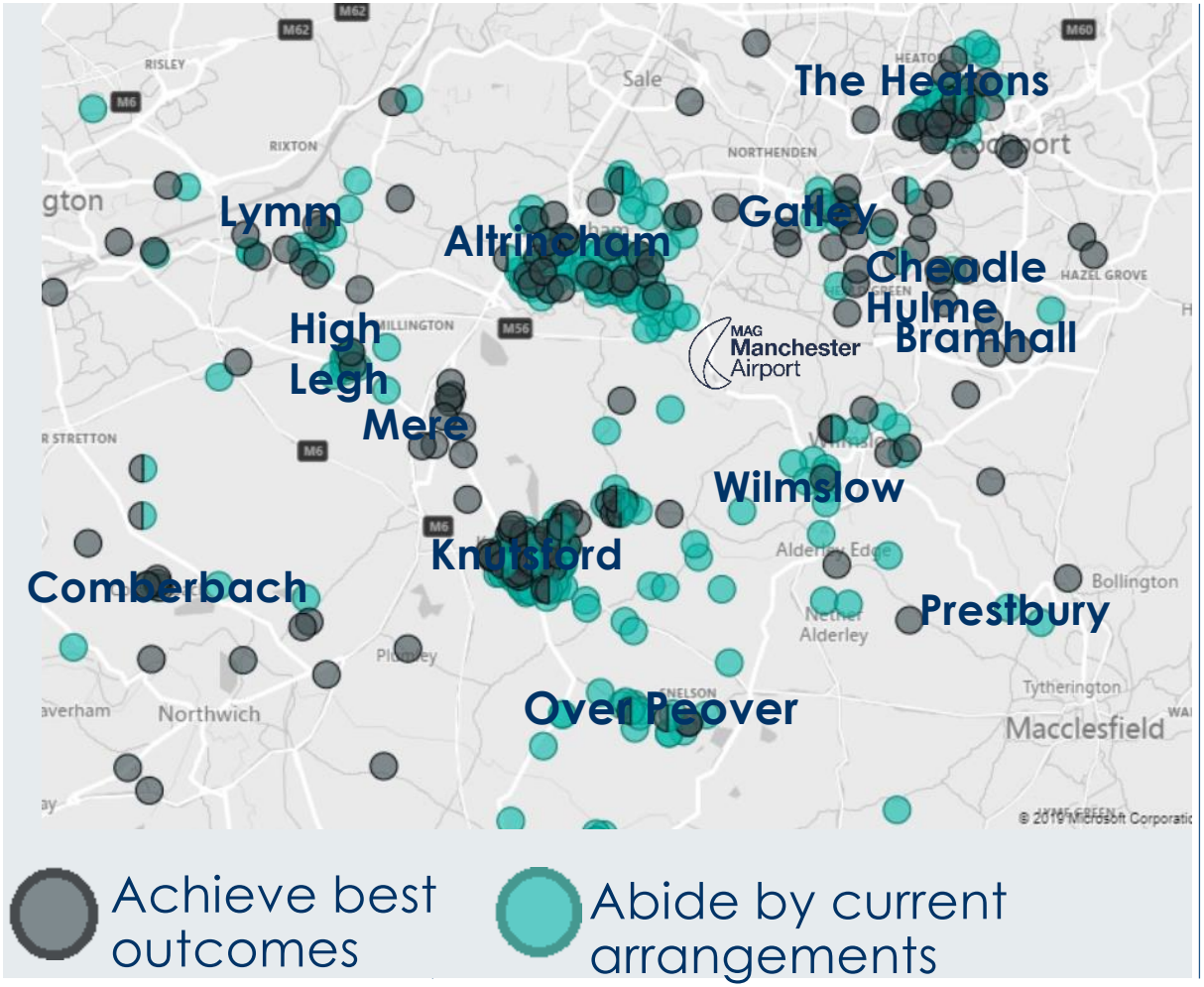
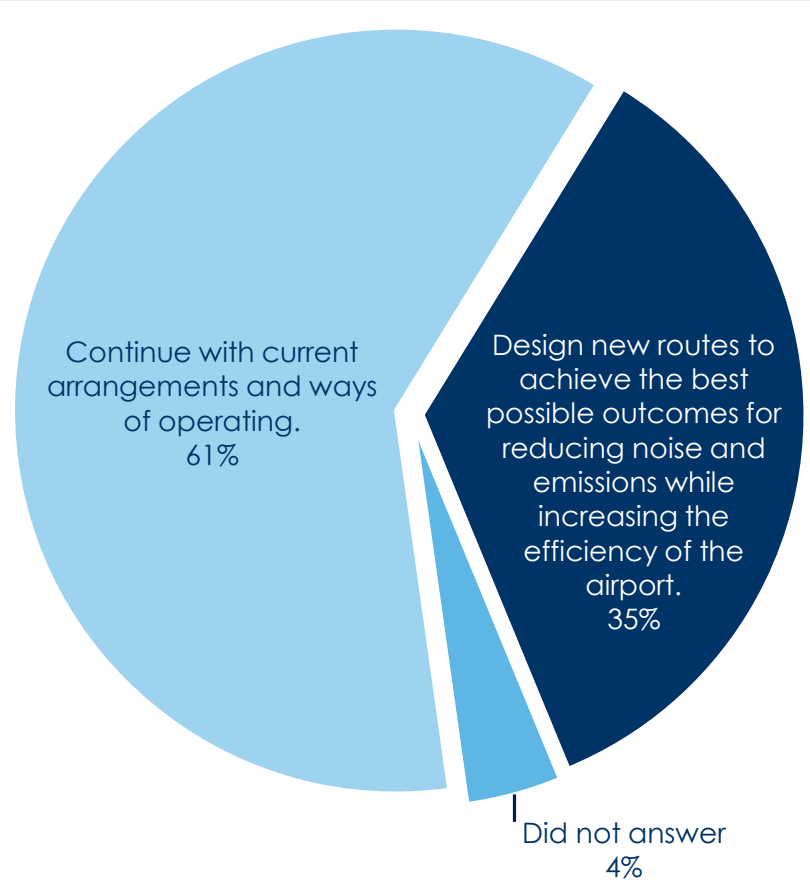
Question 5

Taking account of current arrangements and agreements



THE FUTURE OF AIRSPACE
QUESTION 5

Question 5



Example answers

'As I have said previously, why should some areas be exempt from the noise. They moved to Knutsford knowing an airport was near by. But I'm sure they travel by plane'

'By avoiding Knutsford, Mere is being pummelled. It makes no sense to avoid one community only to destroy another. Especially when there is farmland between which would affect far fewer people. The priority must be for planes to get as high as possible so there is less noise at ground level. Turning early over Mere effects all of the community, most of the time. Plotting a course between Knutsford and Mere would affect far fewer residents and allow planes to get higher before turning.'

'to change flight paths when people have bought their houses with the current flight paths in mind would be completely unfair'

Key : Design Principle Response reference
Initial = Final design principle
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Question 5

Additional insights provided

Taking account of current arrangements and agreements

Insight Key Themes	Design Principle Response
Avoid flying over new areas	LL 16,30
Avoid specific areas	LL 26
Don't prioritise specific communities	LL 24
Offset emissions/fly less	**E** LL 12
Take this opportunity to review routes	**T**

Question 5

Insights – key themes

Taking account of current arrangements and agreements

Avoid flying over new areas
- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices
- Avoid change, some cannot choose where they live and can't afford to move

Avoid specific areas
- Avoid flying over Knutsford / High Legh / Heatons / Bowdon

Don't prioritise specific communities
- Do not prioritise specific communities, apply principles consistently across all routes

Offset emission / fly less
- Design the best possible routes, prioritising emissions savings
- To reduce emissions, reduce the total number of flights

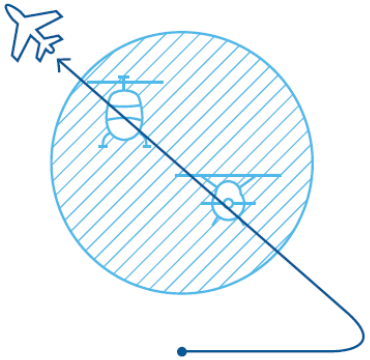
Take opportunity to review routes
- Take advantage of technology and the opportunity to modernise to ensure future-proofing

Question 6

Other airspace users

Option 1

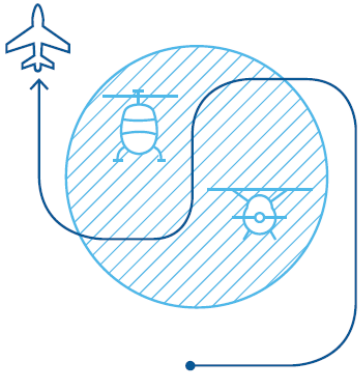
Design the best possible routes (for minimising noise, emissions and inefficiencies in operations at our airport) for aircraft flying to and from the airport, even if this disadvantages other airspace users.



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.



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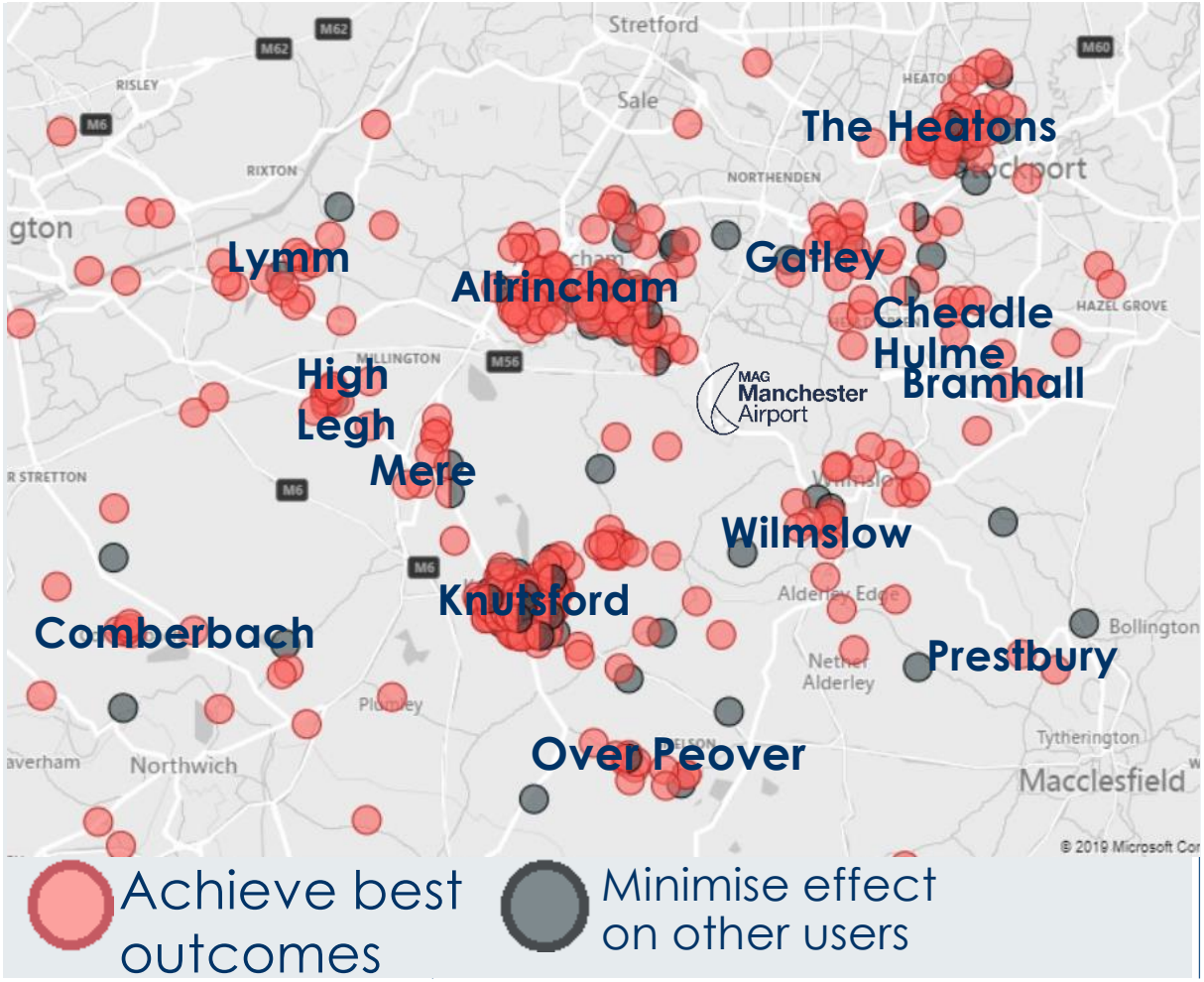
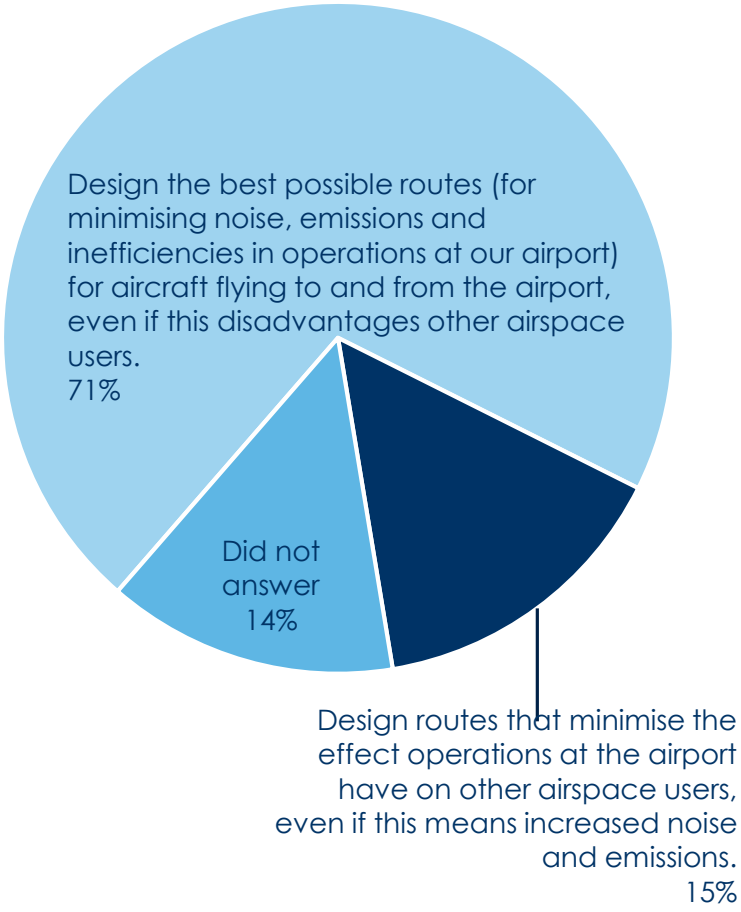
Question 6

Other airspace users



THE FUTURE OF AIRSPACE
QUESTION 6

Question 6



Example answers

'Same as previous question- to change flight paths when people have bought there houses with the current flight paths in mind would be completely unfair'

'The airport holds more economic importance to the community than private aircraft who may wants to use the airspace, so airport efficiencies and emissions should be prioritised.''

'The only other aircraft users who matter are Air Ambulances. The rest are not important and must fit in with any reduced-noise routes are designed. Every effort must be made to reduce the effect of communities on the ground.'

Key : Design Principle Response reference
Initial = Final design principle
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Question 6

Additional insights provided

Other airspace users

Insight Key Themes	Design Principle Response
Prioritise specific users	**A** LL 19
Noise	**N1**
Offset emissions/fly less	**E** LL 12
Safety	**S** LL 18
Avoid flying over new areas	LL 16,30
Efficiency	**A, E**

Question 6

Insights – key themes

Other airspace users

Prioritise specific users

- Prioritise airport air traffic over other airspace users, except for emergency aircraft
- Consideration should be given to the needs of other airspace users
- General Aviation (Sports and Recreation), representatives should be included in discussions regarding design options to ensure needs are understood

Noise

- Reduce the impact of noise on people

Offset emission / fly less

- Design the best possible routes, prioritising emissions savings
- To reduce emissions, reduce the total number of flights

Safety

- Safety is essential and sits alongside all design principles
- The needs of General Aviation (Sports and Recreation), should be included in design options to ensure safety for all

Question 6

Insights – key themes continued…

Other airspace users

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices
- Avoid change, some cannot choose where they live and can't afford to move

Efficiency

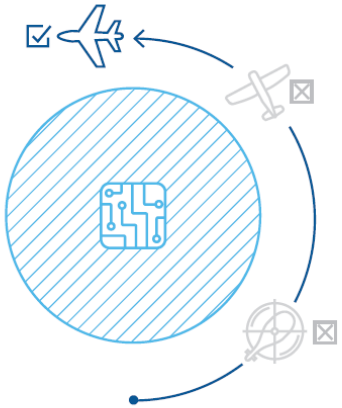
- Design the best possible routes, prioritising emissions savings
- Prioritise airport air traffic over other airspace users, except for emergency aircraft

Question 7

Aircraft types

Option 1

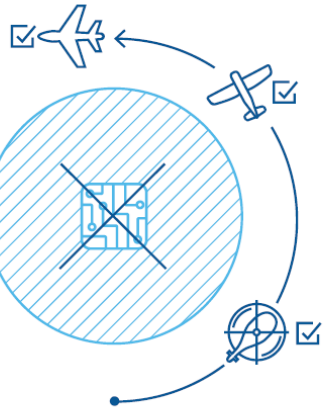
Take advantage of the latest technology and techniques, even if this makes flight paths more difficult for older and smaller aircraft.



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

Option 2

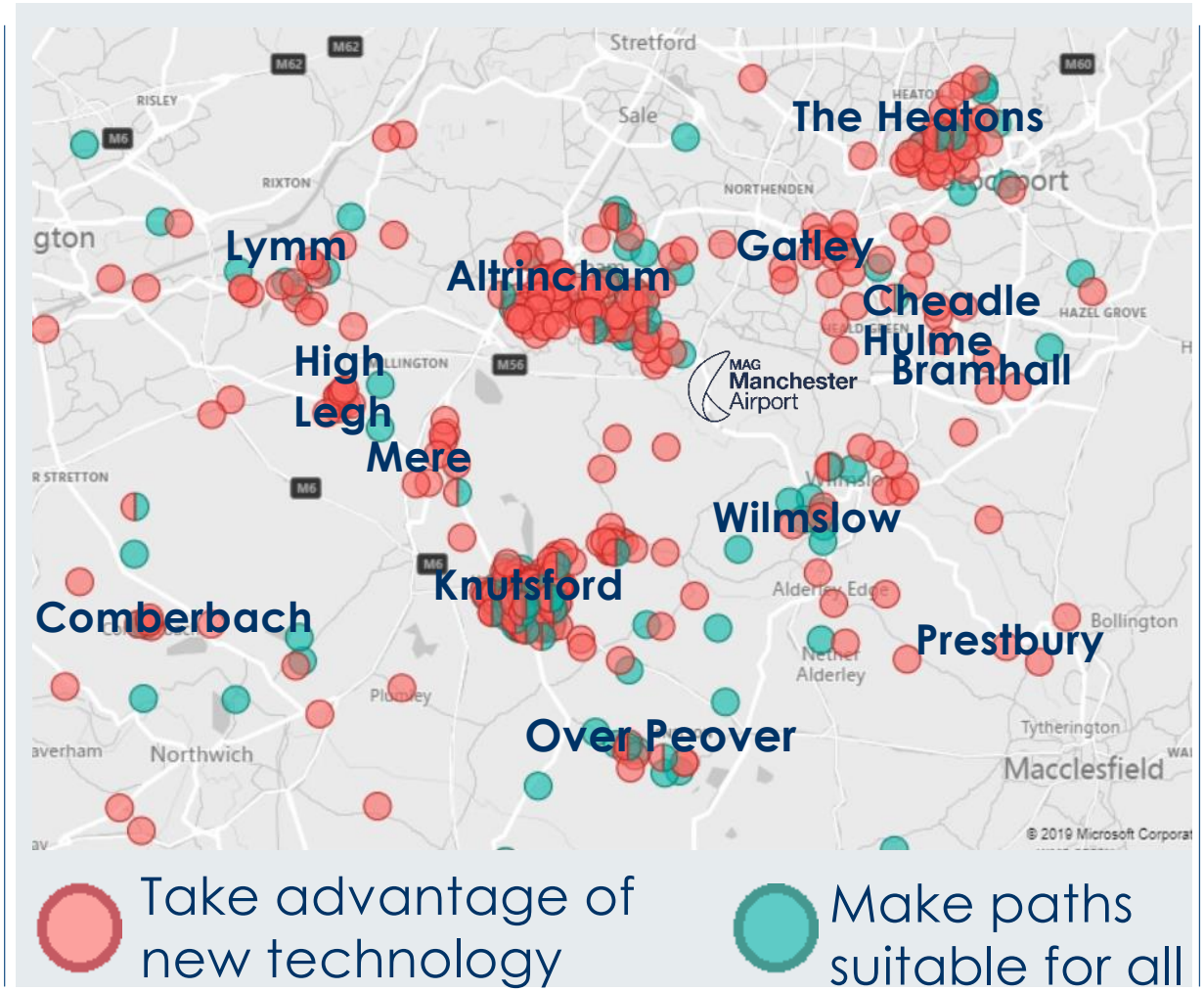
Make flight paths suitable for all aircraft, even if this means new technologies and techniques cannot be used.



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

Question 7

Aircraft types



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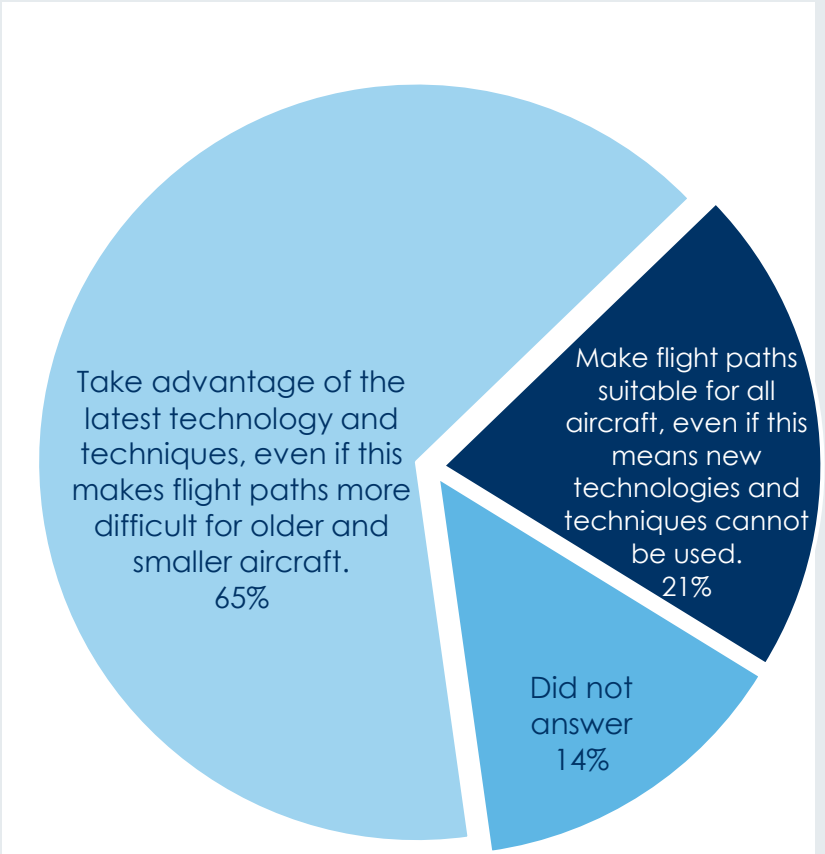

Example answers

'This could push airlines to improve their own fleet to ensure the most efficient routes in and out of the airport, whilst also improving their carbon footprint.'

'we should be encouraging as best as possible airlines to use the latest technology anyway'

'You cannot stop progress new technology should be embraced to reduce pollution and noise'

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Question 7

Additional insights provided

Aircraft types

Insight Key Themes	Design Principle Response
Avoid flying over new areas	LL 16,30
Efficiency	**A, E** LL 4
Noise	**N1**
Offset emissions/fly less	**E** LL 12
Safety	**S** LL 18

Question 7

Insights – key themes

Aircraft types

Avoid flying over new areas
- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices

Efficiency
- Design the best possible routes, prioritising emissions savings
- Prioritise airport air traffic over other airspace users, except for emergency aircraft
- More focus should be placed on aircraft designers, to ensure that aircraft emissions are as low as possible

Noise
- Reduce the impact of noise on people

Offset emission / fly less
- Design the best possible routes, prioritising emissions savings
- To reduce emissions, reduce the total number of flights

Question 7

Insights – key themes continued…

Aircraft types

Safety

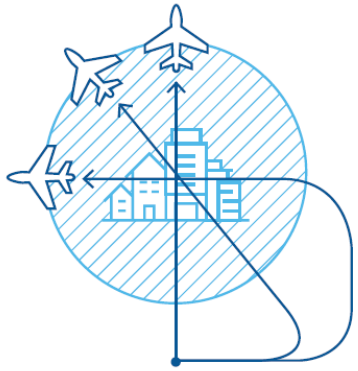
- Safety is essential and sits alongside all design principles
- The needs of General Aviation (Sports and Recreation), should be included in design options to ensure safety for all

Question 8

Multiple flight paths in the same area

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.

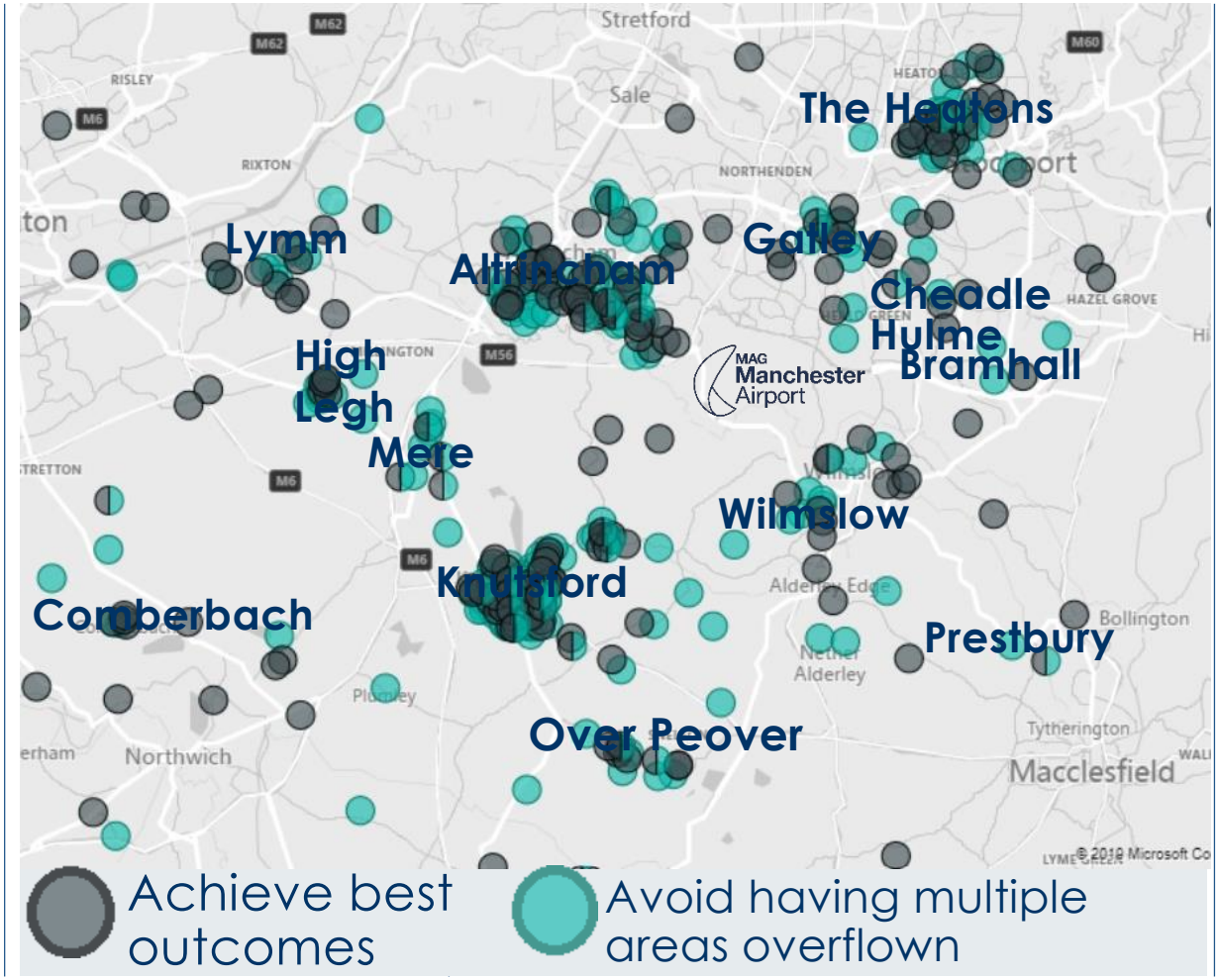
Option 2 ☐

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.

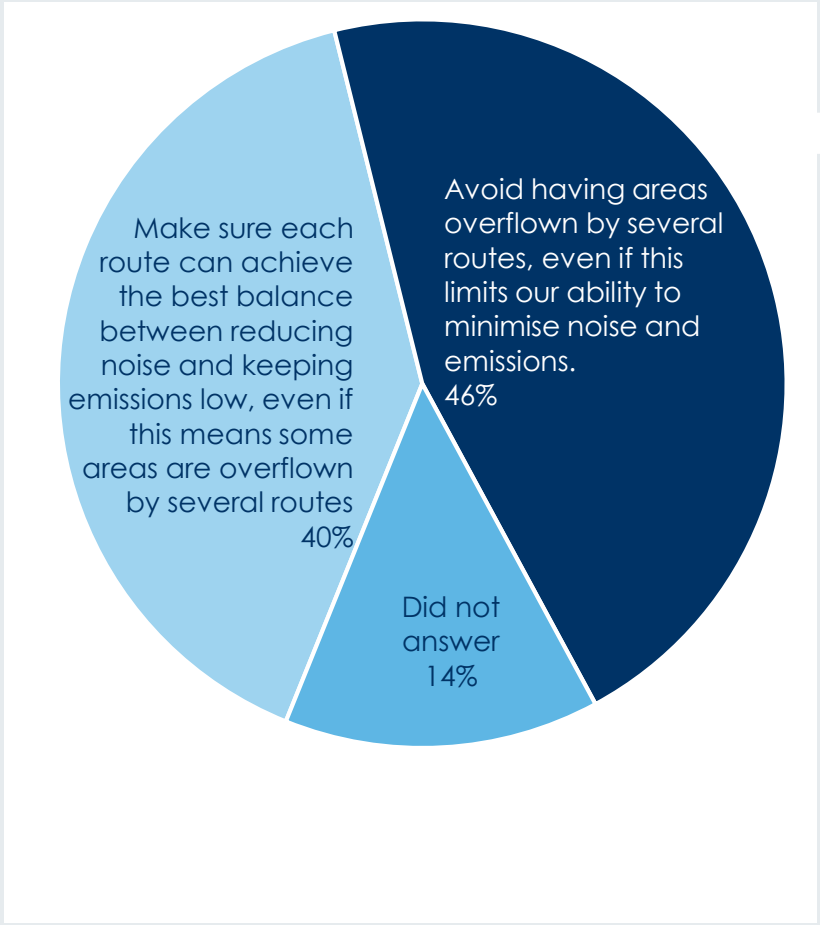
Question 8

Multiple flight paths in the same area



THE FUTURE OF AIRSPACE
QUESTION 8

Question 8



Example answers

'This is what is happening in Mere - several routes pass over the village and the noise intolerable. I am more concerned with noise pollution than efficiency and air pollution.'

'Overflying the same community from any departure route could have huge impact if that was a change from today. Any decision should not purely be based on emissions and operating efficiency.'

'Spreading the noise of aircraft has to be fairer to communities affected by noise around the airport. I do not understand why the PNRs corridors LIS 1R & LIS 1Y could not be used on a regular basis to make it fairer for all residents who live near the airport?'

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 8

Additional insights provided

Multiple flight paths in the same areas

Insight Key Themes	Design Principle Response
Avoid flying over new areas	LL 16
Noise	**N1**
Spread out or share	**N2**
Offset emissions/fly less	**E** LL 12
Avoid specific areas	LL 26
Efficiency	**A, E**

Question 8

Insights – key themes

Multiple flight paths in the same areas

Avoid flying over new areas
- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices

Noise
- Reduce the impact of noise on people

Spread out or share
- The noise and emissions impact should be shared by the many, not focused on the few. Concentrate where you can avoid people, but spread where you can't

Offset emissions / fly less
- Design the best possible routes, prioritising emissions savings
- To reduce emissions, reduce the total number of flights

Avoid specific areas
- Avoid flying over Knutsford / High Legh / Altrincham / Bowdon

Question 8

Insights – key themes continued…

Multiple flight paths in the same areas

Efficiency

- Design the best possible routes, prioritising emissions savings
- Prioritise airport air traffic over other airspace users, except for emergency aircraft

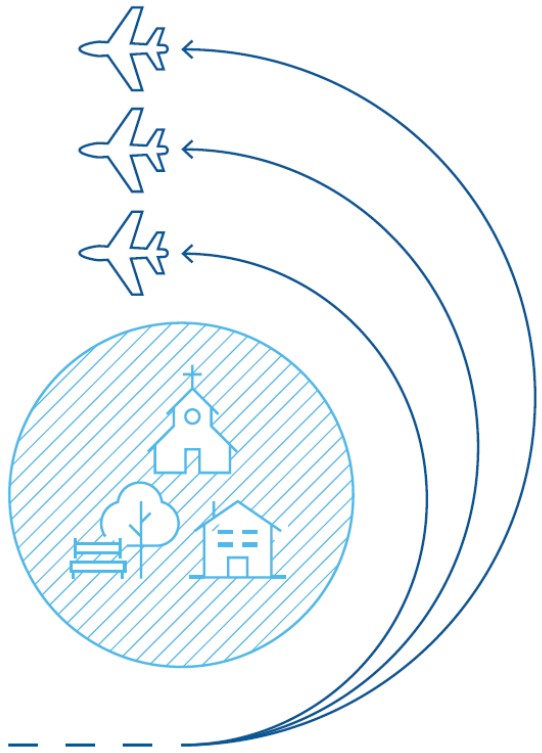
Question 9

Areas that we should avoid flying over

Yes ☐

No ☐

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



Question 9 Example answers

'Kinder plateau. This is as close to Wilderness we have in Derbyshire and should not suffer the disturbance at the benefit of the densely populated areas around Manchester just because there are less people there.'

'Marbury Park & Anderton nature park where people go for quiet.'

'St Ann's Hospice. SK8 3SZ. For patients and families - the ability to enjoy outdoor space and to relax anywhere onsite is fundamental.'

'Tatton Park and Mere Golf Club which are hammered by planes. Churches are seldom attended and naturally insulated against noise.'

'Tatton Park, Knutsford.
A beautiful hall & parkland that is currently spoiled by aircraft noise. If it would be possible to avoid this area during the day or move flightpaths to avoid it as much as possible? '

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 9

Additional insights provided

Areas that we should avoid flying over

Insight Key Themes	Design Principle Response
Built up areas	**N2**
Jodrell Bank	LL34
Hospitals and Hospices	**N3**
Rural Areas	**N3**
Schools	**N3**
Alderley Edge, Altrincham, Bowdon, Hale, The Heatons, High Legh, Knutsford, Lymm, Wilmslow	**N3**
Tatton Park, Dunham Massey	**N3** LL 27

Question 9

Insights – key themes

Areas that we should avoid flying over

Avoid flying over:

- Noise sensitive areas, such as historical attractions, tranquil or rural areas, and sites of care or education
- Jodrell Bank
- Knutsford
- Lymm
- High Legh
- Heatons
- Altrincham Edge
- Alderley
- Hale
- Wilmslow
- Bowdon
- Tatton Park
- Dunham Massey

Spread out or share

- The noise and emissions impact should be shared by the many, not focused on the few. Concentrate where you can avoid people, but spread where you can't

Question 9 –Where should we avoid flying?

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 –** Manchester 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 shown opposite?

Yes ☐ No ☐

If no, please explain why.

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

Yes ☐ No ☐

We also ask you to explain your views and add anything you think we should consider.

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 10

Additional insights provided

Meeting requirements

Insight Key Themes	Design Principle Response
Avoid change	LL 16
Noise and emissions	**N1** LL 12
Avoid specific communities	LL 26
Control airport growth	LL 1

Question 10

Insights – key themes

Meeting requirements

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices

Noise and emissions

- Reduce the impact of noise on people
- To reduce emissions, reduce the total number of flights

Avoid specific communities

- Avoid flying over Knutsford / High Legh / Hale / Bowdon

Control airport growth

- Any changes made should be clearly beneficial; no change for change sake

Question 11

Other things we should consider

Is there anything else we need to consider, or do you have any suggestions? If yes, please give details below.

Question 11 Example answers

'Climate crisis must take absolute priority. Please consult on environmental matters with experts in addition to the legislative items you've listed in order to minimise effect of airport on the climate.
"1. The health and well being of those affected by aircraft noise.
2. The negative effects on property prices and the ability to sell houses because of increased or concentrated noise." '

'Eventually these must be a limit to aircraft flight growth, not only in the North West but the rest of the UK. Whilst some expansion of flights is to be expected there should be no widening of flight paths to create more disruption to wider areas around the airport. You should work to manage within existing flight paths.'

'Yes people and their homes.... Open space, land, fields is a better area to fly over than property, homes, towns...'

'Eliminate night flights. They are not needed and case the most disruption to the public. The airport should close at 11pm and reopen at 6 am.'

'Noise levels are critical for me. Noise levels continue to increase as the number of flights increases - this cannot continue. Old, noisier planes should be withdrawn.'

Question 11 Example answers continued……

'I am concerned about emissions from aircraft. I live on a small cul-de-sac below the flight path & [redacted] in that [redacted] have had [redacted] (one has died) & we are all concerned that emissions from the aircraft are a major cause of these cancers. Trees in the local Bruntwood Park are being affected by aircraft pollution so who knows what effect it is having on our bodies! Also, the airport itself is growing out of all proportion & is encroaching on the surrounding area of Heald Green & Woodhouse Park. These two areas are turning into giant car parks for the airport. So we pollution from cars as well as aircraft!'

'Increasing airport capacity should not be endless. The living standards of the surrounding communities of Manchester are of utmost importance. As Thomas Cook has now gone out of business reducing capacity requirements at Manchester there should be no reason to change the air space routes. Motorway speed limits have remained at 70 MPH since the 50's and no new major motorways have been built so we have found ways of improving flows which is what should be done with airspace and NOT expand the patterns'

Key : Design Principle Response reference
Initial = Final design principle
LL# = Longlist design principle, as Appendix 9

Question 11

Additional insights provided

Other things that we should consider

Insight Key Themes	Design Principle Response
Avoid flying over new areas	LL 16
Control airport growth	LL 1,17,32
Offset emissions / fly less	LL 12
Spread out or share	**N2**
Avoid flying over specific areas	**N3** LL 22
Environmental concerns	**E** LL 15
Legal agreements and promises	LL 20,35
Domestic animals	LL 28

Question 11

Insights – key themes

Other things we should consider

Avoid flying over new areas

- Avoid change which would mean impacting new areas
- Consequence of change should not negatively impact property prices

Control airport growth

- Any changes made should be clearly beneficial; no change for change sake
- Eliminate night-time flights
- Expansion should be within reasonable limits to ensure that communities aren't impacted

Offset emissions / fly less

- To reduce emissions, reduce the total number of flights

Spread out or share

- The noise and emissions impact should be shared by the many, not focused on the few. Concentrate where you can avoid people, but spread where you can't

Question 11

Insights – key themes

Other things we should consider

Avoid flying over specific areas

- Avoid flying over noise sensitive areas, such as historical attractions, tranquil or rural areas, and sites of care or education
- Consultation area should cover the full Peak District National Park area, not the boundary currently shown

Environmental concerns

- Design the best possible routes, prioritising emissions savings
- Prioritise emissions over noise

Legal agreements and promises

- Previous legal agreements in relation to departure route LISTO2Y/R, restricting aircraft by type on this route, should remain
- All agreements and arrangements already in place must be considered as part of the redesign
- Consider the impact of overflight to domestic animals

THE FUTURE OF AIRSPACE

Be part of the conversation

Date: 18th October 2019

Prepared for:
Manchester Airport: Future Airspace Project - Step 1B
Questionnaire Feedback Report Phase 1
Appendix 11

MAG Manchester Airport