

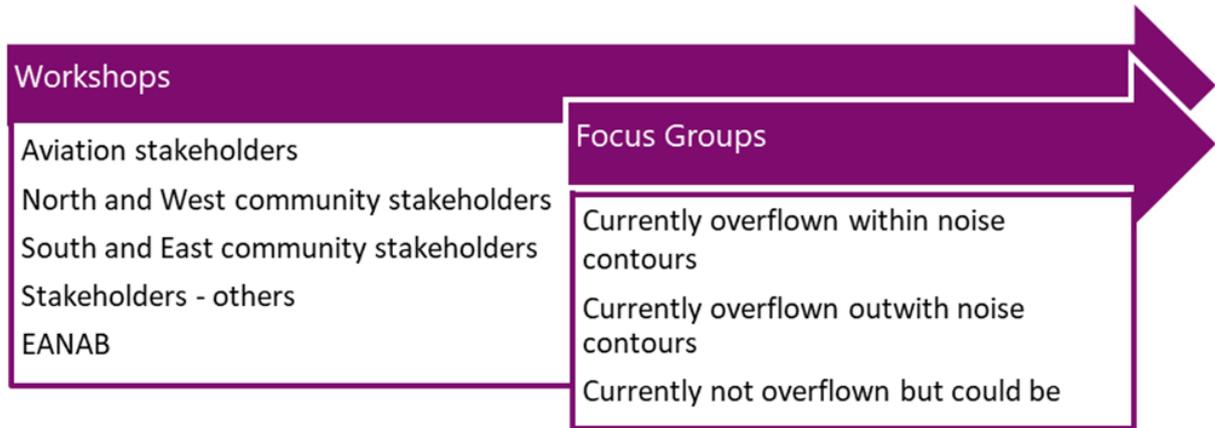
Edinburgh Airport Airspace Change Programme 2019

Step 1B Design Principles – initial round of
engagement sessions

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The structure of the initial round of engagement sessions



Invitation to attend the engagement sessions

Edinburgh Airport Airspace Change Programme

Dear X

We are supporting Edinburgh Airport in their Airspace Change Programme. We understand that you may have contributed your insights to previous consultations with Edinburgh Airport and would like you to consider contributing to this new engagement exercise.

Background to airspace change

The UK Civil Aviation Authority (CAA) and the UK Government have developed a shared objective for modernising airspace. This requires all airports to redesign their arrival and departure routes using satellite-based navigation.

This will require a public engagement then a full public consultation with options to run a public consultation on viable flight path options that meet the design principles.

This airspace change programme is being conducted under the CAA's CAP1616 regulatory guidance. All airports in the UK who wish to amend their airspace need to follow this guidance.

This new guidance is different to the process Edinburgh Airport followed to run previous airspace change programmes. One of the major differences in a seven stage process - Stage 1 step 1B outlines the requirement to engage with stakeholders to determine design principles that will form the foundation of the programme including evaluating flight path options in further stages.

We will be engaging with stakeholders through CAP1616's Stages 1, 2 and 3.

The aim of this initial programme is to engage stakeholders like you to help design the principles for future arrival and departure flight paths.

Invitation to attend a workshop

This will involve engagement workshops with organisations like yours throughout September and October. It is our intention to re-contact the same people next year to ask them to participate in further discussions.

We will be holding a workshop on xxxxxxxxxxxxxxxxxxxx (*refer to time plan*)

It would be great if you could attend to share insights and views held by members of xxxxxxxxxxxxxxxx (*your organisation*)

Please let us know if you are interested and we will contact you to give you all of the details you will need to take part. If the date doesn't suit you we will arrange another way of contributing (by email, online survey or telephone).

(Click on appropriate link)

- Interested and want to attend (*Please provide the best contact details and we will be in touch*)

- Interested but cannot attend *(Please provide the best contact details and we will be in touch)*
- Not interested *(Thank you for letting us know)*

Kindest regards



Progressive operates in accordance with the Market Research Society Code of Conduct and GDPR if you want to be removed from this email list please [click here](#)

Confirmation of attendance email

Title of Email: **Edinburgh Airport Airspace Change Programme**

Thank you for agreeing to take part in the engagement we are conducting on behalf of Edinburgh Airport.

As you know from previous contact the workshop will take place on xxxxxxxxxxxxxxxxxxxx

The discussion will last approximately 2 hours. Refreshments will be served and you will receive £40 in appreciation of your co-operation.

At the Session

Please try and come 10 minutes early, before the session starts. You will be greeted by one of the research team or a host. Please bring this letter with you as a form of formal identification to the host. Please stay for the full session.

The researchers will look after you, while ensuring that the discussion covers all the key areas. There are no right or wrong answers – all we ask is that people contribute and share their views. If you do not say anything, the researcher will prompt you to speak up!

Mobile phones

During the session you will be asked to switch off your mobile phone, so that we can chat, without distraction.

Before the session

Please find enclosed a copy of Edinburgh Airport's Statement of Need. This is a very short document, which sets out the airspace issue that Edinburgh Airport is seeking to address. It would be extremely helpful if you found time to read through this before the workshop session.

Finally

We will be audio recording the workshops and transcripts of recordings will be sent to the CAA as evidence of the design principle process. Workshop attendance is contingent on your agreement to be recorded and attendance will be taken as permission to provide feedback to the CAA in this way.

The workshop will be moderated by Progressive. A representative from Edinburgh Airport will be present along with two other consultants who are helping with this process.

We hope that you will enjoy the session and hearing other people's views on the topic under discussion. If you have any questions about the session before coming along please call [REDACTED] at Progressive on [REDACTED].

If for any reason you are now unable to attend please do let me know.

Kind Regards

[REDACTED]

Topic guide used in the first workshop

Topic guide for Edinburgh Airport's

Airspace Change consultation

All Engagement Workshops

Draft 6.3: Revised 26.09.19

Introductions (10 mins)

█ to lead

- Progressive to introduce attendees; who they are and what their primary role is in the workshop;
Rules of engagement: no right or wrong answers/constructive debate/phones off please.
 - Review the workshop agenda of which the prime elements are:
 - Aims and intentions
 - To make the group aware of the Airspace Change Programme
 - To provide an overview of the CAP1616 process – in particular, what Stage 1B involves/requires
 - To seek the group's inputs to help develop a list of potential design principles by which we mean the main factors that determine how the changes in airspace will be planned
 - By the end of the session to have produced a long list of design principles
 - To have an understanding of which design principles the group would prioritise and why

Current understanding of the Airport and its need to change (10 mins)

to lead

- A. *(each attendee will be given a full SON to read before the workshop)*
 - B. *Produce a summary to recap or simply show the rationale for change*
 - Thoughts on the Edinburgh Airport's need to change
 - Probe on positive impacts
 - Probe on negative impacts
 - Understanding of current flight paths and issues related to them
- Presentation and questions on Edinburgh Airport's rationale for change.*
- *The main rationale for the case for change is to modernise airspace and make the routes in the sky more efficient.*

The screenshot shows a web form with the following sections:

- 1. Change Title:** A text input field with a character limit of 200.
- 2. Change Sponsor Details:** A section with radio button options for 'A company', 'An incorporated association or other body', and 'Individual (including sole traders and partnerships)'.



Progressive to capture thoughts in notes and through recordings but we will not refer back to these

Introduction of potential principles (5 mins)

██████ to lead

We want to talk about design principles now that is all the things Edinburgh Airport should take into consideration when thinking about airspace change. They are the foundations or a set of criteria that the future work within the programme will be evaluated.

D. Showing examples to demonstrate the road of thinking without influencing the outcome

As an example:

- compliant operations meeting aviation guidelines set out by the CAA (UK) and ICAO (UN: international);
- safe operations;
- airspace and flight paths that best serve Edinburgh Airport's destinations now and in the future (up to at least 2030);
- airspace routes that minimise, to the greatest extent possible, fuel use on departure, and
- an equitable system for the noise impact on communities in the Edinburgh area.

General approach

██████ to lead

For each of these elements we will ask attendees to cite the issues they think are of most importance.

We will project some suggestions on the wall as examples. We will gather all suggestions they make on Post Meet flipcharts. Each element (economic, social, technical) will be allocated a separate flip chart (or more than one if needed). These will be displayed around the room on walls.

At the end of each element we will ask which, if any, potential design principles naturally group. If they can be grouped we will do so and probe for a higher level design principle that may encapsulate all those grouped.

Once design principles for each element are grouped we will ask if they see any conflicts in achieving one of the design principles based on another mentioned.

Once all elements are covered we will allocate respondents with a set number of sticky dots by which to rank those they think are of most importance, second importance, third and fourth. The number of dots allocated will indicate the rank of the design principle.

Economic (10 mins)

██████ to lead

Business

- in relation to businesses in Scotland what are the points to consider?
 - *improved routes to reduce delays and reduce crowding in the airport*
 - *Peak and off peak demand/capacity and delays*
 - *The capacity of the airport to improve international links*
 - *Air services to Edinburgh Airport as part of an integrated network of global connections – role of local, regional and hub airports*

Economy

- What are the points to consider within economy
 - *tourism (both into Scotland and for Scots looking to travel);*
 - *industry;*
 - *access to family & friends, and*
 - *domestic business (e.g. access to highlands and islands).*
 - *Transport needs for sustainable economic growth for the Edinburgh area economy and its transport needs*

Social/environmental (15 mins)

██████ to lead

Communities

- What are the points to consider for the environment as a place to live?
 - **Regarding noise**
 - **Minimise total population overflown**
 - **Reduce the population overflown below 4000ft**

- What might the rural impacts be?

- Does EAL continue to operate over existing communities or should the noise be spread over more communities?
 - Currently flight paths have a centre line and aircraft fly this as accurately as possible (this accuracy varies per aircraft and sometimes this space can be up to 5 nautical miles wide) – this is known as a dispersed flight path. The new flight path technology will allow aircraft to fly these flight paths more accurately – which is known as a concentrated flight path (more 1-2 miles wide). Is concentration or dispersal approach more desirable?
- Are specific periods of time a concern to communities?

- How do communities look at SIDs with tight turn (aviation: short radii) and open turn (aviation: long radii) turns? By that I mean having a large space to turn and a tight space to turn.

- Is there a point during approach and landing at Edinburgh above which noise issues become less significant?

- What are the environmental factors to consider for example
 - **noise abatement procedures – in so far as not discussed already;**
 - **effect on biodiversity;**
 - **CO₂ emissions;**
 - **NO_x emissions, and**

- What are the health factors to consider, for example:
 - **sleep disturbance, and**
 - **effect of aviation source pollutants– in so far as not discussed already.**

- In terms of Social benefits of efficient air travel what are the points to consider
 - **effect on employment (both direct and indirect) at Edinburgh Airport proximity to an airport for international access – (work/business, holidays etc)**

- Equalities
 - we recognise that people might be impacted differently because of issues that impact on equality like their age or perhaps a disability and we want to ensure we explore that
 - What are the points to consider

Political

We haven't populated this as we believe EAL may be doing this through consultations with legislative bodies but some issues may crop up. But will prompt on it if time allows

Technical (10 mins)

██████ to lead in Aviation ████████ to lead with other workshops

Flight related

- What are the points to consider?
- Safety
 - The revised route, as precision-based navigation (PBN) routes, should meet ICAO and CAA safety requirements
 - traffic will be segregated into clearly defined routes, including holding patterns;
 - all such traffic can be separated as per ICAO and CAA requirements, considering all airspace users (e.g. the military)
 - SIDs and STARs provide adequate terrain clearance, as per ICAO PANS-OPS (ICAO Doc 8186, Vol II);
 - routes shall be compatible with performance and navigational capabilities of aircraft expected / authorised to use the airport;
 - routes should involve a minimum of air-ground radio communications and reduce as much as possible cockpit and ATC workload.
 - SIDs and STARs should normally be completely contained within controlled airspace.
- Operational/logistical; defined departure and arrival routes should:
 - be kept to a minimum to ensure easy understanding by airspace users (pilots/air traffic controllers);
 - meet the Airspace Modernisation Strategy requirements [keep for aviation: provide the airport with PBN approaches in accordance with UK Airspace Modernisation Strategy (AMS) (AMS replaced CAA Future Airspace Strategy)];
 - increase capacity;
 - define routes that provide for the shortest practical tracks;

- [aviation: provide, to the extent possible, for uninterrupted climb or descent to operationally advantageous levels with a minimum of restrictions;]
- routes should have as small as possible an impact on surrounding airspace such as military operations, and
- [save for aviation: in as far as is possible, routes should be designed so as to derive maximum economic and operational benefit from high performance and advanced navigation capabilities of aircraft.]

Tie up (10 mins)

- *What other elements should be taken into account.*
- Probe and record on all meta-categories and structure sub-categories
Record and chart inputs
- Ask attendees to star rate all of the issues meta-categories in terms of importance
Followed by star rating of all sub-categories (using sticky dots)

Relationships between principles (15 mins)

Drawing from the list of principles that people have raised ask “WHY” and “HOW” questions to understand the interactions.

e.g.

WHY is noise a problem – bring down house prices, lead to mental health problems etc.

HOW would you know that the noise is causing this problem – feel tense every time an aeroplane passes

Why would flying over the Forth be of benefit?

How might that affect wildlife/residents close to the coast line?

Stakeholder questions (15 mins)

██████ to lead

What are your thoughts about areas that should be avoided?

The points below can act as prompts

- Tell us about facilities in the local area you believe need to be protected from the impact of aircraft (e.g. hospitals, schools, parks, hospices, chemical plants etc)
- Any local development projects, at the beginning of the planning process we may not be aware of
- Any recent / ongoing local environmental studies we may not be aware of locations of any particularly sensitive wildlife habitats, not already / previously noted
- Any Parks or Open Spaces that are affected / could be affected
- Any other local issues or constraints that should be considered
- Any other relevant local or national organisations that EAL should ensure are involved in its formal consultation in 2020
- Aviation: If there were no lines on the map, is there anything you would rather not fly over (at less than 5,000 feet) – e.g. civic facilities, military facilities

Communication (10 mins)

█ **to lead**

- What should Edinburgh Airport take into consideration when communicating Airspace Change
- Is there anything Edinburgh Airport should take into consideration when consulting with the community

Anything else to add

Workshop close

Topic guide used in the remaining sessions

Topic guide for Edinburgh Airport's

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All Engagement Workshops

Draft 6.

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 - To make the group aware of the proposals (i.e. future airspace changes)
 - To provide an overview of the CAP1616 process – in particular, what Stage 1B involves/requires
 - To seek the group's inputs to help develop a list of potential design principles by which we mean the main factors that determine how the changes in airspace will be planned
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C. *(each attendee will be given a full SON to read before the workshop)*

D. *Produce a summary to recap or simply show the rationale for change*

- Thoughts on the Edinburgh Airport's need to change
- Probe on positive impacts
- Probe on negative impacts
- Understanding of current flight paths and issues related to them



• *Presentation and questions on Edinburgh Airport's rationale for change.*

- *The main rationale for the case for change is to modernise airspace; make the routes in the sky more efficient, reducing delays for customers, improving the environment and developing the airport as a key part of the local and national economy.*

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- Is there a point during approach and landing at Edinburgh above which noise issues become less significant?

- What are the environmental factors to consider for example
 - *noise abatement procedures – in so far as not discussed already;*
 - *effect on biodiversity;*
 - *fine air particles;*
 - *CO₂ emissions;*
 - *NO_x emissions, and*
 - *CO₂ deposition.*

- What are the health factors to consider, for example:
 - *sleep disturbance, and*
 - *effect of aviation source pollutants– in so far as not discussed already.*

- In terms of Social benefits of efficient air travel what are the points to consider
 - *effect on employment (both direct and indirect) at Edinburgh Airport proximity to an airport for international access – (work/business, holidays etc)*
- Equalities
 - we recognise that people might be impacted differently because of issues that impact on equality like their age or perhaps a disability and we want to ensure we explore that
 - What are the points to consider

Technical (10 mins)

██████ to lead in Aviation ████████ to lead with other workshops

Flight related

- What are the points to consider?
 - Safety
 - Air traffic should be coordinated into clearly defined routes and hold patterns depending on destination
 - All air traffic should meet ICAO and CAA safety requirements
 - traffic will be segregated into clearly defined routes, including holding patterns;
 - all such traffic can be separated as per ICAO and CAA requirements;
 - SIDs and STARs provide adequate terrain clearance, as per ICAO PANS-OPS (ICAO Doc 8186, Vol II);
 - routes shall be compatible with performance and navigational capabilities of aircraft expected / authorised to use the airport;
 - routes should involve a minimum of air-ground radio communications and reduce as much as possible cockpit and ATC workload.
 - SIDs and STARs should normally be completely contained within controlled airspace.
- Operational/logistical; defined departure and arrival routes should:
 - be kept to a minimum to ensure easy understanding by airspace users (pilots/air traffic controllers);
 - meet the Airspace Modernisation Strategy requirements [keep for aviation: provide the airport with PBN approaches in accordance with UK Airspace Modernisation Strategy (AMS) (AMS replaced CAA Future Airspace Strategy)];
 - increase capacity;
 - define routes that provide for the shortest practical tracks;
 - [aviation: provide, to the extent possible, for uninterrupted climb or descent to operationally advantageous levels with a minimum of restrictions;]

- routes should have as small as possible an impact on surrounding airspace such as military operations, and
- [save for aviation: in as far as is possible, routes should be designed so as to derive maximum economic and operational benefit from high performance and advanced navigation capabilities of aircraft.]

Tie up (10 mins)

- *What other elements should be taken into account.*
- Probe and record on all meta-categories and structure sub-categories
Record and chart inputs
- Ask attendees to star rate all of the issues meta-categories in terms of importance
Followed by star rating of all sub-categories (using sticky dots)

Options to discuss (15 mins)

These will be printed off as single options and divided across two groups. We will invite discussion across the set and record outcome of the options that benefit most.

Route preference

- Aircraft follow the same route minimising the number of people exposed to aircraft noise
Or
- Aircraft follow several different routes sharing the noise exposure over more people, but less frequently in each location

Flight path preference

- Fly over populated urban areas (more people overflown, but background noise is higher)
Or
- Fly over rural areas (less people overflown, but areas have lower background noise)

Urban areas

- Fly over residential and industrial areas
Or
- Fly over parks/open spaces

Noise vs Emissions

- Design the most direct routes over areas exposing people to noise (decreases track miles and fuel burn)
Or
- Design longer routes to avoid exposing people to noise (increase track miles and fuel burn)

Noise

- Procedures should be designed to minimise the impact of noise below 7,000ft
Or
- Prioritise noise levels at <4000ft as per the Air Navigation Guidance

Capacity and Delays

- Capacity constraints at Edinburgh Airport resulting in delays to more flights and requiring more flights to use other airports
OR
- Reduced delays at Edinburgh Airport potentially attracting more airlines and access to more destinations

Growth of Edinburgh Area Economy

- More flights from more places to enable Edinburgh to become more globally competitive (more jobs, higher house prices, etc)
OR
- Limit growth of Edinburgh to spread economic growth to other cities and countries

Accessibility to opportunities

- Edinburgh Airport able to service more flights to more destinations
OR
- Greater reliance of the Edinburgh area on other airports (potentially leading to longer journey times, higher emissions and higher costs)

Stakeholder questions (15 mins)

██████ to lead

- Tell us about facilities in the local area you believe need to be protected from the impact of aircraft (e.g. hospitals, schools, parks, hospices, chemical plants etc)
- Any local development projects, at the beginning of the planning process we may not be aware of
- Any recent / ongoing local environmental studies we may not be aware of locations of any particularly sensitive wildlife habitats, not already / previously noted
- Any Parks or Open Spaces that are affected / could be affected
- Any other local issues or constraints that should be considered
- Any other relevant local or national organisations that EAL should ensure are involved in its formal consultation in 2020

Communication (10 mins)

██████ to lead

- What should Edinburgh Airport take into consideration when communicating Airspace Change
- Is there anything Edinburgh Airport should take into consideration when consulting with the community
-

Anything else to add

Workshop close

Slides from the PowerPoint presentation used during the engagement sessions



Setting the scene

In line with UK government requirements, all airports in the UK are required to modernise their navigational routes. Edinburgh Airport must make this change through an airspace change programme and is using this opportunity to also review the location of flight paths that were created in the 1970's.

Edinburgh Airport is running an Airspace Change Programme to modernise the airport's controlled airspace including reviewing the arrival and departure routes under 7,000ft.

Edinburgh Airport helped 14.3 million passengers through the airport in 2018 and has strong growth targets for 35 million passengers by 2050.

Current-day flight paths with typical altitudes (R24)

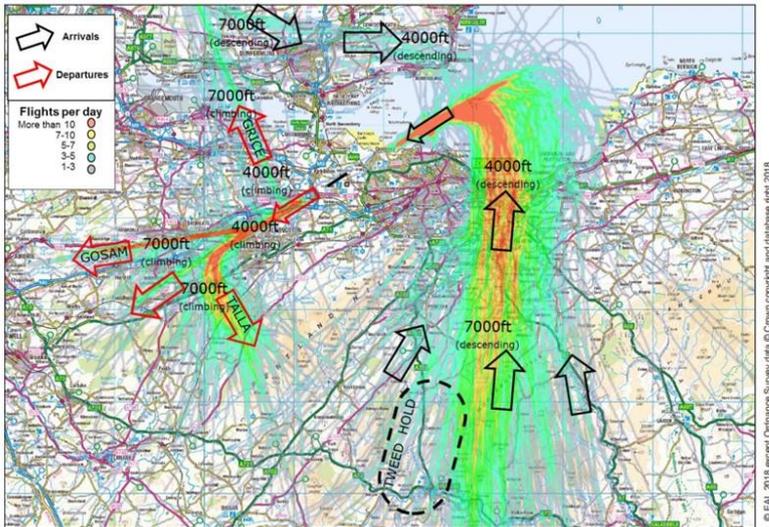


Figure 4: Current-day flight paths with typical altitudes, Runway 24 (Westerly Operations)

Current-day flight paths with typical altitudes (R06)

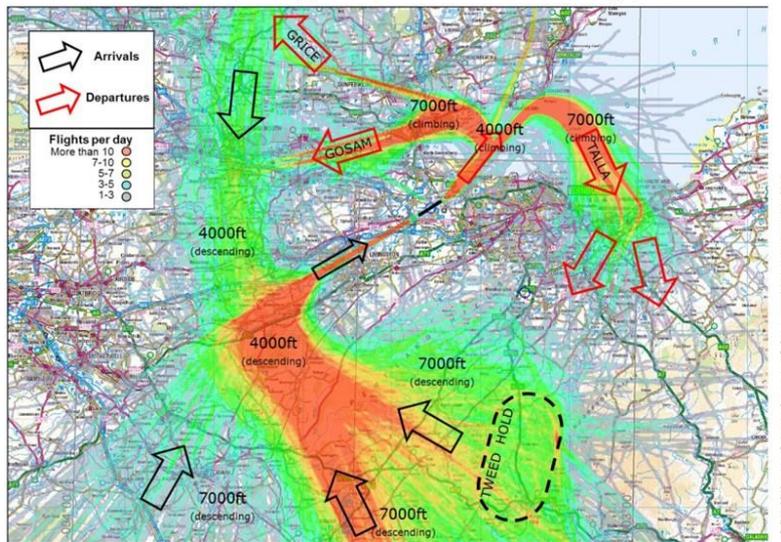


Figure 5: Current design envelopes with typical altitudes, Runway 06 (Easterly Operations)

Setting the scene

Edinburgh Airport ran an airspace change programme from 2016-2018 to modernise the airspace and increase capacity. This programme of work was conducted under the CAA's CAP725 guidelines.

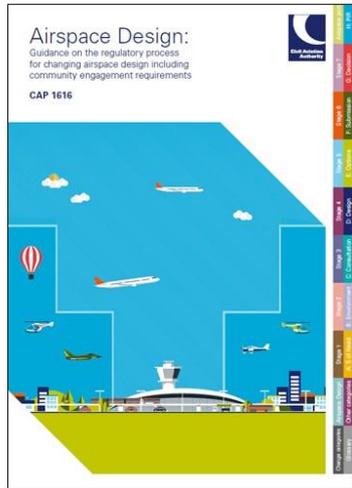
During this programme, Edinburgh Airport ran three public consultations. The feedback gathered during these consultations informed Edinburgh Airport's application to the CAA for an airspace change.

In November 2018, Edinburgh Airport was advised that this application was unsuccessful and they'd need to begin their new programme of work under the CAA's new CAP1616 guidelines.

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Edinburgh Airport
Where Scotland meets the world

CAA regulations



CAP1616 is the CAA's guidance on the regulatory process for changing airspace design including community engagement requirements.

Available online at www.caa.co.uk/cap1616

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Edinburgh Airport
Where Scotland meets the world

CAA regulations



CAP1616 involves a seven stage process and a number of 'gateways'.

Each stage has detailed requirements within the guidance that must be met.

The gateways are a CAA approval process that must be passed before moving to the next section.

The work we are doing today, is part of Stage 1, Step 1B design principles.

Statement of Need

Current situation

- Single runway (06/24)
- In 2018, runway 24 was used 69% of the time and runway 06 used 31% of the time
- Departure interval delays at busy times (peak 06:00 – 07:00)
- Declared runway capacity is a max of 42 movements per hour
- Edinburgh Airport masterplan figures project growth over the next 20 years, with delays to movements in peak expected to increase in 2021

Proposal

- Modernise Edinburgh Airport's airspace
- Increase Edinburgh Airport's runway movements per hour capacity.

Programme status

- Statement of Need submitted: 14 April 2019
- Assessment meeting: 17 June 2019
- Stage 1, Step 1a pass: 1 July 2019
- Currently in Stage 1, Step 1b design principles.

All available on the CAA's airspace change portal at:
<https://airspacechange.caa.co.uk/>

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Programme approach to Stage 1, Step 1B

What are design principles? (CAP1616)

- p152 They are a “qualitative framework for the design of change”.
- p153 says, a “shortlist of principles to inform the development of airspace design options and against which they can be evaluated.”

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Questions?

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Stimulus

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Potential principles

- Compliant operations meeting aviation guidelines set out by the CAA (UK) and ICAO (UN);
- Safe operations;
- Airspace and flight paths that best serve Edinburgh Airport's destinations now and in the future (up to at least 2030);
- Airspace routes that minimise, to the greatest extent possible, fuel use on departure, and
- An equitable system for the noise impact on communities in the Edinburgh area.

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Economic/Business

- Improved routes to reduce delays and reduce crowding in the airport
- Peak and off-peak demand/capacity and delays
- The capacity of the airport to improve international links
- Air services to Edinburgh Airport as part of an integrated network

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Economy

- Tourism (both into Scotland and for Scots looking to travel);
- Industry
- Access to family & friends
- Domestic business (e.g. access to highlands and islands)
- Transport needs for sustainable economic growth for the Edinburgh-area economy and its transport needs

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Communities

- Regarding noise
- Minimise total population overflown
- Reduce the population overflown below 4000ft / 7000ft

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Environmental

- Noise abatement procedures
- Effect on biodiversity
- CO₂ emissions
- NOx emissions



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Health/social

- Sleep disturbance
- Effect of aviation source pollutants
- Effect on employment

Edinburgh Airport 
Where Scotland meets the world



MODERNISING OUR SKIES

Edinburgh Airport 
Where Scotland meets the world

Technical

- The revised route, as precision-based navigation (PBN) routes, should meet ICAO and CAA safety requirements
- All such traffic can be separated as per ICAO and CAA requirements, considering all airspace users (e.g. the military)
- Traffic will be segregated into clearly defined routes, including holding patterns
- Routes shall be compatible with performance and navigational capabilities of aircraft expected / authorised to use the airport
- Routes should involve a minimum of air-ground radio communications and reduce as much as possible cockpit and ATC workload

Online questionnaire sent to those wishing to be involved but unable to attend their designated session

Online Questionnaire for Edinburgh Airport's

WP1 design Principles

Airspace Change consultation

Draft 2

Introduction

As you know we are supporting Edinburgh Airport in their Airspace Change Programme. We understand that you responded to our invite to attend an engagement workshop but couldn't attend.

Background to airspace change

As a reminder to the background of this engagement plan the UK Civil Aviation Authority (CAA) and the UK Government have developed a shared objective for modernising airspace. This requires all airports to redesign their arrival and departure routes using satellite-based navigation.

This requires stakeholder engagement and a full public consultation on viable flight path options that meet the design principles.

This airspace change programme is being conducted under the CAA's CAP1616 regulatory guidance. All airports in the UK who wish to change their airspace need to follow this guidance.

This new guidance is different to the process Edinburgh Airport followed to run previous airspace change programmes – you can view this new guidance at www.caa.co.uk/cap1616. One of the major differences between the old and new guidance is a seven-stage process. Stage 1, step 1B outlines the requirement to engage with stakeholders to determine design principles that will form the foundation of the airspace change programme including evaluating flight path options in further stages.

We will be engaging with stakeholders through CAP1616's Stages 1, 2 and 3.

The aim of this initial programme of work is to engage stakeholders like you to help develop the design principles for future arrival and departure flight paths.

The main rationale for the case for change is to modernise airspace in line with UK government policy and to make the routes in the sky operationally more efficient, reducing delays for customers, improving the environment and developing the airport as a key part of the local and national economy.

Please give us your opinion on the following issues.

1. Economic

A. Business

- In relation to businesses in Scotland what are the points to consider?
- These are some of the examples that you may want to consider:
 - *improved routes to reduce delays and reduce crowding in the airport*
 - *Peak and off peak demand/capacity and delays*
 - *The capacity of the airport to improve international links*
 - *Air services to Edinburgh Airport as part of an integrated network of global connections – role of local, regional and hub airports*

B. Economy

- What are the points to consider within economy
- These are some of the examples that you may want to consider:
 - *tourism (both into Scotland and for Scots looking to travel);*
 - *industry;*
 - *access to family & friends, and*
 - *domestic business (e.g. access to highlands and islands).*
 - *Transport needs for sustainable economic growth for the Edinburgh area economy and its transport needs*

2. Social/environmental

A. Communities

- What are the points to consider for the environment as a place to live?
- These are some of the examples that you may want to consider:
 - *Regarding noise*
 - *Minimise total population overflown and concentrate flights over certain areas*
 - *Spread flights over a larger population but because they are spread out the frequency would be less*
 - *Reduce the population overflown below 4000ft*
 - *Specific times of day to consider*

B. What might the rural impacts be?

C. What are the environmental factors to consider for example

These are some of the examples that you may want to consider:

- a. noise abatement procedures – in so far as not discussed already;*
- b. effect on biodiversity;*
- c. fine air particles;*
- d. CO₂ emissions;*
- e. NO_x emissions, and*
- f. CO₂ deposition.*

D. What are the health factors to consider, for example:

- a. sleep disturbance, and*
- b. effect of aviation source pollutants– in so far as not discussed already.*

E. In terms of Social benefits of efficient air travel what are the points to consider

- *effect on employment (both direct and indirect) at Edinburgh Airport*
- *proximity to an airport for international access – (work/business, holidays etc)*
- *(are these both economic points?)*

F. Equalities

- we recognise that people might be impacted differently because of issues that impact on equality like their age or perhaps a disability and we want to ensure we explore that
 - What are the points to consider in this context?

Thank you for taking to time to give us your views.

Please can you complete the following details:

Name:

Address:

Organisation or community groups that you represent:

**10402 Workshop North and West Community
Smart Verbatim Transcript
TauRho Transcribes
File Length: 132:04**

M Moderator
MR Male Respondent
FR Female Respondent

M It is recording. My name's [REDACTED]. I'm from progressive, that's why I'm parking recording machines in the middle of your desk. Thank you, that's really great. So, thank you all so much for turning up. It's always nerve-wracking when you've spent weeks trying to group people and you're wondering if they'll finally come. I'm working with my colleague [REDACTED], and we are here to collect some objective feedback on, I suppose, the change of programme, and we've got an awful lot to get through in a fairly short period of time, and so it's [REDACTED], ours, job to keep things on track. So, if we feel as though we're kind of pulling you out of one area, to go into the focus, it's not because we don't want to listen to it because there's just a lot to do. What we're going to do is we have a two-hour session here, we are going to break after the first hour, quick five-minute comfort break. Grab coffee and so forth. We wanted to start the process of this and make you aware of the proposals of the future as plans change. We want to provide an overview of the cap sixteen-sixteen process, some of you will be aware of that. Others won't. I'm just asking you to help us to develop this with potential design principles. With this we mean the main factors that determine the issues that are really important to you, and what the airspace change should be built on. So, by the end of the session, we hope to produce a long list, we're going to do sticky dots all around the room using the post-it notes that you've got in front of you. There's a couple of things to bear in mind. If you do have a telephone, if you could put it on silent. You don't necessarily have to turn it off, I know some of people need to keep them on for medical reasons, but if you could keep it on silent that would be great. In terms of the feedback, can we make this a really constructive feedback session. This is not a session about venting from the plates, but it's done suggestions of issues that we really should be taking into consideration. Can we move around the room, very quickly, and you can you tell me a little bit about yourself? First name and which organisation you're a member of and whereabouts that is. Can we start on this table, please?

MR I'm [REDACTED], (00:03:03) community council.

MR [REDACTED]. I'm the [REDACTED] for Muriston community council

M Okay.

MR [REDACTED] Charleston community council.

MR [REDACTED] community council. That's on the west Fife.

M Okay.

FR I'm [REDACTED], from Blackness community council.

M Right.

FR [REDACTED] with Lochgelly community council

MR [REDACTED] Kirknewton community council.

MR I'm [REDACTED] from Linlithgow community council.

MR I'm [REDACTED] Fife College

M Okay, next table.

MR [REDACTED] Kinghorn community council.

MR I'm [REDACTED] from (00:03:51-00:03:54) community council.

M Thanks.

MR [REDACTED] (Dalgetty Bay Hillend community council.

MR I'm [REDACTED], Chair of Burntisland community council).

M Right.

MR [REDACTED], [REDACTED] at Murieston community council.

MR [REDACTED] Uphall community council

FR [REDACTED], Dalgetty bay Hillend community council.

MR [REDACTED] North Queensferry community council.

FR [REDACTED] North Queensferry (00:04:40) community council.

FR [REDACTED] (00:04:03-00:04:45) community council.

M Fantastic. Great, thanks very much. I really appreciate it. We sent you through a...oh, I'm so sorry. I'm ignoring our guests. This is [REDACTED] is an expert in equality, and this is [REDACTED], he's an expert in environment, and [REDACTED], who some of you will have met before. She is here just to observe lots to run, as this is our first session. We're running four of these sessions and three workshop, Three focus groups as well. This is the first one, so be kind to us, and [REDACTED], I've introduced already. Now, we did send you the statement of need, I'm guessing you're all fairly familiar with that. We've got a few little slides here, this is really not a point of getting a big chat, but it's just to set the scene. So, we're all coming from the same page. So, the airport as we all know is very busy, and has strong growth targets. So, it's running the airspace change programme to modernise the airport's control of their space, and that includes reviewing arrival and departures. Here are some maps and I'm very keen to put these up, so it contextualises this debate we're having. This is one of them you might be familiar with of

these maps. This is the west of the operations. So, seventy percent of flights went through, there about seventy percent, went through these routes in twenty-eighteen. What's interesting to bear in mind, is just the breadth of this distribution, and how narrow it is up here, and so forth. The modern navigation systems have long potential to reduce that five nautical mile bandwidth down to one to two miles. So that's one of the conversations, we would really like to have tonight about what that means for routes that increase increased accuracy, the flying actually means to the air space. This one is the easterly operations. So, again, showing a similar map. So, the red spots are where you want more than ten flights a day, yellow is seven to ten. The colours out start to get to fewer. So, when you get these grey lines, it's just one little three, but again, you can see were quite broad spread that is. So the previous change programme was running twenty-sixteen, and that's run too, according to cap seven two five guidelines. Now that application was unsuccessful. For reasons technical. This is a new programme. This is a completely different process. This is calling CA's cap sixteen-sixteen, and you have this online if you want a little night-time reading there's cap sixteen-sixteen. As I say, we're following this absolutely strictly, and that's preformed by the CA. That's really just summarising what I said, that gives you the URL. If you want the long URL, we are interested in travelling with it. Where are we at this point? So, there are seven stages in total in the approval process. Now this point, we're concerned with one B, so this is the very first part and this is the first part of the engagement, where we are identifying those design principles, and we will be holding a recall workshop In November and took some refined ideas from all of the workshops running. Moreover, will be running more workshops to review them even further next year. Statement of need. This you will be aware of this. This has been proposed and the key points are the huge delays that the airports suffer at peak-times and also growth plans that an airport has is just going to exasperate that. So, it proposes to modernise the airspace and increase movements through the use long lines for the approved navigation systems. So, that has been agreed the statement of need was submitted. There was an assessment meeting on the seventeenth of June, and that has passed. So, that brings us to this point. I think this is taken straight from cap sixteen-sixteen. [REDACTED]'s going to pick up on our introducing exactly what we mean by design principles. But we're really hoping to get to qualitative framework towards design principles at the end of this workshop, we will be amalgamating all your points of view as with everyone else's. Then we'll have a chat and identify them, walk around writing those design principles on the note. When we do collect your design principles, one idea on one post-it notes, please. Then we're going to place sticky dots, and determine which ones are the most important. Any questions? Oh, so you don't.

- M** Thanks so much. The concept of design and is to try and achieve what is the one. So, therefore, in the past, we might have done stuff a lot more top down. Certainly, working in transport generally a lot of transports deliver a lot a lot more top down in the past, but the best practice and the UCCA guidelines and is to try and ensure that what's delivered is what people actually want, and so that's why we have this process of you hopefully contributing and seeing what it is you actually want, and that is actually in-bounded by these key considerations. It's a good point. Outside that, the whole range of other issues that we want to know, and will prioritise as the evening goes on, and so we understand collectively what matters most to you, because I've certainly learned. My favourite example of this from transport is when on the train, they were cleaning the toilets more and more often, one and customer satisfaction kept going down and they didn't know why, and it was people really cared about those wet floors in those toilets, and the toilets being constantly cleaned, and therefore, wet floors. So, they didn't understand that. But, once you understand the customer, what the customer actually wants, you then understand what you know how we

can then meet that need better. So, in the same way, we're looking at a range of objectives, economic, social, environmental issues, that, actually, in order to have a better airport saving the enrolments and its catchment markets, that we (00:13:00-00:13:02) all the social economic component. So, that's what we're going to be doing, and the process to go through the zero me instead of guiding you through each stage. Why do we have design principles? It's so we can achieve what it is that everybody wants, so we've got there various groups to try and sit down with different stakeholders, like yourselves, and sort out what it is you want. So, this is really about being positive as we possibly can. Is that clear, is everyone happy with that? Yeah?

M Any points, any observations, any thoughts so far? All good. That's impressive. Fantastic, as [REDACTED] said, our topic was designed around pestle analysis, if you like, you know, me talking about political in this workshop that's done elsewhere. But we're going to be really focusing on economic, we're going to talk about businesses here to talk about what are their needs, what should be considered from their point of view. What should we be considering generally in the economy as a whole, and not just to Edinburgh, but to Scotland? Looking at things there. We're then going to go on to talk about communities. What are community needs? We're going to talk about things like rural, urban, we're going to talk about specific time periods, flights, we're going to talk about environmental factors, health factors, social benefits. And, of course, we're going to talk about equality. Following that we're going to have a discussion about technical issues. I'm not a massively technical person, but between this, I'm sure we'll be able to gather all of your thoughts. Once we've talked about all of those things, we'll put our ideas up against the wall, we'll have a chat, then we'll put the ideas up, then we'll rate them according to how important they are to you. Then, we're going to talk about looking at different options and preferences of options, and we'll give you as many of those as the time permits. Half-way through, we'll do a quick coffee break before. Okay.

FR Can I ask one...?

M Please.

FR (00:15:29-00:15:31) you mentioned four other sessions and three focus groups are also being done.

M I did, yeah.

FR This is the community council meeting, obviously. What are the other groups, or the other sessions that you're running? Just as an idea to whether or not there is any overlap.

M As I said, we are running a group discussion, a focus group sorry, with aviation. A workshop with stakeholders, that includes authorities, it includes industry of all sorts. It also includes large organisations, and we're running a workshop very similar to this, but with people who represent those from the south of Edinburgh and spread. So, from the overall catchment....

FR So, community council.

M Again...

FR different geography there...

- M** Different geography, absolutely. There's also a very strong possibility that we're going to be running focus workshops with EANAB. I know some of you are also members of that board here, but I'd like you to, please, talk from the point of view of the communities that you're representing, and when we do in our workshop with (00:16:54-00:16:56) we can take a different focus. But for here, this is all about communities and community thoughts.
- FR Could I ask, what progressive view as an organisation - What is the ultimate after you've conducted all of this process you've described? What do you do? Do you report back to Edinburgh airport? What's your position?
- M** We amalgamate all of the findings from the different workshops, the different focus groups. We put them together in a report, so we will be presenting to Edinburgh airport a long list of design principles. So, that's the output, the end of this stage. When we come to do some recall workshops, we will hand that long list to Edinburgh airport, they will then work on them. We will then feed back to a small number of workshops and give you feedback at that point. We will go through various stages. We'll go through the next stage. Next, that'll be even more workshops, even more engagements. Ultimately, this will finish with a large consultation, where every member of the public is invited, and we expect thousands of results. We will do all the analysis and report writing and pass that back to...
- FR Okay.
- M** The airport.
- MR So, what do you mean by design principles?
- M** Broad ideas that are important to you, as representatives of your community, that the airport could take into consideration when they are going about designing.
- M** Think of it like an extension to your house. So, thinking, right, design principles, I want two bedrooms, no, maybe three if we can fit one in. Now, that level of constraints. So, what's desirable and how about action for some flexibility? Oh, that will... my red lines, where's my red lines. We've got the boundaries on where people are on each of these of these issues then we can understand better how to frame the objectives.
- M** It's must-haves. So, actually when we go through all of these, what we've done is we've got some examples. That hopefully will help guide our thinking.
- MR Sorry, can I just ask one question? I didn't write down the numbers, but on your, I think it was your first slide, are we doing all of this on the basis that Edinburgh airport has said they expect passengers' numbers to increase from that number to this number by twenty-fifty?
- M** There were numbers.
- FR Well, there were.
- M** Yes, sorry. The numbers you saw were the current clients, but there's no absolute knowledge in terms of how much they expect it to.
- FR Oh, I thought there were.

FR Yes, it has the predictions for twenty-fifty.

M Sorry, you are quite right, the growth value was 35 million by 2050.

FR So, it's thirty-five million...

FR So, are we working on that framework, or is that one of the things that we're allowed to comment on?

FR What strategy is not part of the discussion time?

FR Everything tonight has to be recorded on the basis that, that is the airport strategy.

M That is the airport strategy. Indeed.

FR Can I just ask for government policy comes into this because obviously we can sit around tonight as community representatives, say we'd like this, we prioritise that, but then the day the CA will be making a decision based on a set of government policies, some of which we, you know, we will not be able to influence here probably not in accordance with, you know, what some communities would like to see, those are very much red lines, I just feel like we won't waste anyone's time coming up with a set of principles that will likely never get past the decision makers.

M No, that's right and of course consultation is really important, this is focussed at something you can materially, and obviously Edinburgh airport can't change international government policies. UK can deal with UK aviation policy. There are separate consultations on at different levels around policy at different geographical levels, local, national, international. So, that's a costly change, and certainly inputting to that, absolutely.

FR Well, I just mean, if we today come up with a set of design principles that are not in accordance with Westminster policy, where does that lead you know, if Edinburgh run with those design principles, put together an application it goes to CA, they're making a decision based on these policies.

M We will take all of the principles and we will feedback, the results once we've given back. [REDACTED] please do step in here.

M Yes, I mean, the government has set out...

FR I think the navigation...

M Their navigation guide, so for those that don't know, may know it. That is to limit or reduce the number of people who are significantly adversely affected by airport noise. That doesn't necessarily mean the absolute number. It's the totality of adverse impact. It is also to reduce co2 emissions, where that doesn't conflict with noise, and it is also to minimise the environmental, local air quality impacts. Then there are, so called altitude-based varieties, so, below four-thousand feet, noise impact reduction is key priority. Between four-thousand and seven-thousand feet, noise remains a priority. Unless it has a significant impact on co2

emissions. Above seven-thousand feet is a case of prioritising co2 emissions. They said various...

FR Yeah, I just mean, for everyone else, clearly those, to my mindset, you know, there's already a framework there. So, surely you've been coming up with design principles, if they're not in accordance with that very broad framework, that then the day, cap sixteen-sixteen set's out. The CA must make the decision and accordance with, you know, the government guidance. You know, if it doesn't accord with that, at some point there's going to be a very real problem. For the decision maker.

M Cap sixteen-sixteen also states though, again with guidance, that it needs to take into account local considerations, and factors, which is why we're going through this process, to understand peoples view-points, I suppose, where the various priorities in lie. That's why we call it a framework, and so it might be that there is no one direction, or another direction.

FR I just think if it doesn't then accord...

M We want to keep this conversation as open as possible.

FR Yeah.

M Because local considerations are important, let's not constrain our thinking...

M Can I just add to that?

M Yeah.

M The process of tonight is to get mixed reviews with other workshops that are happening, for us to get delivered a progressive long list of design principles. Then there's a workshop with technical, people who, including [REDACTED], where we review all the design principles, how we come back to the table and say 'this one doesn't make guidance or this one does, or this one doesn't. So, there is a check person. That's what initially goes to the CAs. There is a process and a short list then comes back to the recall workshops where they tested again, with groups like this to say, is the process we went through in shortlisting? How did you go?

M Okay? So, can we start just by having kind of call out. Let's just think about the economic issues. Key thing when it comes to business, what're the key considerations you think you should think about?

MR Cost.

M Yep, why do you say cost? It may sound like a silly question, but...

MR Fuel is a significant cost, I'm fascinated number four bullet point you have got there, you're minimising fuel use on departure but not fuel you set off for. I just find that strange.

M Let's not spend time answering that. A, because I'm not qualified to talk about technical issues, I'd like to gather the broader set of responses possible. So, cost. Other comments, please.

FR Reliability.

M In what sense?

FR On time departures. On time arrivals.

M Yeah. Thanks.

MR The speed of processing through to actually get on the plane and off is quite important, I think.

M Yes.

MR Sorry, are we thinking about business users of the airport? Is that where you're coming from?

M You can look at it whichever way you want, you can look at it from business uses at the airport. You can think about the macroeconomic, what does the airport actually bring to business. How important is to connect with the rest of Scotland, with the outer world? I mean, there are no limits.

MR Infrastructure, road infrastructure.

FR Rail as well.

M Yeah, and what about the rail infrastructure? What are the implications there?

MR Well, as a businessman, I wouldn't want to queue for hours on the A-eight trying to get into the airport.

M Right, okay.

FR Why would the rest of the community not using the airport that day?

FR Yes, when you're trying to get somewhere else and you're stuck.

FR When communities are trying to live a normal life, the impact that that would have. What I think I'd like to see there is I'd like businesses to be looking as part of a responsible and moral obligation to communities, what impact those businesses will have a community as part of their business plan.

M Okay.

FR Yeah.

FR And just add to that, the polluter pays principle is part of the business model.

MR One of the things this process is based on is that statement of need that talks about delays between, I think it's six o'clock and seven o'clock in the morning. I would like to question that in terms of business, because presumably that comes from a business lead. Where's the business need to have all those flights taking off between six and seven? There's plenty of times a little bit later, you can spread it, why would. Why does the airport look at managing that better?

Rather than just saying, this is our standard of needs, you will need about delivery fee six and seven. That's tall businesses, isn't it? They are doing it for a reason.

M Okay. Well, so your point is, you question that idea.

MR I question the basis on which, actually when having the discussion, because that is a key part of what is feeding into the potential design principle.

M Yeah, I mean, there are obviously, all the major carriers will look to have early morning flights linking to other airports, Amsterdam, Heathrow. Places like this. There are lots of operational reasons why, it's not just that people weren't ready in London, or whatever happens on a day that they're just on particular pressures on time of day that relate to their connections and ongoing connections around the world.

MR Well, other airports seem to manage that by pricing slots accordingly, in order to distribute that. I mean, there's plenty of airports where there isn't any extra capacity in slots are quite hard to come by. They manage those, according to the cost, which is why I'm introducing this concept here, because we're talking about economics and business. It's just it's a very fundamental part of this debate is this, supposed need between six and seven to minimise delays, minimise by spreading the flights. From business point of view.

M Right, okay.

MR Looking at the restriction in the statement of need regarding the economic benefits of the airport and the flights, it talks about the tourist dollar. It's a major gain for the economy. The information I've seen is that for every tourist dollar that flies in, 3 fly out.

FR Yes, I have too. I think that's a valid...yes.

MR Therefore, I think we're gaining by increasing the cost of the airport. We're actually losing more than we gain. If anyone in the airport wants to measure the tourist pounds that fly out of the airport.

M Okay.

MR My second comment on the economy is, one of the reasons flights are increasing at the rate they are, because aircrafts and fly-miles are not paying the true cost of carbon, so they're flying.

M Indeed, yeah.

MR Whereas, other forms of transport do. I think given the government targets for net-zero, or twenty-forty-five, I would be aware, from an airport perspective, that one of the ways that they can change that is by starting to charge the true cost of carbon travel.

M Yes.

MR We've seen this already since the climate emergency was declared, the Scottish government has scrapped it's promise to scrap departure tax.

M Yes.

- MR Which was going to make flights a lot cheaper from Scotland. So, this model that you're looking at to increase equality from twenty-eighteen, thirty-five by twenty-fifty, that has to be a net zero environment by twenty-forty-five. So, if we're going to continue burning carbon to fly, where are we going to suck the carbon out of?
- M You have to look at what's achievable in the context of an airport. For example, if Edinburgh airport was to suppress capacity, relative to other airports like Glasgow, then you would actually make more carbon emissions by directing more flights to Glasgow...**
- FR I disagree.
- M It's all the UK and internationally. So, what I'm saying is we have to work with the policy-frame work of our nationalisation policy, which, at twenty-fifty, the current documents around that policy context. We have to look at the overall compliance with national agreements. We won't solve national aviation policy in the context of flight paths in Edinburgh Airport, we can actually get...**
- FR No, I think were not. I think the fundamental here is that Edinburgh airport's policy and statement of need are actually not valid insofar as, as this gentleman said, there have been major statements by both the Westminster government and the Scottish Government, and as up from a business point of view, businesses need to consider know, what they do if there's going to be a reduction in flights internationally. You tonight have put cards on the table here, you will not let us talk about politics. This is a political issue. You're pushing us into positivity. I'm sorry, I don't agree with Edinburgh's statement of need, and I think we need to come back to basics and say, even from a business point of view, which was your question, [REDACTED]. It's not a good business model. The climate change argument is out there on the table, and what are they doing? They want us to push flights way beyond capacity. We're not even talking yet about the problems that that creates in the communities, but from a political, we have to include politics tonight. It's there, it's on the table. So, I don't want to feel tonight, I'm being manipulated into rah, great, we can do that and that.
- M I wouldn't even...**
- FR Good, I'm glad to hear it. This gentleman here has also said about the forthcoming and in fact, it started, review of the whole National Airspace. So, Edinburgh's statement of needs is, is invalid in the sense that we are having a national discussion about changing air space. So, my bottom line is, I think Edinburgh, from the very start, Edinburgh airport's statement of need is invalid.
- M If I could just butt in, if that's okay.**
- FR Yeah.
- M I hear what you're saying about the statement of need, but that's a process going through given to the CA, and the CA's controlling policy and it is controlling our movements going forward, and they've given permission at this stage to say, okay we accept your statement of need. You now have permission to go forward with a project that proves that, and also delivers what you said it'd deliver. So, this next stage that we're going through is to address all of those issues. If you disagree with our statement of need; you can take that up with the CA.**

FR I have.

M This session tonight isn't about addressing a statement of need, because that's done and dusted, and the stage we're at right now, is coming up with design principles. So, if you've got design principles you want to put on the table, that's what tonight's about...

FR Well, are you saying that's the only thing we can talk about here tonight?

M It's a workshop.

M It's a workshop.

FR I feel that that is really restricting educated people and people that have been working on this subject for three years, including a call in to the Secretary of State. So, I think you are diminishing the overall arguments. I think you're pushing us into corners.

MR I would agree.

FR Thank you

MR Can I just say, I actually don't have an issue with the statement of need in the context of tonight's meeting, I'm quite happy to discuss it and that's fine, but I came here tonight assuming that there was a statement of need that had been validated by somebody somewhere. maybe disagrees with other people. But, I came here to think in terms of flight moves by capacities, and that may affect my community. I really don't want tonight to get into the wider argument of whether Edinburgh airport is going to grow or not over the next thirty years.

M Fine. So, can you please focus on the task at hand tonight? Which is to think about all of the things we should be taking into consideration. So, can I ask you now we've had a call-out session, please write your notes down. I'll put up another sheet for any political or otherwise statements that you wanted to add. Please think about the issues we should be thinking about in terms of business and the economy, write your post-it notes and put them up, and we will collect all of the comments.

MR Can I just further question the process though? In terms of the statement of need, it has been process, it's moved on, Yes? But, that has not been approved, there is not a gateway until the end of stage one, at which the approval processes actually will take account of the statement of need and the design principles.

M We have to go to the CA with the statement of need two weeks after we lodged it. We had an assessment meeting with them and they gave us permission to go forward, so they have approved the statement of need, in the need to work on a project, the rest of those steps of proving that statement of need. So, whatever we put in there that you might disagree with is project then, it gives us the opportunity to demonstrate to everybody what we set out with the statement of need that that's what we need to do. So, at this point in time, it's a permission to go ahead and do some more work.

MR I partly agree with that, but to be able to go forward, we also need to be able to question the assumptions in that statement of need, and they need to actually look at the evidence that is presented for that statement of need, as a part of the design principles. We can't sperate out

the two, they have been given permission to move forward, but we can't actually discuss design principles without questioning some of the statement of need in the first place.

MR That's why they're in this stage of the process together, they both get assessed at the end, at the gateway, at the end of this stage. We can help prove, or disprove perhaps, the statement of need. That maybe that should be a part of the role in terms of design principles.

M Exactly.

FR Could I then suggest a design principle? To move forward in a positive note. A design principle, I think, I'm reading from Edinburgh airport statement of need where they have said, that they have produced a document that said our independent assessment which sort of sounds contradictory to me, but there we go on what is needed and what benefit increased air use and flying will bring to the communities. I think there is a need for an analysis of that and an independent assessment of what problems that brings back to the community, such as noise, education, you know flying over schools, health, etc. So, I would like to see another independent analysis actually reviewing that statement.

M Please let us touch that, please put it on your post-it notes, and we'll catch that on the political...So, one principle per post-it notes, please. If we can write them up on economy and continue to run through costs, there are other things you want to discuss. There are some of the ideas that might serve as design principles.

MR You want this up now, or?

M Just, yeah. Stick them up now, please, if you would. Thank you. Thank you, great, clear writing. Thank you very much. Anymore? Thank you. So one idea per Post-It note please.

MR Did you mind?

M Any more to go up?

MR Thanks.

MR That's good. Thanks.

M Thank you so much.

MR Thank you.

M Thanks. Thank you. Great. Thank you. Okay. Right, now, some of you have got the writing on the sticky side of the Post-It note, which is going to be a little bit tricky, but...

FR Can I...

M Yeah, yeah! There's an awful lot, yeah. A lot about efficiency and cost. Thanks.

M We can separate them into environment ones, and things like that.

M Yeah. That's effectiveness, efficiency...

MR Okay, thanks.

MR I will say that although some of them appear to be climate change, environment related. One of mine, the point is that the effect on society going forward on climate change, is an economic one for the businesses involved in burning fuel. So it sounds like a climate-change issue, but no, I'm talking about the economic side of that and the downturn in air travel that's taken place already and will be a bigger downturn in the future, as climate change needs become more widely acceptable. So it's not climate change, it's economy. We'll talk about climate change when we come to climate change.

M I will put a number down, because that's what said.

M Yep. Absolutely. Cool. As you said, sustainable development generally is got to be socially environmental, economic, as you rightly say, hugely overlapping and...

MR I'm just saying there is a danger in pigeon-holing things, though. Things can get lost, very easily.

M Yeah. There's also a danger in pigeon-holing political issues – in many languages, policy and politics is the same word. We sometimes forget that in the UK because we use different words. And sometimes that debate is about how we frame our policies, and what we want to do, and I'm sure that this will happen too as well as the economic stuff. But we'll certainly... Yeah.

M Okay.

M I think [REDACTED] said we'll get to some of the trade-offs, because what we're keen to do is try and understand, we think this is more important than that. And I think that is one of the most... I think we'll capture a lot of what you're saying is. What we want to capture is what you think is the most important of these things. But first of all, to get an idea of all the things that are out there.

M These are just some other ideas on economy that we pulled together as a group. Does anybody want to put any more input into that, or shall we move on now to community?

MR Just when you're talking about the process, and this ranking of things. I also think there's a great danger in "which is more important – this one or this one?" It legitimises things when maybe neither of them are important. We're all fond of the anecdotal... The other areas, like the transport thing. When you come to social health and health of a nation, then it's people. Is it better when children die or when adults die when it comes to splitting money out in the NHS – neither are good options, are they? There is a great danger in ranking, and I just think – you brought it up – but I just think we should mention that.

FR Valid.

M Absolutely. I think it's a triage framework, like doctors would use when prioritising cases. There are lots of complicated stuff. The framework we're talking about in terms of procedure has a lot of that stuff built into it. We can't solve all that in the initial workshop, to try and scope out the ideas and look at that. What we can start is to get a feel for what it is you want. That's the core of what we're after tonight.

FR Can I ask a very quick logistical one? The slides you're presenting this evening – are we able to get a copy of those for those of us who are to report back to our community councils?

M Of course.

M That's not a problem.

FR Not now, but...

M I see no problem with that at all. Let's move on to communities...

FR Sorry, can I just ask. One thing that strike me as missing from that list; you're talking about access to family and friends, domestic business, EG access to highlands and islands. In my 40 years of working life, I've seen an increasing number of people leaving good jobs in Scotland to go south and are weekly commuting which obviously that has an impact on the airport. I'm not seeing where that fits in. It's not tourism – is it industry? There have been a huge loss of jobs, particularly in Edinburgh in financial services which've gone south and the people have gone south with them. I'm not seeing that.

M We haven't captured everything here at all, but if that's a point that you want to put down and that does come under economy, then let's capture that idea.

FR Okay. It was just quite a specific list and I didn't see that idea.

M All of the Post-It notes up here are merely serving as a examples.

M And more just to make people think about the range of issues. Absolutely, place making and local growth – absolutely vital in all of this.

M Okay, let's make a start. Because it's ten to eight now, let's make a start on community and we'll work down as far as environmental. And maybe then we'll have a five minute break and come back. So shall I leave that with you?

M Well fine, yes. Did we have a slight supplement as well? Probably helps, just to give you the sorts of things that we're looking at in terms of, how can we make the places – you've been to councils. How can we make these better places? And whether or not there's any growth of air traffic, the process we're going through can make less noise. Fewer emissions and that sort of thing. So these are the sorts of things we're thinking about and looking at all of the different impacts. But have we forgotten some impacts? What are the sorts of... What would the social and environmental issues, just generally, that would affect your – we think the obvious ones, they're not just aeroplanes and the emissions – but what are the other things? We can prompt a few more. Is it about how frequently the flights go over you? Or how noisy they are when they do go over?

M What are the key things?

M What are the things that matter to you, as it turns...

- MR One of the things that occurs to me from your slide, is you talk about reducing noise (reducing population flows ... reducing emissions? 49:35) but that's for the plane. According to the statement of need, you've got double the number of planes, so therefore how does that figure for the calculation? Because all those are good points per plane, but if you double the number of planes, you're going to get more noise in a day. You're going to get more emissions in a day. You're going to get more people flying below 4000 feet, if you double the number of planes. So how's that factored into the community impact?
- M Perhaps... The growth there is one issue. You've clearly got more planes and that's one issue, and that's separate...**
- MR That's the statement of need, that's what we're supposed to be working on – more planes. That's what you've said.
- M The statement of need is about need for new airspace. Growth is one of the factors – only one of the factors in that statement of need. Saying why do we need new airspace – one of the reasons for new airspace is just because the population under the airport has changed, where people live, new towns have been built. Actually should we just have the same airspace as we had when the airport was built, simply because that's the airspace? Or could we actually make that airspace better fit the communities of people who live there today? Both are part of the statement of need.**
- MR But I didn't think that... From the statement of need, in the few pages I got, in no area – I may have missed it, because it's very small print – but I couldn't see anywhere it said populations areas are (51:12) just for airports. It's all about increasing the number of flights.
- FR Doubling them actually. More than doubling.
- MR We're supposed to be focusing on safety needs, and that major centres of populations are changing so... It's all about doubling the number of flights.
- MR So one of the comments in our books is supposed to reduce the amount of flying over populated areas. For example. Could that tackle it?
- MR Yeah. If that was in the statement of need. But it's not.
- M Or increase. Because one argues that it's the rural areas that notice the planes more, whereas the urban areas – there's noise there anyway and therefore if you're going over a city like London, you'd hardly notice the planes. There are two ways of looking at that issue. There are no right answers here, but what matters to you, as it were.**
- MR Three years ago, Kinghorn. We laid out six principles that we thought should affect the design of the new airspace corridors. And when we read them recently, we realised they're still exactly the same. One of them is to reduce the number of flights over communities. It's as simple as that. Because we're surrounded by water and we should be using that more.
- FR Yes.

M Well please put that down and we'll start to get that up there. Absolutely superb, exactly what we're looking for. And then we can start to look at that more. Or at least, can other people (bid that? 52:55)

[Group Talks 52:55 – 52:59]

M Let's do some more call outs. What are the views round here?

MR I'm looking at the statement of need, and there are no ticks on the boxes for ATS airspace, or a lease of controlled airspace. Does that mean they are stuck with the existing envelope within which routes must be maintained? Because kind of excludes what has just been mentioned and that's extending having more fly out over the Firth of fourth. It is probably done now. Airlines do use uncontrolled airspace but it's not sort of recognised as part of the normal route.

M I was just going to say that we have controlled airspace that we're in control of at the minute, and I guess this airspace change program and the design principles are giving us ideas and evidence on what we can ask for. So we have been given the opportunity to ask for things that (54:02) before? So if that's a desired principle, we can push that forward more. But we operate within an airspace at the minute, and that is what we consider. However, because communities have been pushing (54:17) the fourth, that is something that we are taking up as a potential and speaking to (54:25) to say, is this possible?

MR Can I just... Right at the very beginning when (██████████ 54:28) came to speak to Kinghorn Community Council, he said a very good illustration. He said, what we're trying to do is – if you imagine a motorway with a slipway, we're trying to design the slipways to be more efficient, effective and duh de duh onto the motorways (54:44). And we said, move the motorway. Because everything – if you move the motorway – the whole access to and from any airport changes. And in the routes flying to and from all change. So I think although you have a controlled airspace that's very limited around Edinburgh airport, I think it would be hugely beneficial if Edinburgh Airport Limited really bit into this and pushed for a national change and an international change in airspace.

FR I agree.

MR I agree.

MR Because historically, back to the Second World War. It's unbelievable.

FR There's two groups (Versy North and Versy South, and Versy? 55:18) is the future airspace stretching, from the UK government, above several thousand feet in each direction. Versy North is, I think, everything above Manchester? And South is below that. And part of CAP 16 16 is that we tie in with Versy North. So we can't obviously build on ramps to roads that don't exist, or if they're in different places. So we need to make sure we're all aligned as much as we can.

MR Which then perpetuates...

FR It's another level.

- MR ... the position which is... People designing – if this was brand new – we have created this thing called an aircraft and we’re going to have airports. We would not have the flight paths and the routes that we currently have.
- FR But what criteria...
- MR So what we should be doing is trying to spire – everybody should be trying to move them – into an area that we should have...
- FR But the point that you’re saying we’re starting with is kind of what we’re asking you now. What criteria would you use to put those flight paths and where?
- FR But do the time frames match up? Is it not the case that Edinburgh’s ACP will be done and dusted before the Versy North coming after? In which case they’re not running concurrently, you’re unable to match up.
- FR We are running concurrently, Glasgow’s actually eleven steps ahead of us so all the airports have to be working with Versy North as part of that whole process.
- FR ... part of the new ACP process? So are...
- FR They have to run a new airspace change program as well, so we have to participate in theirs and they have to participate in ours.
- FR So I think what [REDACTED] is saying – the decision on this new ACP you want to have in place by 2021, at some point? I don’t know which month. But the (Versy? 56:52) is going to take longer than that?
- FR It’s about future planning. So we have to fit into their program and they have to fit into ours. So they’ll have to speak to the CA – it’s about joining up our processes so that the work we do fits into the bigger program.
- M So if you come up with an idea and say, look, we could do this that would dramatically reduce... improve our communities and reduce the impact. Then when we go back with a report of all this, and [REDACTED] puts it to the CA and all this stuff – they look at this in the wider context of the wider decision-making framework. And they either decide to proceed or not proceed. But the only place that we can put in your files, is through this framework where we put in your views against a particular statement of need from Edinburgh Airport.**
- FR Can I just check, are the bullets up on the side just from Progressive?
- M No no no. Just to make you think. This could be a whole range of things.**
- FR No I’m just particularly... Just about the 4000 feet thing... It particularly bothered my communities between the 4 and 7000 feet slot and that was almost entirely ignored in the last ACP. So it’s just when I see a statement like that, I wonder has it come from the airport or has it come from yourselves?
- M These statements have not come from the airport.**

FR Okay. It's just, that other band didn't appear at all in any of the assessments.

M Please can you mark that down as a point that we can...

FR Yep.

M I mean, we can give you absolutely nothing here, but when you see something on the screen that makes you think, "oh, 7000, that was of matter to me". So please, put that down if that's what matters more for you. Yep.

MR The 7000 feet is... I want to say that 7000 feet is still not high enough. Planes at 7000 feet taking off are really noisy. So they do affect communities and the limit needs to be at least 10 000 feet, if not higher. I've just written that on my sheet of paper, but I want to say it because the 0-4000 and 4-7000 feet are sort of embedded in CAA history. And I think that's the wrong set of limits.

M And does that vary on what time of day? We've not talked about night-time, sleeping...

MR It does vary between types of plane, and whether they're banking or not, and various other features, but generally speaking, at 7000 most planes are jolly loud.

MR Can I just back out... Because I run a community noise monitoring station which records the flight level of every aircraft and its associated noise. And it's quite clear that this is not a subjective opinion, this is a figure from a meter. There are some flights over 7000 feet that are actually very loud, it does depend on a lot of the factors that you've already described. It's not subjective, it's actual fact.

M Yes, yes.

M Great.

MR Can I just come back to the point in the statement of need again. We're talking about engagement with Versy North. But this statement of need has no connection whatsoever with the Versy North changes.

M So does that boil down, (1:00:14-1:00:17)?

FR [REDACTED] point that the box is not ticked, and if the box is not ticked, it means that it's not considered.

[Group Writing Post It Points]

M If we've finished putting down our ideas about community, now's not a bad time for a quick coffee break, comfort break, if everyone would like that while we start to sort these out? Does anybody want any fruit?

[Comfort Break – Group Discussions – Difficult to hear Coherent Points]

MR There are quite a few (1:01:29).

M Okay, that's turning. That's just reduced.

MR Yeah.

M That's the sea over the... This is the third and fourth night flight, we've got night flights here.

MR There's another night flight.

M Oh, these are good feedback points.

MR (Curtain? 1:02:02) on night flights, yep.

FR Good on you.

M That's noise, I'm going to have a noise group here.

MR Yep.

FR Can we do (1:02:26)?

M This is noise.

MR Difficult, isn't it?

M They're all noise. Water, where's the third and fourth? Oh, and here.

FR Scissors, thank you.

MR Yes. Of course they know what that is.

FR Of course, yes. Do you want me to sit down?

MR Yes. And what would that come under within...?

FR I've got (1:03:43).

MR Smaller earholes. (1:03:30-1:03:40) all the time.

FR Sea, that's the fourth.

MR And of course, the (1:03:41) seal could (1:03:43) extinct before (1:03:47), of course.

M I've got an over-reduced number of flights. That's just generally reduce the number of flights.

FR I want to say it tomorrow.

M Lines, where's the lines?

MR It only takes ten to fifteen passengers.

M Where's the noise group?

MR Well, with the (1:04:13) of noise, like this and all the (1:04:16).

FR Oh, this is all noise.

M Noise, good. Organisation.

MR There's less noise from this.

FR Is there quieter options?

MR Yes, there's also a quieter option, but in place of here, in Scotland, I think there is a (1:04:42) that took (1:04:43) from the airport (1:04:44), but because (1:04:44-1:04:48), they did all that stuff.

M The fourth, where's that? Oh, this is reduce the number of flights.

MR But because there isn't much of that service, I think the problem we need to see, we need to introduce...

FR Introduce.

MR Introduce smaller passenger...

FR Is that a second one, or is that the same one?

MR I think we need to say, introduce smaller aircraft. (1:05:25-1:05:30) attribution, if you like.

M I just want to see if we can group these.

MR I'm sure (1:05:38).

M Community.

FR Get a coffee, keep going. I'm just taking another one from the top.

M I mean, obviously, we can do this in terms of number of comments as well. Lines. Times of flights. Fourth. And that's just from juice, let's just (1:06:39).

MR If I can do, we've got... if we (1:06:53).

M No, no.

MR But isn't that (1:07:02-1:07:09).

FR Would you like me to bring you a coffee?

M Oh no, I'm fine, thank you very much, no.

MR This is what I'm saying, (1:07:36) politicians will never listen to these issues, so that's why there are issues with (1:07:41-1:08:09). And that's the bit I'm not really... we've got the economy and the committee, but (1:08:13).

FR And when do you (1:08:16) between policy and politics?

MR Yeah. Like, politicians (1:08:33-1:08:38).

FR What is the solution, that's it.

FR It's cold in here, it's warm out there. And I'm having flushings as well.

M Okay, that's good.

FR We're cold.

M Are you?

FR In here, warm out there, maybe a fraction cool in here.

M Yeah, that's a good idea. These are grouping really well, you can see that quite clearly, which is really useful, we've got (1:10:25). These are aircraft issues, and emission (1:10:32).

MR When it's getting cold, get a heater.

FR When they got time flights.

FR Thank you very much.

FR Oh, thank you.

FR I've just thought of an extra one.

FR Oh good, which one does that come under?

FR Emission.

FR Emissions.

M We've got some emissions. We've got insulation issues here. Shall we call them back in?

FR Yes.

M Are you (1:12:24) labels there?

MR Yeah.

FR Did you get my point?

M Huh?

FR Are you halfway through the discussion?

M **Yeah. Yeah, no, it's good.**

FR Okay.

M **I might have another coffee.**

FR Do you want me to get you one?

M **Oh, yes please.**

FR Most people do it in the machine.

FR You've obviously been heavily under the influence for a while.

FR Oh yeah, about four years.

FR The first one was, we were invited to the Scottish parliament for a discussion on it, and when I got there, I was so shocked at the monumental... so I (1:13:09) it at that stage, and it's been ongoing since then. And the last three years we're going on Stacey Dooley. Very difficult, I mean, I know people think I'm biased and (1:13:23) but just ordinary interaction, honest interaction hasn't gone (1:13:28) with the (1:13:29-1:13:35) thing, so many other things and (Dakan? 1:13:39) Donovan. You don't work for them, do you?

FR No, no.

FR Well, there we are.

FR I've only been on the community council for a few months.

FR Oh, I see.

FR And so I'm just finding out how little we can influence, how nobody really wants to.

FR You see, the thing about the airport (1:13:56), I think, is, you know, all we want at the beginning is (1:14:00). And some of the people who did it last year, we've got a couple of people who did independent reports, technical reports for the detail.

FR And do you know of Queensferry?

FR Yes, now, at that stage the airport just wouldn't make us something that (went off? 1:14:17) et cetera, so we did a call-in to the Secretary of State, we've got a QC on the community council who's the chairman, so my husband and I are the ones doing it, with others, with (1:14:30), but we were able to take it to (1:14:34-1:14:38), root for the community councils to do that, and with the help of (1:14:42), it was stopped, and now, it's restarted, but I'm frustrated, because you notice, even (1:14:53), concerned about this group sort of (1:14:57).

M **So this much, so in our last three quarters of an hour, we've got quite bit to get through.**

FR I don't want that again, you know? I can, if you wish (1:15:05).

M So, [REDACTED] going to lead now on environment. So, quick call-out session, one of the key things that we should be thinking about in terms of the environment...

FR All of those.

MR We do see the number of aircraft...

M So, yeah, I mean in terms of, is this about you seeing numbers, or is it times of day, or are they just total numbers?

MR Well, I have lots of different concepts to talk about, but yeah, that's one of them, is in total, society needs to develop a little bit more to make do without all of the flights that are taking place.

FR Indeed. That's the bottom line.

MR There's been a drive towards low-cost flights over the last twenty years, maybe that doesn't really suit society, maybe that's bad for society, actually, and it's good for a couple of individuals and small groups, so that's one of them.

MR Yep.

M Any other opinions from this table?

FR One you don't have up there, sorry to interrupt, is smell, several people recently have complained about the smell from aviation.

MR Yep, yep, absolutely.

M (Course? 1:16:25), thank you.

FR (That means I probably would have laughed?, actually, with that, because when you said communities, it is as some people, as that lady said, can smell almost which airline it is coming over the top. In a rural area. So...

M Any other views, this side of the room?

MR Wildlife.

M Talk to me about it.

MR Migrating birds.

M Take into account the impact on migrating birds?

MR Just on the noise point, there are obviously different aircraft which make different noises. It does seem to me that some of the bigger flights coming in, or bigger aircraft coming in from

North America seem to be noisier than a lot of the ones we would associate more with Europe. So, scope for the airport to find which aircraft come in.

M So, types of noise. So, in many ways some of the biggest, most modern aircraft can be in objective terms, quieter, but actually, the different type of plane is trying to just understand what matters to you.

FR There is another one which is, you have got flying noise, but you also have communities. For example, we hear planes on the runway waiting to take-off, stacking up. So, a constant drone. So, a different kind of noise. So, there is also the WHO guidelines on cumulative noise. So, you could have, if you have a motorway nearby your community plus the planes start a new route over; it has a bigger impact on human beings in terms of health and (1:18:15) etc. That is WHO guidelines.

M Absolutely, and again, the timing issues are even like 29 miles away from a motorway, you hear a drone, type stuff, and again, I am saying, planning these things we are all looking at these and saying 'aircraft noise is a lot less than that' but is it because it is intermittent? Versus the motorway stuff which is continuous? So, it is that sort of issue. Do any of these aspects make a difference?

FR Turning and banking over communities is particularly bad and I think the CEA have shown it is about 3 or 4 decibels higher and that is what is what we get in (1:18:52) today. They are accelerating, they are trying to gain height, they are sticking on the gas and turning. And it is the worst.

FR Yes, we do.

MR Can I just say from a technical point of view that 3 or 4 decibels might not sound very much as a number but it is a massive increase in noise.

FR Yes.

MR Yes, just on that point, a 3 decibel increase is actually double of the intensity of the sound energy. And humans actually only have a perception of a doubling of loudness with 10 decibels. So, there is a complete mis-match between our biology and the impact on us.

MR Also, I think when you are talking about impact of noise and whether it is continuous, so maybe it is not so bad if it goes on a bit longer, this is often what we hear overflowing communities, just increase the flights a little bit. 'They're already getting the noise'. So, what does it matter? I am sorry, but your life is made miserable for so much time and now it's going to be made miserable for more. People have moved into some of these communities when the noise level was a lot lower.

M Does everybody agree with that, or has somebody got a completely different view? It's a really interesting point, and this one about, 'is it better to spread it around, or should we focus on...'

MR Well, I think one of the problems that we sometimes get is when people make the kind of point that I make. We then pit that against the other people who...we don't need to pit ourselves against each other. And 'oh, well let's spread it around over there'... I think that we should be

looking at – you know, you said keep it positive. The positive side of this is actually, we should be looking at reducing noise everywhere and not settings communities up against each other. I think that's very, very important.

FR Hear, hear. Yeah, absolutely.

FR Yeah.

MR Picking up on that, one of the comments was when we saw the illustrations at the beginning, with the maps and the intensity of the colours, and so on, and there was a possibility that what we might do is reduce its breadth to a much narrower one, which would then mean exactly that. That one community, or one area, gets flown over more and more. It may be worth investigating...if you imagine my fingers are routes, and a very short distance apart. Because of the new navigation systems, they should be able use them like straws, at different heights of climb and different spreads, and so on, so on, in a way that reduces the noise impact on communities. So you positively use the new navigations systems and send the aircraft, not in a narrow corridor but in a spread which avoids communities.

M Yeah. And this is the thing, this is what the core of what we're looking at here, is what would that best...what's that best configuration? What would you like to see best? Because obviously, if you move a few more flights that way, then that might mean that village or that remote farmhouse gets a bit more noise than it otherwise did. And this is kind of the trade-off.

MR Can I say that as far as I'm concerned from Kinghorn, looking at the geography of the Firth of Forth...for all the flights coming in over the Firth of Forth and going out over the Firth of Forth – if they go down the centre of the Firth for at least until they get to ten thousand feet, there's no trade-off anywhere. Every single community on both sides of the Firth of Forth would be spared any of the noise they get at the moment. But it does mean going further down the Forth, down the middle, and getting to at least ten thousand before you vector off right or left.

MR I'm sorry, but I believe your last comment is just a continuation of pitting one side against another. We're talking in terms of trade-offs, not in terms of reducing noise overall.

MR Yes.

MR We keep coming back to it, as if we're looking for somebody to put down that says, 'oh, the communities decided we want noise here'.

M No, we want the greatest benefit for the greatest number of people. It's an interesting point, this one about the Forth that, to what extent do you get the reflected noise from the water? Actually, if you go over the water, is it actually worse than over land?

MR At the moment...we've had that discussion with the CAA. They cannot take into account reflected...they don't have the technical capability of even estimating that noise.

M But you do. This is why we gather-

FR No, we don't! We're volunteers here. We've been doing this for years. I'm sorry-

- M** **No, no, I mean...as communities, if this is an issue for you, then please...you know, this is what I'm saying, it's why we have these inputs.**
- FR I think we need to bear in mind as well, we're not talking about...okay, some communities are overflowed at the moment but as somebody pointed out, we're talking about doubling the number of flights. And also, severely concentrating routes. So what might be acceptable to a community at the moment, if the flights were to be very narrowly concentrated over that settlement and there's to be twice as many of them, that's quite a different...so I don't think you can really make those decisions on the basis of...
- MR I think you're asking the turkeys whether they'll vote for Christmas, or for Thanksgiving.
- FR And we keep telling you we're not.
- MR One or the other.
- MR I think the challenge you've got with the trade-offs is, most of the trade-offs that would improve those factors involve modern aircraft. And aircraft companies, airlines, are using aeroplanes until they run out of life, which could be thirty years. This gentleman's right, some of the aeroplanes coming into land or taking off are much louder than others, plus they're much more polluting, much great CO2 emissions...because they're older. If everybody moved to a modern aircraft, or more modern aircraft, then many of these things would at least be reduced, which would be a benefit. So, the trade-off that is not discussed is whether the airlines should be pushed – nudged, whatever it is – to using more modern aircraft by looking at the rates they're charged in landing fees. If it's a noisy, high CO2 aeroplane, it should be paying more to land at Edinburgh, or any of the UK airports, than a modern, low CO2 one.
- M** **Please put that down as a suggestion. Because what we need is that type of thing to be considered alongside the current CAA rules. And what we're looking at is why we've got this. You know, we want all the design principles, not just the top-down ones.**
- FR If you did that, and charged more because of the aircraft coming in, then that charge would then be passed on to the passengers.
- FR Yes. Oh yes, for sure.
- MR Who will vote with their feet, and go to the airlines that operate the most efficient aeroplanes.
- FR Or take a train.
- FR But if you stand at a bus stop, you don't know if the bus that is coming along is a new bus, or an older bus. You go out to a plane, you don't know whether it's a new plane or an older plane before it arrives.
- MR But it has been done before. It was done with Concorde, where countries said, 'we will not allow the noise of Concorde to fly over our airspace, or land over our cities', or wherever. So, it's been done before, where aircraft (01:25:50).

MR Just a point on that – at present, there are different classes of aircraft and some of the classes of the aircraft are currently banned from UK airspace, and European airspace, because they're too noisy. What we need to do is actually accelerate the decommissioning of other classes.

FR One of Boeing's newest planes has been grounded, the...whatever it's called. Max?

MR Max, yeah.

FR New doesn't mean efficient, necessarily.

FR There's a principal in other forms of environmental assessment, such as biodiversity impacts, where it's called the mitigation hierarchy. Where you avoid...if you absolutely can't avoid, you mitigate. And if you can't mitigate, then you have to compensate. I feel like we should be focusing on the...I think that's what we're talking about here, is trying to avoid the impacts in the first instance rather than trying to mitigate them through newer aircraft, which is probably not going to happen. You know, pilots flying a certain way, it doesn't really make much difference. You know, there's very little really, in terms of mitigation. I think the focus very much has to be just avoiding the impacts as far as possible in the first instance.

MR Yeah. Yeah.

M Because we are getting close to time, can we now move on to health impacts?

MR How much time have we got?

FR The effects on education.

MR I'm writing these notes down.

M Okay, so, turning to health. What are the health issues we should be thinking about?

MR Can I say, there's a World Health Organisation report which came out in November last year, 2018, which is the most comprehensive set of guidelines for the European sector as it stands. The noise limits that they suggest, which should and always be considered, is anything above 45 decibels. So, the communities need to be first of all informed about where the 45 decibels actually is, because the current mapping in the last ACP I think went out to 57 decibels. A huge difference. There's a lot of people that weren't informed that they do actually now health damage from aviation noise, and in the World Health Organisation, they do actually give evidence that there is health impacts, (systemic? 01:28:24) health, heart disease from 53 decibels and above. And disturbances from 43 decibels and above.

MR I think that's an absolutely excellent point. How is this being captured? Is this through the recording? Because that's more than a Post-It.

M No, I think that's a super point. Absolutely. Key design principal. Have you got a Post-It note there? Yes, yeah.

MR Yes, but there's an awful lot of information in there, and I think – are you capturing that through the transcription of the recording as well?

FR Absolutely. That's-

M Transcription, and we've got the notes.

MR Because you can't capture that just in one Post-It.

FR Post-It note's not enough.

M You're quite right, and that's precisely why we're recording.

FR Could we have a copy of the transcription?

M I don't know about that. But I can-

FR Could we put that forward as a request, please?

M You can put that forward as a request.

MR I don't see why not. It's anonymous, nobody knows who's said anything. We're not talking about the recording, we're talking about the transcription, yeah?

FR Schools are another one. The air navigation guidance 17 says that effects on noise sensitive properties, including schools and hospitals, should be absolutely minimised.

M We've got a group, and I've seen some of those issues here.

FR Yeah, I think that should also be under this category as well.

FR There's crossovers, yeah.

FR Yeah.

FR The health, and social.

M Yeah. Right, okay. I've got, 'avoiding overflying schools' here.

FR I've written it down on a few different...I've done it on this one as well. I've put it in several categories.

MR It has to go in the different categories. It has to be duplicated, because that's how you're looking at it.

FR But again, that's government policy, that overflying schools should be minimised, so-

M Yeah, yeah, yeah, and we're just trying to slice the discussion. As a reminder, there's no segmentation of-

MR What about equality impacts?

M Do we want to talk about that? Absolutely. It's as if you're reading the (01:30:15).

MR Health and social aspects, yeah, yeah.

M You were obviously planning the agenda in your head. Help me move this on. But I don't know if there are any other health issues that we want to-

M Any more health issues?

MR Thanks very much.

MR Could I comment on freight planes, please? Freight planes tend to be older, more polluting, more noisy, more emissions. They tend to be 25-30 years old, sometimes older than that. Need a lot more maintenance and don't always get it, as evidenced recently by certain incidents. And not only that, the freight planes tend to fly in and out of Edinburgh airport at night, late on and early morning. And you can't see them on the schedules. So, I think there's a problem with freight planes that cover a number of different aspects of these headings. So, if you could...less freight planes, please.

M Yeah, yeah.

FR The night-time flights also-

MR Have we got a note about freight, and (01:31:28) in that area?

M Just scribbles the words 'freight plane timings', or something like that, and then we'll get that put up under...

M So, before we actually move on to equalities, a very final point. Oh, it's not showing up. Social...what, if any, social s like effects on employment, or the proximity of the airport to the rest of the world, access to the rest of the world, access within Scotland...any of those issues that we should consider before e move completely off of social health, and environment? benefits of efficient air travel would we consider? I mean, what about thing

FR From the Blackness area, I don't know anybody that's employed by the Edinburgh airport. And for flights, most of my friends in the area tend to go down to Newcastle and further, because flights are actually cheaper. I'm not denying that we do make flights, we all go on holidays. But yeah, no, we tend not to use Edinburgh because the Scottish airports seem to be more expensive.

MR Well, I think another trend which we're seeing because of the climate change lobby, and all of the things around that...there's actually an awful lot of businesses are deliberately using technology instead of flying. You can use technology very, very cheaply. There's video conferencing that's been around for thirty years, but the modern video conferencing is just so much better. They can share screens, and all this kind of stuff. Why do they need to travel so much? And I think a lot of businesses are recognising that, and I'm afraid that goes back to the very first point, which is that fairly...what appears to me, and it's a strong word, but it's a fairly bogus statement of need. I just don't see this need for growth. The result of the statement of need. There's no figures to back it up, it's just bland comments. There may be some figures somewhere.

FR And in fact, it's counter to where we are with climate change. Very much.

MR Yes.

FR And where the governments, both Scottish and Westminster, stand on climate change. Edinburgh airport are saying they need more flights, they want more flights... and the world, as we speak, are saying we've got to cut back.

MR Everyone else is saying the opposite. They're at odds with this.

FR Yeah, they are.

MR I mean, it'll do marvellously for the bottom line of the airport when they come to sell it, if they've got more flight capacity. It'll be very cynical of me to suggest that that's what this is all about, but...you know, really, it is a much more valuable airport once they put an airport change program through successfully. Much, much more valuable.

FR I have to say, I do know people in Dalgety that are employed, either directly or sort of indirectly by the airport. That doesn't mean that them and their families deserve to be overflowed 24/7. You know, that the kids at the school...miners that went down the pits weren't expected to sleep down there. You know what I mean? They're separate things. You can have a place of employment, but it doesn't have to affect the whole rest of your life and the health of yourself and your family. So really, I'm not sure that we should be looking at those...you know, the impacts and the need for employment together.

M Okay. I was just throwing ideas out there.

FR Just with reference to...somebody mentioned capabilities that there are now for Skype, and all the sort of calls. I work in an international environment, and there is its place, but it's been around for a long time. You can do calls, and all that sort of...but it's never really – not in my industry, anyway, the pharmaceutical industry – taken off. I think the pressure that's going to make it happen will be environmental changes in countries. So the talk of the increase, or the need for increased flights at the minute, because the last ten, fifteen, years hasn't seen us taking up those alternative ways of communicating...they're expanding on that. Whereas you bring in the environmental factors...that's then going to change, and we're going to be forced into using the technology, if you like.

MR We can see that in all sectors.

FR (01:35:49) business because you can't Skype yourself.

FR Yeah, there's always going to be holiday.

FR People are always going to want to go on holiday, so (01:35:59). You can Skype, but you can't use Skype (01:36:03) at the beach.

FR I think that's a really good point, and it should be noted that 50% of flights – tell me if I'm getting this wrong, [REDACTED] – are...no, 50% of flights are used by 15% of people, yeah? And so, that's people with money. That's the privileged, yeah? And businesses. The people that want to

go to Spain for their holidays are a different category, and they're being affected by this as well. It is a very unfair playing field.

M Okay, moving on because we have to. There's still more yet to cover. Equalities, please. What are the issues with equalities?

FR Well, there's one that I just said.

M Yeah. Thank you, yeah. Any other comments, please?

MR I think one is that you don't have to be rich to fly.

M Yeah.

FR Rights of the child. That's the UN...the rights of the child is a big topic at the moment. You know, the children that are being needlessly overflowed, but yet can't...

FR Defend themselves.

FR Yeah, defend themselves or influence these decisions.

MR Increasing the overflying of overflowed populations, or introducing overflying to new populations, reduces the value, the amenity of living there. So, of course you end up with poorer people living there. Gradually people will migrate, and communities will become poorer, because if you have money and you get fed up with it, you'll go somewhere else. So, I think that's another inequality which is being pushed by this need for growth.

FR The health impacts is unfair because the National Health Service is dealing with that huge issue. And again, all taxpayers are...then being spread across all taxpayers, not just those that are using flights in an extreme way. I've not put that well, but I hope I get it past.

FR There's inequality when it costs you double to take the train to London than to fly. As it can do, very easily.

MR That is just simply because you have to pay fuel costs on a train, and power, and (01:38:28) on an aeroplane.

FR Well no, if you have to go at short notice and you haven't pre-booked your train ticket, you can very often get a cheaper flight.

MR Yeah.

FR ██████'s point is that-

MR But the cost. They don't have to pay any fuel aviation fees.

FR On aviation fuel-

M Sorry, can I just listen to one person at a time.

- MR There's no taxation or fees on the aviation fuel. Whereas there is on cars and trains, and buses.
- FR No, it was a statement of fact. It wasn't...we were talking about-
- FR But one of the reasons is that air traffic has more tax breaks than other methods of travel.
- MR They won't in the future. At some point, that's going to change.
- M So, let's collect your thoughts on equalities, and then we're going to...I would really like to get some sense of what areas – we've grouped them as far as we can at this point. But these points – which are the most important? Any more equalities issues?**
- MR That's under health.
- FR That's inequalities, but (01:39:30).
- M Okay, thank you.**
- FR Limiting health. What this is, you could perhaps put up there.
- FR Oh, that's inequalities.
- M Now then, this is by no means intended to be an exact account of people's opinions. But it will give us a rough idea of where the strength of opinion lies. That said, we can see, pretty much by the number of comments that are written under the issues. But if you see a particular group of issues there that are important, more important than others – if you see individual comments, please star them. Is it possible to put any kind of hierarchy, at all, on the issues that we've spoken about thus far? Or is that just absolute nonsense?**
- MR It's representative, sort of, of the communities. I have to say that we're worried about the noise. That's why I'm sitting here, because (1:41:14).
- M Okay, thank you. Can I ask if you just pass these around and pass these down the table? Thanks, great. The same here, please, and then we'll start dotting. Pass them down. One piece each, please.**
- FR ██████, do you mean to prioritise individual post-it notes, or...?
- FR If you're saying things here-
- FR If you're saying... Or each category.
- M Take a few dots and put the ones that... Highlight the ones that you think are really most important to you, of the things that we've raised. A whole range of issues.**
- FR But what... Just for clarification, do you mean on each subject or do you mean on the post-it notes themselves?
- M On the post-it notes themselves. We can do it one... What I was trying to get at was-**

MR How long is it going to take to read all of those? This isn't viable.

M Right, we've got the issues. We've got community issues. We've got economy issues. We've got political. We've got environment.

MR It will take too long.

M Health and equality. Would you place importance across those, as genres?

FR That's what I'm asking.

M Yes. And then we'll go to post-it notes.

FR Okay.

M And you can post individual notes. We have tried to group them for ease of making sense of them. And you can see roughly where those groups go. So, let's just start by doing...

MR I know we're going to do it anyway. But just for the record, can I say I really question the validity of this as a rushed exercise.

M It's-

MR It just isn't going to be... It might look like it comes up with some results, I don't know. But it isn't valid. I just want to make that clear. Carry on.

M When you've put all of the outputs together and when we listen to the transcripts and in the whole, in the round, it starts to make an awful lot more sense. It may feel like that right now because we've got through an awful lot of talk in a pretty short period of time.

MR It would be good if we didn't have to feel like that. I think there is a fault with the process there.

FR Yeah.

MR It's too easy to say look guys, don't worry about it, it will be fine at the end of it. It doesn't look fine to us. But anyway, I've said my piece. You want to carry on.

M Thank you.

MR Will we have time to read all of them, before we make a judgement on any of them?

M We shall expand the time, if that's needed.

FR Can I make a suggestion? Instead of having them all along that wall, could you possibly put some on that wall? So we can split them up a bit.

FR So we can spread – good idea. Yeah.

FR So that we don't all have to be in one area.

M Yes. Right, where shall put economy? Let's put economy first.

MR Yes. Over on the far wall.

M (1:44:16).

MR What about down there, by the bottom?

FR Excuse me, if you don't think it's valid, don't do it.

M Can I request that you bring them down with you.

FR That's freedom of choice.

FR No. Well, there is, but there's a problem with doing it if you don't think it's valid.

[Group Talks 1:44:39-1:44:40]

MR It was on that basis I almost didn't come to the meeting, because I didn't think it was valid, but yeah.

FR I'm just expressing what I think.

[Group Talks 1:44:47-1:44:49]

FR The thing is, if everyone else is doing it, you then feel forced to do it.

FR That's what I'm saying.

FR I don't want to be here to (1:44:53).

FR If we, collectively, don't do it...

FR If we collectively don't do it, I think that's different.

FR That's what I mean. (1:44:58).

FR I agree with that statement, yeah.

FR People are allowed to make up their own mind. We're all adults.

FR Should that be put out to the... Excuse me, we're having a discussion over here that we need to share with you. This lady has expressed that we could decide not to red dot in a statement that's saying we are concerned about the validity of the outcome of the process. That's where the discussion is going between four or five of us, at the moment. I just wanted you all to be aware of it.

MR And the point of that discussion is that some people do not think that it's valid, but if they don't actually join into the process-

FR They have lost-

MR Then their opinion is swamped. So it needs to be a collective decision.

FR This is only telling you-

MR Can I add that you have already said that the red dotting is not the only thing. You were going to be doing lots of other-

FR No, it's not.

MR Therefore, I feel quite comfortable leaving the red dotting out. We'll rely on your transcripts and your analysis of what's gone on, rather than something that's (not important? 1:45:58).

M ██████, if you prefer to do that, that's absolutely fine.

MR I think so.

M If you don't want to red dot, don't red dot.

FR Well I think we should ask others opinion.

MR Well we've got yellow dots.

FR Yellow dots.

FR Okay.

MR Revolution, I'm afraid.

FR I think, I obviously... As the gentleman said, we could just go round and yellow the dot the ones that we made ourselves. But I am interested to actually look and see what everybody else has put up.

FR Oh, I'd like to read them, certainly.

MR I'd like to look around, yeah.

M Can we stop, then? Rather than wasting time, let's start reviewing them and then we can have a final chat on the ones that we've read. Okay?

[Group Exercise – Lots of Inaudible Overlapping Speech]

MR Yeah.

FR Okay.

M Let's go.

MR Let's open the door.

FR So the analogy is a five-star review in a theatre. People don't look at the review, they just look at the five stars.

MR I'm sorry, I'm very slow at looking.

FR Sorry, it's just, you know, we've all got different experiences.

MR Absolutely. I never look at the whole score. I always look at who is getting the review and it might be more like (1:47:10).

MR Exactly.

FR Mm.

FR Is there any objection to (1:47:16)?

FR None at all.

FR I feel like you're just offering the job. (1:47:20).

MR Very good (1:47:23).

[Group Talks 1:47:26-1:47:47].

M As a whole.

FR Okay.

[Group Talks 1:47:49-1:48:28]

FR Ah, see what's actually (1:48:31).

[Group Talks 1:48:31-1:48:33]

FR She said any (1:48:34).

[Group Talks 1:48:34-1:48:40]

FR Look where we've got to, so far.

MR (1:48:42).

FR Did you? Okay. (1:48:44) last year. (1:48:46), so (1:48:48). I think the thing is you don't see people (1:48:51-1:48:53).

[Group Talks 1:48:54-1:49:46]

MR Yeah, if...

FR Well there are (1:49:51).

MR Yeah.

FR I find it really difficult (1:49:54).

MR I think that's what (1:50:03-1:50:10). So...

MR Yeah.

FR Sorry.

M Well, (1:50:27).

[Group Talks 1:50:27-1:51:06]

FR Oh yeah, I did that.

FR Mm.

FR Yeah, yeah.

MR When it's all the way at (six? 1:51:13).

MR They're just not doing it.

[Group Talks 1:51:20-1:51:34]

FR That's a gap in ours. (1:51:35), that is like, you know, you're starting a (1:51:38-1:51:42).

[Group Talks 1:15:42-1:51:50]

FR You know, you can't just say (1:51:50-1:51:56). You've got to say, actually, what are they helping? What's the social impact? What (1:52:01) in the first place?

[Group Talks]

M If we could pull together now, and just have a wrap up session on what you've actually observed, going around the room?

M Can we pull together back as a group please?

MR (1:54:30-1:53:34) be more rigorous in (1:54:35).

M Any thoughts on what you've read?

MR Pretty much all what we've talked about it.

M Uh-huh? Any surprises up there, when you've read other people's comments?

MR No.

MR No.

FR No surprises, though some of them did remind me of other things that have come up over the last (1:54:56). It sort of added a few in there.

M Thank you. Excellent. And are you surprised at all by the strength of feeling that you've seen, just in terms of the groups of comments?

FR No.

MR No.

M The number of comments, at all? Not at all? It's all what you would have expected?

FR Yeah.

MR Yes.

M Yeah? Yeah? Okay. Any other observations. We're going to have a final chat about your preferences. But any other comments, at all, on reading... Really, what you're seeing in this exercise?

MR I want to make the comment that lots of the comments that are negatives about pollution and noise and this and all kinds of negatives, and yet the airport is sitting there with an open goal called (the Firth of Fourth? 1:56:00). And it may be more pollution, it may be more noise, with more flights, but if they all went down the centre of there, flights going out to the East when the wind is coming from the East, that's a runway of six, which is thirty-one percent of the time, which I think was the airport statement.

FR Yeah.

MR In the paper. Or was it twenty-nine percent?

FR Thirty-one.

MR Thirty-one.

MR And flights coming in, down the Firth of Fourth for the sixty-nine percent of the time, when it's runway two four. So in and out, down the fourth, is a massive open goal just waiting to kick the ball into it. So far, there's a reluctance to go there.

M Okay.

MR And yet, the unanimity of that on the board is striking.

M Yeah.

MR And even if all the negatives, they're all negative, going down the middle of the fourth is a positive because you can avoid overflying communities.

FR Yes.

MR You can avoid all the other negatives, up to a point, and it's just sitting there waiting to do. But other factors like, so far, the airport hasn't suggested altering the controls there. The tower controls there. It looks like they're not going to go there, so I'm hoping that we were all able to persuade them to do so.

M Okay.

MR What is the reason for that, would you say?

MR Are you asking me?

MR Yes.

MR I don't know.

MR Not going down the fourth.

MR Well there's just-

MR There's just-

FR I know it's the-

MR There's just massive inertia, in the system. The routes have been there. The radio beacons were there before that. From the 1970s. And it is the case that, as I understand it, airspace change has to encompass everybody. It has... All the plans have to be cross-checked against everybody and everything else. And it's only when everything is ready can the SAA sign it all off.

FR Yeah.

MR And, as we saw with the last airspace change, it just almost made it and then it fell at the last hurdle.

MR Yeah.

MR Whereas this is an easy option?

MR They could do this straight away. But because of the requirements of everything in place before, if anything changes, it's almost... It's a very difficult hurdle to overcome.

FR My MP distributed the information on this discussion. He approached the Ministry of Defence, who are obviously a big player in this idea, and their response to him was that they would be willing to talk to any and all parties who wanted to come and talk to them, particularly since there's been major changes to the Ministry of Defence. (1:58:34) has much reduced, or closed.

So there's a real significant change in Ministry of Defence use. Reduction, really. So they are open to discussion, according to our MP.

MR Who is your MP?

FR Douglas Chapman.

MR Which party does he belong to?

FR SNP, if it's relevant?

MR No, well... Well, you've asked us not to talk about politics.

FR Well, I don't agree with that statement, tonight.

MR Yeah.

FR I've said it already. It's a political matter.

MR But they would like to see these changes, the SNP.

FR Would like to see...?

MR Would like to see these airports adopt... Everyone is saying they're against...

FR Oh, they would like Edinburgh Airport to increase their flights?

MR Yes.

FR I think you'll find that's changed since they actually reversed their decision on the... What's it called, again? The climate...

MR Climate (change bill? 1:59:32).

FR Thank you. I think you'll find that's changed. I think that is going into personal politics, perhaps, but that's my position on that.

M I'd like to just segue

M Hopefully the politicians will do what's popular, and if we can capture here what's popular, then we can really help that process and I think that's really what we're trying to understand. And maybe the sort of way we can do that... It's really useful saying about a lot of our priorities. But I'm just thinking about that one, looking at some more trade-offs, we've made up these cards, which I'm thinking, would we do round table, we've got two minutes. So, let's just...

M There might not be an absolute choice, but the point is that it'll spark some...

M Just do a few...

M Yeah.

M See the honesty, conscious times up, on the noise versus emissions. Should we have the most direct routes, or should we have longer routes that could expose people to more fuel burn? Show of hands.

FR You could reduce the overall number of flights, and take a longer route...

M Let's do a trade off, trying to see where the balance of opinion lies.

FR I think both are bad ideas.

MR This is...

FR The answer is, we don't agree with either statement. Well, I don't.

M Show of hands. So, nobody has any views on whether you should have a more direct routes with less fuel burn, or...

FR Yeah, we do have a view. The view is that both are wrong. You can't say we don't have a view. You're trying to pigeonhole that. We don't like it.

M Can you just answer the question....

MR What's this based on?

M Show of hands...

MR Are these the alternatives?

FR Yeah.

M In planning a flight route, you can either go longer, like we've been hearing, going out forth, that'll always be a longer route.

MR No, it's more direct, thirty percent of the flights from Edinburgh airport, thirty-one percent go to Europe.

M It depends where you're going to, exactly.

MR If you're going to east of Brussels, certainly, all of those thirty percent, you could save ten, fifteen, or twenty minutes flying time by going down to fourth, instead of going around and back.

M But, real choices have to be made. More direct routes, or...

MR That is a real choice. A lot more to change.

M This is actually...

MR There's not a lot of choices on the table, you're presenting this as if it's the only choice.

M No, I'm not...

MR You are. Are you saying on this particular card, do we want...?

M On this particular card, what I'm saying is...

MR This is a disaster.

MR This is no way to deal with it...

M Which would you prioritise, which would you...?

FR What? So, you can make a report?

MR If it's a minor diversion to say...

MR It's awful...

MR You're going to make that minor diversion. If it's an enormous diversion to save a small population, it's not on...

M Yeah, obviously, and that's the point.

FR [REDACTED], can I say, because this is my concern with progressive. Right, I've done a workshop with you before, about something else four bridges and something. What we don't want to happen tonight is that whatever one we choose, you write down, the meeting up today at the Novotel, comes out, and they say they preferred longer flights. Notice we don't prefer either...

M No, say there was one of these cards, say one hundred percent, you thought, I'd definitely go for that.

FR That's interesting. We've got a really complex...

MR For this airport change programme.

FR You can't do that. We're not going to buy it.

MR It's not valid.

FR You can't put it down to a fifty-fifty.

MR We can't make yes/no decisions on something we're ill-informed about...

MR Can I ask you, what is your charge to not have change?

M Let's have another one. So, Edinburgh airport can attract more flights to more destinations, or greater reliance of Edinburgh area on other airports. First one?

MR Again, they're complex issues and you're trying to turn them into a yes, no decision.

FR Yes, no, you know?

MR Try and ask a politician to answer questions like that. You'll get a long statement; it won't be a yes or a no. That one is better. It's just absurd.

FR It is.

FR I don't like it either.

M It's just, it's useful to understand...

MR It's only useful for you, but it's not useful for making a decent decision.

M These are not trade-offs you want to make, and that's fine that's an answer.

FR I think we've got our priorities; I think that's...

MR Then you've got the answer...

FR We've been doing this for years and we're not going to be pushed into these tactics again and [REDACTED], can I just say, you might want to pass back to [REDACTED], he said to us, in my garden with a noise monitor that he did a lot of things wrong in the last ACP whilst consulting with the communities, and he said this one would be different. And I actually have to say that from what we're getting, it doesn't feel any better. I asked for open and honest dialogue, and I think this start tonight, I am concerned that we're being pushed and nudged into corners. And when we can really, bold and factual statements, the majority of us are saying we don't like the way that we are being pushed and...

MR It's even worse this time around. I mean, [REDACTED] said to us, no public meetings. Because they're not productive

FR Well, we are...

MR They're not productive for [REDACTED], but they're very productive for all the people that go along to public meetings and want to have a say to either agree or disagree with the various people that are speaking...

M Can we move on? Sorry, your point?

MR I think this is the last comment I want to make tonight; I don't mind in the least being asked to make a trade off because I think that's the real world. I'm not convinced that the particular trade off you are presenting us tonight is the kind of option I like to be faced with, but I think that principle to be answered, and that is do we prefer this, or do we prefer that. Maybe it's not the right questions.

M Fly over residential, industrial areas or fly over parks and open spaces, which do you prefer?

MR Me personally?

M Show of hands up for the first one? That was flying over residential and industrial areas.

MR Yes.

FR I don't think you're going to...

FR I'm not putting my hand up for either.

M Parks and open spaces, anybody?

MR (02:05:49-02:05:51)

FR No, it is not.

M A bigger number saying that.

MR ████████, the main consideration for all of this is how commercial is it for the airlines?

FR Yes.

MR They will not do these things if it doesn't make money for them.

MR Well, that is the point.

M Everyone operates within a regulatory framework, we started out with the design principles at the outset, then the regulatory framework, whichever is defined and, and then there are options within that, and you know as community, you know, you can influence the choices that make them. What I'm saying is, we do this all sorts of areas and all sorts of consultations and understanding what the preference and community is actually one of the most useful interesting things because difficult trade-offs have to be made, if you devolve the responsibility upwards, which not making choices is devolving responsibility upwards, then somebody else has to make a decision. Whereas if you do take responsibility in the decision, then it helps.

FR I don't agree with that because...

MR The choice is not to have the space...

FR The choices you are giving us are not what we want.

M Sorry, can I just ask...?

FR All I'm saying is the choices you have on your laminated questions. Obviously have been designed before the meeting...

FR By you.

FR The reason I'm not voting on it is I don't want to, because none of them are right. I think what would have been perhaps more helpful would be for someone that's a third party on the edge, or whatever, to take some of the points from here, and then ask...

FR Yeah.

FR We've got different ones for different things here. Pair your dots. Rather than having them preformed already, what would you prefer? Rural areas or more over the forth or, something that is feedback, that's come from what we think...

FR That's a really good constructive

FR And also, it's nuanced. There are so many different sections...and sub-options.

FR There are.

FR With each of those it's just not possible to say we want that or the other.

M As the gentlemen here said, you know, life isn't fair. There's always going to be a compromise, a trade off, I'm not happy with that. None of us I think are happy with it, but, and I've been through all these types of exercises for other things too. It's trying to get some information that's useful, that's going to actually help us put our point forward to people like you, groups like you, and airport, and we can argue and talk over each other until the cows come home. That would be my constructive point.

FR Yeah.

M Perhaps coming up with some questions we'd be more comfortable to answer

FR Yes, I think what you've said is valid, but I would ask you tonight to take the response that you're getting, is that the choices you're offering us. Thy are unacceptable. We can't make that choice.

M We're not offering choices.

FR You are, you asked us to put our hands up.

M What we're interested in, is what strikes you as a preference? That can be helpful. It's not a choice.

FR It is a choice. We're saying we don't like either. You also said we were deferring responsibility. We're not. I've been working on this for four years.

M No, I'm saying, the more, as communities, you can give opinions, the more helpful it is...

FR Your system is not working for me, I can tell you.

M I think we've got that. I think the idea of a trade-off simply doesn't work. Thank you for your constructing point about looking at the issues, that was really useful. We have actually hit ten past nine now. I think people have got transport. Thank you all very much for coming along, unless anyone else has got any comments to make then well draw a close.

MR Can I ask you to go back over and tell us what's actually going to happen now that you've got this information, give us a little bit better idea than we did at the beginning?

M I'm just going to hand that back to [REDACTED]

M I'm sorry I will wrap it up there and (2:09:50) It was just to say that, thank you very much for all of your involvement. Progressive are going to take this all the way and then send them to us at the end of all of the workshops, all of the principals that come out and then there's a workshop where a number of people get together and go through every design principal that has been raised, so all these papers, review them, so we get the full collective pot at the end, that group of people spend the day in a room and then assess it again, the legislation and air navigation standards, cap sixteen-sixteen, and it could get a viable or not viable vote to find out what is viable. Then, that comes back to the recall workshop where we test the thinking of the process that we went through to say. Here is what we said, this is what we did. Did we get it right? That's the next step, all this happens before the fifteenth of November.

MR Okay.

FR Okay.

FR Can I say one other thing? I think it would be really useful if we knew what was going to be discussed on the agenda. I know you sent us the statement reading, but actually, the details of the meeting and that's that you were looking for ideas and things, perhaps prompt the thinking along.

M As I said, this is the first one.

FR Make an agenda?

M We will take that forward. Thank you.

MR Thanks.

M Just to say they're going to lift the batter so there's no issues leaving the car park.

MR Thank you.

M Thank you.

FR Thank you.

END

Workshop 2 – Aviation

Details: 26 September 2019 2.00 - 5.00 pm The Dome, Edinburgh

Moderated by: [REDACTED], Progressive Partnership

Attended by: [REDACTED] Scottish Gliding Centre
[REDACTED] British International Freight Association (BIFA)
[REDACTED] British Helicopter Association (BHA)
[REDACTED] NATS/ NERL
[REDACTED] East of Scotland Microlights
[REDACTED] British Parachute Association (BPA)
[REDACTED] East of Scotland Microlights
[REDACTED] West Atlantic Airlines
[REDACTED] Royal Mail

[REDACTED] Scottish Mountain Paragliding Club pp British Hang
[REDACTED] Gliding and Paragliding Association

Observed by: [REDACTED] WSP
[REDACTED] To70

10402 Aviation
Smart Verbatim Transcript
TauRho Transcribes
File Length: 102:35

M Moderator
FR Female Respondent
MR Male Respondent

Specific aviation abbreviations

ACP Airspace Change Proposal
AMS Airspace Modernisation Strategy
ANSP Air Navigation Service Provider (synonymous with ATC)
ATC Air Traffic Control (synonymous with ANSP)
ATO Air Training Organisation
CDA Continuous Descent Approach
Class G Uncontrolled airspace
dB(A) A-weighted decibels
FMS Flight Management System
GA General Aviation
GNSS Global Navigation Satellite System
GPS Global Positioning System
ICAO International Civil Aviation Organization
IFR Instrument Flight Rules
INM Integrated Noise Model (noise modelling software)
NATS UK ANSP
RNP Required Navigation Performance
PBN Performance-based Navigation
SACP Standing Advisory Committee on Pilot Licensing (CAA UK body)
SAR Search & Rescue
SMS Safety Management System
VFR Visual Flight Rules

A technical fault led to the recording starting just after introductions had been made and before the discussion on design principles started. A full record of all who attended is held in the returns from those who agreed to attend, and a written record of all attending was taken by the moderators at the time.

M We need an airport for... and at the end of the day, part of designing the airspace ensures it's functional for what we need it for, and... but for the wider community, what would [REDACTED] view best? So, is it about... how does that link with your community, what other things, access to opportunities... how they be on... any of these things could be affected by the airspace changes, the travel times, etcetera? So, any views on that, say, it's quite good people say, oh this is what I'm worried about, this is what my issues are, that gets people thinking. But, equally write down on the post-it notes so we can post them up on the screens as well and will capture all the views that are out there. So...

FR So we can start at shouting out, call out ideas?

M Yeah. So end of day, key economic business issues around Edinburgh airport.

- MR Just something on the metrics... unless you've got airport crowding in there, airport crowding is clearly.... Passenger number related, then yeah, I think most of us here are interested in the airspace connotation, so the traffic connotations which is movement related. The pre-blurb was largely about passenger numbers, it would be really helpful to understand the movement equation, which I think is the one that more impacts things we're discussing today.
- M Yeah, absolutely. So certainly there's a lot of larger aircraft or a particular size of aircraft you always observe taking off in that busy peak morning session, all trying to hit slots and Amsterdam or London or Frankfurt or whatever and these sort of things. So thinking in terms of these actual numbers as well, quite rightly you see lots of other aircraft and off-peak times today that are smaller. So it's about numbers of people and numbers of aircraft, and I think by time of day too. And I think... so we're really interested in your part of the thing you do, some of the impacts and business of the delays currently being experienced by people in the peak hours and clearly if the airspace changes, and particularly if the flight paths allow more of those aircraft out in a particular hour in the morning, that might reduce the delays. Is that something that you think's important really for your businesses or people you deal with?**
- MR Well, for our business which we're doing, we're training pilots, we're training national pilots for the airlines and our concern is as their space becomes more congested or restricted, then we're not able to use that airspace and for us to have our prosperous training industry in the UK, we need to be open to allow training to access, to control their space so that these pilots can become experienced. That's the only way to do it. You have to go into the dynamic environment, no simulator will do that. And when we see that the airspace is becoming more and more restricted, we can't always get access in and out of the airspace. We're not doing it for fun, we're doing it to get the experience up to an adequate level. So that's fundamentally important to us, that we don't... training organisations are still represented and as a commercial user, we're a school training 60 crash pilots a year so it's very important for the UK. But we frequently get situations where they're too busy to accept a training flight. And our industry is being pushed abroad because of that restriction and because of the lack of (passengers? 04:07).
- M Okay. And are there any other...? there could be well other similar functional issues like that that, oh our business cannot do the following because of particular capacity issues around the airport? Anything else that...?**
- FR You mentioned an earlier slide that the current airway capacity is 42 ATMs an hour, that's 42 take-offs, landings, combination of the two. I'm interested to understand when the airport is actually reaching that or exceeding that because I'm not convinced yet that I've seen any evidence that increasing the airspace capacity will actually result in a reduction of delays. Because the delays might not actually be due to issues with the airspace. So we'd actually be quite interested to understand what the evidence is behind what was in the statement of need regarding delays reduction because there can be 101 reasons for a delay, which may not be related in any way to airspace. And I think we absolutely need to understand that...
- M That's a really good point, I think there are obviously people looking at those operational issues and equally, you might, as a user of the airport, be looking and thinking, well but surely they're doing that wrong or whatever. So yes, record that point and let's get that up. Any other issues around this? We've talked a lot about the delays within the airport, but what about airspace issues related to connections elsewhere? Any views you've got around... is the airport serving its function? Are the routes efficient?**

MR What we've seen so far from the statement indeed focuses on projected growth of passenger numbers and the main... the effect, the benefit that has to us as the Scottish tourism industry and the main... some of the figures that are in the statement are quite ambitious, I would say at least talking about up to 20 million passenger movements by 2035? From our base of about 11 or 14, maybe it is. Not sure. No more... But as [REDACTED] said, most people I think are into table because we're all airspace thinking. What we're needing to look at or get a feel for is how does that need, actually translate into aircraft movements, and how does that translate into restrictions over widening or changes to the airspace pattern that we have in Edinburgh? That's a concern, so I think that one of the design principles should be an expectation that data, particularly forecasts, need to include details of any and all assumptions.

M So how are you going to use that data? Let's try to understand how you're going to use it? Yeah.

MR It's hard to say how we'll use that data until we see what the data indicates. But if, for example...

M Yeah, but as a business in our community...how would your community use that?

MR Our community (Blyth Community? 07:26) relies on access to an open airspace. So the more airspace that's grabbed to be... or changed to control airspace, so less opportunity we would have to fly to an extent that we do at the moment.

M So, pulling this helium balloon back down to principle designs, design principles, would one of your design principles therefore be to have open airspace?

MR That should be a statement of the default position that the UK's airspace, the default position is to be Class G. So that should be what we should continue to aim for, for what I would imagine most of the airspace used around the table.

MR I understood that what we're looking at is changing procedures, not airspace. We're not changing the controlled airspace, (it would make no sense? 08:20). There's not expansion of controlled airspaces.

MR By that I think will be before that step.

MR No, but where we are now. It's not going to change what we have now.

MR Well, we don't know.

MR The procedures are very contained, aren't they?

MR The prime...

MR Are we going to change airspace?

MR Edinburgh can't change airspace, and that's...

MR Sorry...

MR The statement of need was related to changing the conventional set of (Sitting? 08:46) styles into a PDN set of (Sitting? 08:48) styles.

MR The wider consultation is interesting, is to see what sits around that. In the sense of, I have a runway, I have an entry and exit point, we can do things once we've got PDN... a set of PDN routes, what interests people? We are not changing the shape of the airspace around...

MR That's what I'm saying.

MR Yeah...

MR Because what he's concerned about...

MR (09:19)

MR If you've already made these decisions, how are we at stage one?

M It's procedures, we're changing the procedures. Can I go maybe one step further than the presentations of...?

M Go ahead.

M There's a number of things to balance out under... talking (09:42). Under conventional navigation, we have a level of inaccuracy. In our routings in and out of the airport. In and out of any airport. PBN allows us to go up and get an RNP1 design, that's what it allows us to do. At the moment, and in accordance with the CAA's guidelines and 1616, we're not permitted to put a pen to paper with and draw lines. That is absolutely forbidden, if we do that, we'll get smacked and sent back again. The issue after exam... and we can say we can fly very accurately and reduce the amount of airspace that is being used by aircraft going in and out, so we can concentrate noise. We can also say, well, because we can try so accurately, we could offer left, right and centre and distribute noise. And possibly then as far as you're concerned, maybe to (10:37) slides perspective, the complexity might be the same, might be worse, and we can come back to that later on. But, what do we want to achieve together in... or what are everyone's perspectives on that? RNP1 is the minimum that we have achieved, I have spent ages staring at FMS' which are showing 0.1 inaccuracy.

MR Can I just say, before we go much further, there's a shade too many acronyms coming out, maybe we should have a glossary of terms. If this is genuinely stage one, then you need to hear from the various air-minded groups around the table. But, what kind of things can strain us in our operations. So that's what we're...

M And that's exactly what you've just proven really clearly, but I think [REDACTED] and I have honestly not put nearly as well as you have, but it's exactly that point what we're trying understand is what are the things that can strain all of you. What are your communities, or communitive needs or interests, or whatever? What's the framework? What's the way in which you operate or want and that's our design principles...

MR Can I just... I'm slightly confused in that you're reproducing I think the three segments and I was assume that a lot of the stuff you seem to be interested in is actually coming into people's

desired airspace. Stuff that (12:11). This example of heading of economic business is a bit broader

M The idea in this case, and it's difficult to know exactly which way to go with every group. If I may take on your sides, as you're not large commercial organisations, so we are Class G. (12:35) needs tactical access because in the end, I can understand the airspace on the ground as a student, but there's no way he'll let you go solo, knowing the way that approach can throw or push you around the airspace. These are essentially, could be conflicting interests before we get to the next level of the non-aviation partners, which are people who live on the ground, who might not want a spread of noise, or might not want concentration of noise, and that also has to be taken into account. And some of the other people... search and rescue wants, I'm not speaking for you sir, but you just want to be able to get there in a straight line. Fine. My friends who also work in search and rescue, a straight line from A to B and back again. Well that's another issue... anyone who is, in terms of powered aircraft, who might want to access Edinburgh, some of the acronyms, I must apologise. There are avionic implications for your aircraft if you are going to fly an IFR approach to Edinburgh when it becomes, when this new route is introduced. The CAA said the UK will go to these new navigational standards. There's another constraint.

MR If this is really stage one, we don't know what the proposals are at all. So the reason there is airspace expansion for, for want of a better word, was to flag up, that in terms of your statement of need, we don't want to see any expansion of controlled airspace. And we believe that you would actually, within this group proposal, would manage to reduce airspace that we believe to be achievable in the proposals. But the reason I mentioned Class G is based on that's where we should start, is actually to go back to economic business. A lot of air activity as a gliding firm relies on the unique conditions of Scotland that attract tourists from abroad, flying to us to come and fly wave conditions and fly in the Scottish mountains. And we have previously had instances where threats to our airspace for example, transponder mandatories all above flight level, 100 for example, has an impact on tourists coming. So that's an economic business issue for us, hence my concern that we need to have as a design principle to have the default position that we tried to maintain as much Class G as possible to meet everybody's requirements round the table.

M Okay, let's get that on the board, let's capture that. So we intend to as you as much as possible.

MR I'll definitely get a copy of this later.

M In terms of... in the process we're going to be getting in terms of developing that diagram it would be useful to get it up and then people will be reminded of that looking at the other things. And you're comment there, the one about default position, everybody's got different default positions and the way the overlap and the way that they come together is partly what's interesting in pulling everyone together rather than individual responses on sheets of paper. If we can pool people together so we see they overlap and how those come together, those default positions. But as everyone says, well this is my default position, then somebody else is left with the job of pushing it all together. And actually we think you can help to put it all together, which is part of the reason why we hold a workshop like this. So, get them down and yeah as we say, I don't see a lot of writing yet, is that because... Sorry, gentleman over here...

MR I'd like to know if there's going to be a continued sympathetic approach towards recreational aviation, which across the board is extremely important for the whole picture. Without recreational aviation, which is where it all starts...

M Well, yeah recreational... When you say sympathetic approach, can you unpack that a little bit for me, what does it mean?

MR Okay. When I fly in Scotland and I make a request to transit through Glasgow, I've never been refused. I make a request to transit through Edinburgh, I've never been refused. No one's asked me what equipment I have, I just want to make a VFR flight from A to B. And I think that's fantastic, that that happens right now. What I worry, will it happen in the future? Will that sympathetic approach continue? Will we continue to enjoy it? Will we continue to have it available to us?

M Okay, and I mark that down as one of your principle concerns, so sympathetic approach, transit not refused. As...

MR For recreational, yes.

MR Given that recreational aviation has been pushed out of Edinburgh several years ago.

M Right.

MR Last I could fly (17:40) at Edinburgh and now there are none.

M I think that's a really interesting point that you made though, about you've never been refused access into the controlled airspace. Does that not suggest that maybe it's not full?

MR Yeah.

MR Can we just add in the... how many types of (17:56) and if they are very busy, we have occasionally been refused just on traffic volume reasons. So they have at some stages got to capacity.

M Yes please.

MR Can I just jump in here on some of these because I have some business ones as well from an (18:12) perspective but the VFR, I think in terms of the busyness of the airspace and the (18:18) perspective, two totally different things. If you have capacity to work VFR traffic, I worked at Glasgow for 17 years so... and I never refused any entry. I don't know how it's is in Edinburgh, not as great as we were.

MR [laughs]

MR (18:32) do they?

MR [laughs]

MR Edinburgh? No. So yeah I think capacity in terms of IFR movements in and out the airport is a different thing to capacity to allow VFR transits and VFR aircraft operate within controlled

airspace, two different things. All aircraft would get involved from an airfield and go straight to the centre of Prestwich. (18:54) Edinburgh. VFR controller, VFR transit (18:58) so, it's not just about numbers of planes on the ground at Edinburgh for access for G, I think that's slightly... you don't want to get muddled up with the two. You can be busy on Radar with IFR traffic and then have to refuse access but it's... it might not be the cause of numbers of planes, it could be weather, it could be other things, it's not just about capacity of IFR jump at the airport. So that was just one thing on what you're talking about. And a couple of other business-y ones that tie into this.

[Group Talks]

M **But yeah, afterwards I am going to ask you please to put them up on the... do discuss it and then we're going to put it up please. So, one is... please do record some of your ideas because we do want to chat, and we do want to collect them as well.**

MR Do you want me to write and talk then? Or do you want me to...

M **Talk and then write, let's keep the conversation going.**

MR From a business perspective, the systems which are required to implement any ideas you have, so design principals on time binding, where aircraft go...different (20:02) end points, which is get is slightly technical. But from a business perspective, that needs to be achievable for this system to support the air traffic network. And indeed the (FMS 20:11) systems as well because those are economic and business cost to how complex things can be and if they can be done at all, so there needs to be a principle that whatever you do, has to be achievable almost. Because a lot of the AMS, Airspace Modernisation Strategy is looking quite far in the future, and some of the things can't quite be achieved yet, certainly in terms of (FMSs 20:33) etcetera. Some of it can't be done, so it's just making sure whatever we do is deliverable because there's a cost to, certainly Prestwick centre. There are (air traffic? 20:45) controllers that work there and a lot of them were working in Scottish (TMA 20:47). They all have to be trained... and the more complex it is, the higher the cost in actual training and that's delay for everybody using the airspace that we have to take into training because for an extended period of time. So it's about making sure you understand what is achievable and what's not.

M **Yeah. Are there any more points that anyone would... we've not had much from the back of the table. Any points you'd like to make before we actually get to popping our notes up?**

MR In terms of the commercial airspace, we're (21:17). Our imperative in this is to have the shortest possible routings into and out of Edinburgh. We're obviously mindful of the fact that there needs to be a... that you guys will control what happens in terms of routings of the noise mitigation etcetera. But we want the shortest possible routings, we want aeroplanes in the air for the shortest possible time because we're reducing fuel burn, reducing hours on the engines and reducing emissions.

M **Yeah.**

MR So our imperative is really simple.

M **Thank you, and any other points? Please?**

- MR Sorry, but I'm being really thick here. The purpose of this as I'm beginning to understand it, is to do an RNP type modernisation of Edinburgh airspace.
- MR The (22:16).
- MR Yes. And I'm also hearing we aren't planning on changing any airspace. So, I had expected that if we're going to look at from the ground up, departures and arrivals in and around Edinburgh that we have a golden opportunity to look at what's actually needed for airspace, what's not needed for airspace and to have a logical properly designed airspace situation. If your objective is different, which is just to fill in an hour and a half world into the existing airspace, the structures, (22:54), then I think we've been missing a huge opportunity to do this thing right. Can I be clear which one you're trying to do?
- M At the moment the statement of need, (23:06) within the existing airspace environment. That is what the programme is at the CAA, because to go further, Edinburgh can't move by itself. Past 7,000 foot, (matches? 23:24) are required. At the moment, (23:25-23:30) the route feeds aircraft to and from those parts. If we want to do it differently, the current project says we're not doing that. And to be honest, within... there's only one airport that seems to really be ahead of Edinburgh with this 1616 system from the CAA and that's Liverpool. Most of us aren't quite 100 percent sure if the mechanisms to try and adjust to be the second project, the projects become airspace as well as routes.**
- MR Okay, so we've got changes since the existing airspace structure. We won't have cross runway anymore; we've got different performance from many of the international aircraft. It just seems a shame that we don't take the opportunity to do this right and end up with a product which is fit for purpose at the end of the day.
- MR As part of the statement Edinburgh Airport, not moving in their own airspace below 7,000 because you have been mentioned that and airspace above which is different ACP, that would be our own ACP. But that airspace that Edinburgh already has is that part of this review, which I think is what we're probably asking?
- MR Yeah, it seems strange to me that we're having this discussion without having openly on the title of the possibility that airspace is different afterwards to what we started because it may not make sense.
- FR Can I support what you're saying there [REDACTED], because this is a once in a generation opportunity to reassess how we're using airspace, and a lot of these... you talk about (25:03), they've been there for many, many years. And GRICE is actually a very, very difficult route to fly by modern aircraft, is my understanding. Technical people in the room, very well might want to correct me on that. Now, from a community perspective, the communities are absolutely clear at the moment that we would like Edinburgh airport to extend their airspace out into the mouth of the Forth. So the aircraft are flying over the sea rather than over land where there's more likely to be people. Now, we've also been told we can't have that as a part of this existing project and I would absolutely echo what [REDACTED]'s just said. That seems to me an absolutely lost opportunity for everyone, when we've actually got this availability for departures off runway 6 down the mouth of the Forth for arrivals on runway 24 to come in that way, and potentially we can then have an air corridor, which again I understand (25:58) would have to be involved in the design of this. But we could then have an air corridor that runs north south, actually down the North Sea. And it's looking at ways that that can be facilitated, bearing in mind there are other users of the

airspace, notably the military, but there may well be opportunities there that we're missing out on. And I know that the communities are very, very keen on this and they spoke about this throughout the previous three consultations. And this would actually resolve all of the issues that communities have with noise and would help Edinburgh airport (26:29).

M It's a crucial, crucial point. But what I'm saying is absolutely there are things that we've been told, now you see, not so much how this process might work is you go through this wider consultation, you look at it all and say oh, new sets of groups, that's why you go back then from Stage One. Instead of going through the whole process and publishing data, you go back and start again. Now what I'm saying is the reason why it's a stage process to show we're understanding and listening to everybody and all the ideas they've got to make sure that nobody's missing anything. And the great ideas you've got... so whenever we hear it as one thing we try and steer away from is that we have been told that we can't have this. Because actually nobody's telling anybody that they can't have stuff. What I'm saying is this is a new proposal that [REDACTED] introduced, and what we're saying is how would we make things better for everyone? And that is the process that we're trying to go through here. So whatever community you represent, how can we make it better for you? And I think that's the...

M Yeah. Absolutely, and [REDACTED], that point about the communities, absolutely important. And if this framework of analysis works for you and if we could talk... start putting up points the business economic, then maybe we could then move on to the community. And that could be any community.

MR I'd like to suggest that in my opinion what's required with Edinburgh and Glasgow is a clean sheet approach to design... the clean sheet approach. Change the bullet points, make a clean sheet approach for both.

M Okay, well that's a great principle in which to initiate the discussion. And use that as a platform to take this discussion aboard, that would be really constructive. So, can we start by just collecting some of your ideas so that we can do this analysis. Pop up any thoughts you've got up on the sheets above and we'll start talking about community.

MR That's great.

M Could you pass any thoughts as they walk past. Thank you. Do you want me to take some of those for you?

[Group Discussion – Very few Audible Coherent Points]

MR Obviously you've done that already, there, sorry.

M That's okay. Thank you.

M Okay. So the various community and social issues, could be focused on noise, and design of airspace to minimise the impact on the population that are overflowed, obviously height of aircraft, absolutely critical, these are the sorts of things. But from the whole lot of other more detailed issues that affect the different groups and communities you work with; can we capture some of them? Some of the detail within in this. So, which specific groups of noise or specific other issues or whatever. So, who wants to kick off on that?

- MR What... I suppose the question I think the ladies here mentioned earlier about 42 movements per hour, is Edinburgh close to capacity, what can a single runway run?
- M I spent 30 years working in transport and that question... when is the road at capacity? When is an airport at capacity, it's one of... how long is a piece of string? It's so many assumptions built into that sort of question, that it's not the focus of what we're looking at in an airspace change. I mean, airspace change is to deal with, ensure the airport's fit for the future. Of which capacity number of people, number of aeroplanes, will be one parameter. But at the minute we're trying to put absolutes on capacity, it doesn't matter which link in the transport we're looking at. It's a slippery slope, we're not going to have absolute answers. There just aren't any, so... it's probably helpful to focus on... we'll come back to some of the technical issues, we've dealt with some of the economic and business issues. If we focus on... let's imagine the same aeroplanes we've got today, there's still stuff going to be done to reduce the environmental... improve the social benefits of the airport and reduce the environmental impact. So even if you looked purely from that perspective, there are changes, things we can do collectively with the brains in this room that can help to make it better. [laughs] That's the question that what we're trying to draw out here.**
- M Yeah, so what we take into consideration, what are the key points that we consider here, sticking that clean sheet approach.**
- MR We need to have aircraft movements and the pattern fully understood by everybody round the table. At the moment as I understand it from the CAA, movements, records, we've got 130,000 movements a year in Edinburgh. And looking at the rate of growth, July last year to July this year was 12,000 and now 12,200, so a one percent rate of growth, rather than looking at the passenger figure rate in growth, there's a substantial difference. So if you're all looking at one percent increase in number of aircraft, then they need to change the cause of capacity, the rate of growth, can I see it at the moment?
- M The benefits of change in terms of reducing noise and things like this, can you see any...?**
- MR The bigger the aircraft, the more people will get in the aircraft, the less aircraft you need and the less impact it would be on airspace. And noise capacity and frequency of people being impacted around. So we'll call them ground communities and air communities.
- FR [laughs] There can be an intersection of those. [laughs]
- MR Yes, it would also be helpful to know today's state of efficiency in terms of CDA's and continuous ascents and how well we're approaching the ideal situation and then there could be a huge scope left in there or maybe you are at 99% already.
- M And you would use that differently in what way?**
- MR If we're looking at the impact on noise, CO₂, money, then clearly steeper descents and approaches are in almost everyone's interests. Can we make sure that we understand today's position, such that we can be clear about what the potential is for improving on that or not.
- MR (37:34-37:37) should be as...
- MR As aggressive as you...

M Yeah, okay.

MR Do we have an assumption in mind from the designers? Not yet.

MR Having said that of course, it might affect less people but the people it affects is going to affect more because it'll be far noisier to fly (37:58) the community.

M Yeah that's really smart (38:00).

MR Yeah, I was just going to say... sorry, PBN is just highly accurate, we all know that and that's where we're all going to and I think having being the third one of these groups that have now sat on one of the fundamental questions you need to go and be looking at (Sitting Styles? 38:16) or any sort of navigation is, do you want to spread the love? Or do you want to keep the noise where it actually is at the moment?

M Yeah.

MR And, I don't have the answer to that. Under all aircraft can makes the inclined gradients, so whatever design principles we have, have to accommodate all types of aircraft. I'm sure we need to discuss this with the communities. There'll be those who say, well we want to spread the departures and arrivals and spread the love, because everyone says yeah the noise at the moment, and others are going to start complaining that they're now getting noise that they weren't originally getting. So I don't have the answer to that but it's something certainly that's got to be considered when you're doing the community.

M Absolutely.

MR As I say, we talk a lot about the big commercial jets that can climb at a huge rate of knots. Not all of us, including helicopters can do that.

M Yeah.

MR So there has to be consideration for that as well, bottom line.

FR Can I make a point here, just following up on your point. I agree with that and as somebody who's actually been through a PBN trial, and I understand what concentration of airspace means, the impact for people's health is huge. And should never be underestimated. And if you are going to go down the routes, if you like, of introducing very concentrated flight paths over people who... even people who had some aircraft noise before, where you increase that aircraft noise substantially, virtually overnight which is how it can happen and it probably will happen. Then you have to have an absolutely robust process in place for compensating those people before you do it. Not say that you're going to do it later on. Because there are some people, they can live with it and it's fine. But there are an awful lot of others who had no expectation when they bought their homes that suddenly this would befall them. And there is no process of compensating those people at this time and that is wrong. It's been imposed on people rather than negotiated appropriately to give them something back.

M Yeah, really good point, get that down. Really good point, yeah...

- M** That's a very good point. And cleaner... We are also going to put up health as an issue so it would be great to capture it at that point as well. We've not heard much from the back of the room. Comments?
- MR We're the ones reducing the noise and to a greater or lesser extent we rely on the guys on the ground to tell us where that noise needs to be or where it's best placed after consultation with the community. We'll basically fly where you guys tell us to. And just picking up on this ladies comment about the Zero Six departures specifically; does PBN present an opportunity for us as a night kind of operator to head under the Firth of Forth and turn right... We don't want to fly over Kirkcaldy and all these other places that we do at night...so does PBN present that opportunity for us? And again I guess it comes back to the appraisal I mentioned earlier on which is the shortest possible routing of Zero Six for going to East Midlands and Stansted which is the only two places which we fly to from Edinburgh.
- MR Why do we not turn right? It's a good question. There's no airspace that allows you to do that just now. So, in terms of SACPs that's not this, that would be a different ACP if there was need. But if I go to every one of these which I'm starting to do now, all the different airfields and all the different communities around the country regarding the aircraft flying a different way. If I go to Glasgow, and I want to take the route down to Clyde and turn left. We can't. And it's about stakeholders and different peoples responsibilities and be very careful because when the cap 1616, we can't talk about design because we're not at that stage yet and you can't have two 1616 processes that are necessarily linked. We have looked at airspace to the East side.
- MR Can I just pick up on that? You can't have two 1616s that are linked, that doesn't make sense to me. I think they should all be linked. How can you do that, not link them?
- MR Because the 1616 process isn't written that way.
- MR It's going to require cooperation from the different people doing different bits. Otherwise you've got somebody designing the B roads and somebody designing the motorways and the optics don't match which is nuts.
- MR It is different because coming in as a stakeholder I can say, "You do this, this and this." But if someone who's in charge of the ACP in the other end of this, I can't come and influence you to redesign those. That impacts my ACP.
- MR There needs to be some iteration to put things together the common-sense way.
- MR Exactly.
- MR A working group that's got the CAA, the (42:57)...and ourselves. And our group this week and this is exactly what we talked about because we need to be able to talk to each other about how we do this together.
- M** So, I think we all agreed that we all think as human beings we should agree to have a big master plan and also some bits in a really messy world. And I'm thinking I've been through this a dozen times with roads and all this stuff and exactly the same, if only we had a national strategy, if only we have an overall picture and of course it's exactly the same in every...But it doesn't mean we can't do good stuff and that makes stuff better than otherwise would be. And I think some of the data we're trying to capture is all great stuff here. And in fact some of

it might go back to the review process and say, “Right we do need to address this. So, we do need to do that.” And that’s a key part of the role we’re doing here is to try and say, “When we write all this up here’s what the communities are saying.” The other aspect is if it’s going forward, let’s make sure we have not missed any of the things that would help us to make it better. And so, I think some really good stuff coming here so. But we haven’t got anything much out and maybe it’s time to start to collect some...

M Let’s start to collect some ideas and then, so we can then move on to...what we move on to next, environmental and then what we could do...

M Develop some of the environmental stuff a bit more because we not really done...

FR Can I just ask a question because I’m really fascinated about what I’m hearing from you in terms of a person that does the flying and you the person that controls where the planes are. You’re saying you can’t fly out down the Forth. Planes do that just now because they’re vectored by NATS. What you’re saying is...

MR What I’m saying is that I can’t....

FR ... can’t do on the SID because it’s vectored off the SID because at the moment there are planes that do that just not that many of them. And...

MR It’s turbo props, turbo props only isn’t it? Right turn off...

MR Yes. Unless they take them off the centre.

FR Well actually no, they go all the way down the Forth, these are planes that are going East. And these are not Turbo Props, they’re Jets.

MR So, that’s maybe done tactically by the controller on the day. And that’s...

FR What I’m saying is if that route doesn’t exist in theory, but it does exist in practice, why can’t that then be saying, “If actually if planes can already do this why don’t we do it to actually resolve matters for communities that are affected at the moment?”

MR Because controllers at Prestwick Centre have no idea where they should or shouldn’t fly planes overhead at Edinburgh Airport because they sit at the other side of the country and they’re not controllers at Edinburgh Airport. Edinburgh Airport have a better appreciation of you can turn right there and not...

FR But these are planes over seven thousand feet.

MR So, over seven thousand feet...

FR So, they must be Prestwick’s control.

MR Yeah below seven thousand feet they don’t have to get any consideration, being frank, of people on the ground because they’re above seven thousand feet same as this process and the controllers thought is not, turn right here to avoid where I know there is a community it’s about as you said, “A to B as quickly as possible. Get them up, get them level and make it as

straightforward for everybody as possible.” So, approach controllers at airports I think do have that consideration of where they can fly and where they can’t. Above seven thousand feet you’re away into busy airspace and you have to sort out the conflicts and you got guys who work in the Scottish TMA work in Edinburgh, that also work in Manchester TMA and work traffic out of Manchester they can’t possibly know all the concentrations of people across the country so.

FR Well it’s not in your charts.

MR It’s on the charts but they can’t possibly keep that level of detail in their heads over various sectors and I guess the deconfliction of it is done by the sense and the stars and inbound transitions if you have them. And above seven thousand feet they’re only controllers that do their onward job.

FR But again sorry to keep going back to this point but you’re flying overnight so the airspace is not congested, and you’re saying, “Well actually we’d like to not overfly in communities.” Why can’t you guys get together and stop overflying the communities in the middle of the night and waking people up?

MR Much like there’s a cost.

FR Not getting at you personally but it’s something that communities just don’t understand.

MR It’s probably not this but if you’ve got two minutes, lines are a huge cost to Edinburgh Airport and undergoing all this, there’s a cost to any of it in terms of airspace change and training and sectorization and all the other things. At night it is very much more relaxed. You got a lot more direct routings at night than they do during the day. But there isn’t currently a SID that goes out down the Forth, you can’t file it so therefore you can’t flight plan to go that way. So, that’s the kind of long and short but when it comes to the Prestwick controllers at night, if there’s nothing there to affect something going straight out East down the Forth then they will do that if it’s suitable. But once you get outside of Edinburgh TMA there’s a lot of stuff military particularly down the East Coast.

FR At night?

FR Yeah.

M I think we’re going to have to take that conversation...that’s another conversation for another time. So, if we can just collect some of the reports please. There are like other issues that we should take into consideration for the communities. Anybody...points?

M Can we spend five, ten minutes on environmental and then I’m going to hand over to [REDACTED] to talk technical? So, views on environmental. What are the key considerations we should be taking; we should be concerned with in terms of the environment?

MR Could you define environment as you’re talking about it?

M The environment as in the wildlife, the (50:29)...the environment?

MR Is noise environment?

- M** Noise could impact on environment. And environment could mean anything from anywhere any animal or person is living, residing here.
- MR So, I would say noise, air quality ...
- MR Pollution.
- MR ...fuel burn, smell or...
- MR Just about everything affects it.
- MR Yeah.
- M** And ultimately sustainable development, you know the economic social environment all have to go together. They all overlap, you can't have one without the other. So, of course there's overlaps but we have to cut the slice. So, just as prompts so that people don't forget things. It's a case of just saying, "We talked nothing but fuel burn or whatever and this sort of thing and good feel to talk about." And if there's anything like that, let's just flush it out here and make sure we've not lost any of those suggestions.
- MR You want to reduce the requirement to aircraft a hold on route to Edinburgh.
- M** Yeah, absolutely. To hold, holding space.
- MR Reducing the need to hold.
- MR Reduce on the ground as well.
- MR Think about the as short as possible route. Lowest fuel burn lowest emissions.
- MR Maximum climb rates maximum descent rates. Keeps the noise and the pollution away.
- MR You need to do the analysis between keeping it high and going for maximum descent rate versus a CDA in terms of fuel. But my brain's not big enough to work that out but I know there's been lots of studies done on it. And we are quite into both these causes at Stansted they're both CDA monitored airports. I don't know whether Edinburgh is. Is Edinburgh, do you monitor CDA there?
- MR That's measured on the...
- MR Do you actually get sent out...
- MR ...that's part of our requirement is CDA's and you get penalised if it doesn't happen so.
- MR We get sent out scores by Stansted on a monthly basis.
- FR Can I just ask on these the steepest climbs and steepest descents, what is the data that is being used to assess what the likely noise impact of those is? Because I fully understand that the point

about yeah, it saves fuel, get that. But equally there is also a trade-off for noise and is there any data that supports what happens to noise during these steeper ascents or descents?

- MR There are noise levels like ENM acts, sorry, like INM that are at least accepted by aviation authorities around the world that will allow you to model the difference between various configurations down to individual aircraft like so, you could plot in everything from the turbo props going to the islands to the Triple Sevens coming in and out. Yes but they're models. We know how every model is run however useful they might be.
- FR So, if we were to measure in practice what was actually happening we would require a microphone on the ground and recording facility to actually measure what the noise is being...
- MR Unfortunately I'm speaking maybe slightly out of turn because I don't sit in the noise department. The company where I work, I'm one of the safety people. But what I understand from my colleagues is that the micro...measuring is, measuring has in the past in various projects being equally incorrect as the model based on how the...where they are placed, the microphones what the ambient noise they're actually collecting. They're just as likely to collect noise of people on the beach. Sunday afternoons are slightly horribly noisy but there's no aeroplanes because everyone's on the beach and looking at the noise of people on the beach.
- MR That's a daft example.
- MR There are limitations to all of these things that models like INM or modelling because it's very widespread in its use, and this has comparison between what is...what other airports have run. So, there is comparative data available, model data available.
- MR There might be that Edinburgh airport has data because they got mobile noise monitoring equipment I think around the community.
- FR That's very limited amount of data and they don't publish it. So, it's understanding I think...my concern is fairly obvious here. Yes I appreciate fully that we...there needs to be a move towards lower fuel burn and therefore lower emissions. But equally I think it's very important that the noise issues that potentially created by that are not ignored. My concern is that one will take precedence over the other. Where actually they are both equally important.
- MR Actually under the...in the air navigation priorities is how to do both priorities and that prioritizes noise reduction up to seven thousand feet and then CO₂ adoptions above that. So, that's really, that's quite a powerful piece of guidance there.
- FR Although a lot of communities would argue that planes are still noisy above seven thousand feet.
- MR I heard that mentioned, yeah. And in terms of steeper ascent, I mean you'd hope I suppose it would reduce the number of people exposed to noise if you get it above or seven thousand feet. But if the aircraft require more thrust to get to that point that you might actually get more noise over the smaller track. So, it is a case of trying to optimize it. You know it might be a sort of stepped approach with weight increase to take off stewards to get to four thousand feet. So, all of those are up for discussion in the design of airspace.

- MR Certainly. Do we know if Edinburgh Airport have any collect area that performs our noise on what's an acceptable aircraft? So, I'm guessing the answer to that is yes. And if so, if you were to remove often ten percent of worst performers would that dramatically improve the overall situation? I guess that's within the airport's gift to say, "This is acceptable, this one is not." So, if you had a field of (57:11)...coming in you there might well be complaints.
- MR My understanding is that they have implemented, it might be a trial, of incentivising aircraft airlines to use less noisy aircraft or less noisy approaches and that I think you might correct if I'm wrong, there's a sort of a scale of fines for noisy aircraft. I don't know if it's time based or...
- MR Yeah, there's a...as of this year, there's a new surcharge applied to all of our departure, landing fees if you like. And it's lower for us because we operate exclusively Chapter Four aeroplanes. I mean I'm talking, to put some scale on it, I think it's twenty six pounds a departure if you depart Chapter Three. And it's thirteen pounds a departure if you depart Chapter Four. You add that up over the number of flights we do over the year, it's a sum of money. A significant sum of money. A sum of money.
- MR Basically you have to be at least Chapter Three?
- MR I believe so. We are. Yeah of course you do. Yeah. You have to be minimum Chapter Three to operate a crew.
- MR You do see around Europe not just incentivising but also banning Chapter Three plus, sorry...You must be Chapter Three minus so the db(A) therefore...
- MR I mean airports have outside the UK, have a much more rigid structure in terms of how they monitor noise. I mean if you take Paris for example, you have to be Chapter Three minus ten to operate through there at night. Lyon, you can get away with Chapter Three minus five. Toulouse, where we operate, you have to be Chapter Three minus thirteen which is effectively Chapter Four, for pilots it was effectively Chapter Four. A number of our aeroplanes that meet Chapter Four requirements, but they won't meet the requirement for Toulouse. And that's down to all sorts of stuff you know APU plead noise and all the rest of it. But it's a complex situation. But it's not an airspace question which I think is what these guys are coming down to.
- M Yeah, I mean in terms of capturing this for whatever design principle and has the statement of need and all this, it is really important to understand, changing these criteria would be really important for you, really unimportant for you. And what I'm saying is, so I think that's what we are trying to capture here is, if you're saying, "Yeah, we must have all the aircraft types still in", please say that because that's a really important design principle. Whereas it might not be.**
- M Anything else to contribute on the environment before we move on to technical and operational issues?**
- M [REDACTED], did you want me to go through the chart?**
- M We can put the things up for the...**
- M Would that help?

- M** It's the same process as the others. I think one or two of the things, we've been through already. And a handful of things – if anyone disagrees – we've got a real problem. I mean, safe and compliant. No one's going to come up and say, 'That's a bad idea' I hope. No? Good. One of the issues that we're having to also think about, strictly, technically, are the other airspace users. I think we've already been there a little bit, talking about going down the Forth. At a certain point, you run into the air force.
- MR There's not much of it there, is there?
- MR [laughs]
- MR They told me they're not reforming yet. They're all in bed.
- MR Yeah [laughs]
- M** I digress. It was slightly... We've don't a big study in the Dutch airspace, in the city. It doesn't matter how often we come. Once is enough. And for that, they block off, I can't remember how many tens of thousands of square kilometres. They just need to come there once, they say, but, let's not go there just now. The routes are clearly defined routes, and I think that has a link back to the idea of noise. We can fly much more accurately. How complicated do we want to make it to fly cruise? And for ANSP staff, in the sense that we could have a left, right, and centre on every route. Then you do three of them, and then you have a procedure where you send them down: one-two-three, one-two-three, one-two-three. And we're spreading the... 'Spread the love' was the? What was the phrase? Spread the love.
- MR I never said that.
- M** Or not [laughs] I'm not sure. We won't put your name next to the exact quote. That one has to balance against the noise issue. And the technical part of it, which is not just in terms of reaching the Forth to seven thousand feet, whichever the two we're looking at in any particular case. We've got close-in noise verses the noise later on in the climb, and can the aircraft fly? One of the design principles that has to come into it, when we look at the CAA's guidelines, because we have to assess the worst performing aircraft, at the (end point? 01:02:42). So, if there's anyone trawling around with the love of my life, an old Fokker-Fifty...
- MR Mm
- M** If anyone says, between now and 2030, you're going to go out and buy Fokker-Fifties, I recommend it; they're an absolute laugh. We will have to design them to make sure the Fokker-Fifty can do that. Alternatively, Triple-Seven-Three-Hundred has an awful performance when it's heavy in the go-arounds. We have to consider something that works for the worst, even though, chapter four, you know, nice shiny new aircraft – you might think, 'I can do this' but...
- MR You say that, but we can't fly GNSS now because our aeroplanes are not equipped with GPS Based Navigation.
- M** That's the next one. That's the avionic side. To my mind, if we're going to compartmentalise all of the comments that's back into economy. Because if it becomes PBN, you need to go and put new boxes in, and I remember doing it with the Fokker-Fifty and it was a right pain.

MR Yeah

M The other idea we were thinking about as a possible principle would be minimising the amount of communications. Again, reducing the complexity into something that is possible. I think that might come also to the idea of – you were saying – the perspective of an ATO. You need, also, to be able to transit this airspace. Do you ever bring students into Edinburgh? Okay, so it has to be flyable by a student. I don't know quite at what stage...

MR All stages, you know.

M I mean, in the training, they won't come through here on their first solo I'm guessing?

MR No, not on their first solo, but they will do it as part of PPL cross country.

M Okay. So, it can't be so complex that... Again, it's technically as well as business. Say we suddenly shut off access to the airport to this community. I think (SAR? 01:04:43) is possibly another one. It can't be suddenly so complex that we need to create complex systems to permit it to happen. But, I'm not sure that's going to be such a huge problem. You get the priority based on your mission.

MR We're quite lucky. We get the priority anyway, so it doesn't really matter what we do. It's a straight line.

M Yeah. Do you also train around here?

MR No. Not very regularly.

M Right, okay. Because, there you're not getting priorities necessarily. So, those were a handful of talks that we just threw down. This is a shorter list of a longer list of all sorts of other things. But we're also interested to hear from the perspective, because, technically, it's non-Edinburgh users in the area and Edinburgh users with a PBN approach. So, if there's any other thoughts, we'd be most happy to receive them? Please.

MR Quite a few are paragliders and hand gliders. You can only fly with Letter of Agreement. Obviously, each time we activate that, it gives workload to ATC, which we'd rather not have. So, if it's possible to improve the (Sent Path Breaker Laser? 01:05:57), that will give us the areas that we need to fly in, or, would like to fly in without having to (01:06:04). Edinburgh has a better ATC.

M Okay

MR I was thinking of that as well from a gliding perspective. We asked at a meeting we had in June earlier this year, which we held jointly with Glasgow, Edinburgh and Prestwick people. We looked at some of the data that's been done on actual flight profiles, which has been produced by NATS and concluded that it should be possible to have a gap down the centre of Scotland. Down through the central belt, ten nautical miles wide, two thousand feet, without significantly disrupting today's patterns. Now, that clearly requires cooperation and integration between NATS en route, Glasgow and Edinburgh together. So, we would very much like to see that. If

there's a good reason why it's not possible, then, of course, we would accept good reasons, but we'd like to make that possible. Because, at the moment, the limbo dancing required...

MR [laughs]

MR ...to get through the central belt, in a soaring aircraft, makes it more or less impossible.

M Safe and compliant comes... Sure. I get that.

MR It seems the data supports that that would be a perfectly reasonable way to go for, but clearly it affects both Edinburgh and Glasgow.

MR As a corollary to that, Glasgow and the APCP are the same as this, at the same time. And yet, are we talking to each other?

MR There's a 1616, isn't it?

M We're back to the 1616, yes. The rules that Gatwick have given us.

MR It seems daft at the moment as doing exactly the same exercise, at almost at the same level, right? And, we're not talking...

MR We are still coping with each other's process. I know there's no deal today from Glasgow, but that's because there's DVLO. But I know that at Edinburgh, they were at Glasgow's sessions and vice versa. So, it's something that the ACOG group are trying to get...

MR There's nothing in 16-16 that says, 'Thou shalt not talk to thy neighbour who's doing a similar job'.

MR No, in fact it's almost a (01:08:05).

MR No, no. You may do so and it does happen, but you may not link your projects.

FR It's not just the two year ports either. There's the ongoing air space issue that's also changing. I think that's what you were alluding to there, [REDACTED]. Why isn't this joined up? It's national transport infrastructure. It makes no sense at this stage to not have it joined up! I don't understand this [laughs].

MR It's joined-up at above seven thousand feet.

FR Well, that's only because it happens to be one organisation that's dealing with it. But, there must be some means of all these different ACP sponsors actually having a means of talking to each other, because we are going to end up with a dromedary, when actually, what we wanted was a horse, or whatever it is, because we haven't quite got this right. And then we'll get into the stage of having to do more ACPs, potentially. Well, not me, obviously, but I can see how this is making the whole entire process very inefficient and much more likely to last a lot longer.

MR I think as a principle you want to make sure that you take into account your neighbours and other ATC operations in the vicinity. I think that's in the (01:09:15).

M Glasgow is therefore a stakeholder to us as Edinburgh is a stakeholder to Glasgow. It precedents the formal linking of sending...

MR Two things, yeah.

M I suppose you could create a project and say, 'We, together'. A great bunch of people start a new project, but I haven't looked at that, and that's not on the table here.

FR Sure

M So, I'm not going to go down that way, but the moment we have these rules...

MR If I go around just now, Glasgow have their own bit of airspace and Edinburgh their own bit of airspace. And these designs are proposed to be contained without losing existing spaces. And then they're in their own space until they combined.

FR We talked about this earlier, but what then happens is this precludes any ideas which might actually improve it overall for everybody?

MR No, no. I don't think it does.

FR If you're sticking to your own individual bits, there might be other things that you haven't thought of, because they're not in your bit.

MR That's where if you have a proposal to take to (01:10:03) or to Edinburgh, then that's when you have that discussion. But, we're only at the design bit, so we don't know what the proposes for design are. But, if Edinburgh decide they want to go and create something that goes down the Forth, they'll have to come to us and say, 'We'll like to design something down the Forth' and we'll look at it, but we're not at. This is the design principles. So, the principles might be, talk to other stakeholders to ensure the most efficient design for communities.

MR So, if CAP 1616 looks like it's getting under way at your level, you're consulting us – our request to you is, will you please cooperate with the next door neighbours to make sure that this overall design makes as much sense as it possibly can? Both yourselves, Glasgow, possibly Prestwick, and certainly the (01:10:48).

M I think if we take from... Agreed. And from that perspective, specifically from what you were just talking about, it's our neighbour to the West, in terms of that access to airspace that you need through the middle of that. That's the sort of input that we've come... We're not drawing lines on maps, but in some respects we're seeing where we can put lines on maps, lately.

MR We're trying to rub lines into maps!

[laughing]

FR Oh, I wish I had a...

M There's room somewhere in-between the two.

MR Can I just say? One of the overwhelming points, which has come out of the Glasgow chat, from both commercial and general aviation. Just to summarise this point, was a clean sheet approach to this whole way of thinking. Let's try and not use current airspace to try and match modern-day aircraft are doing, let's just wipe it off and start again. And that was certainly what came out of, well, two days that I spent in Glasgow. NATS were there, as well.

M Mhm

MR This is a much bigger problem when you start doing that, but what we're trying to do is try and utilise modern day aircraft in airspace which was designed for aircrafts too long ago. And now, you have to go, you can't modernise this, let's take a clean sheet approach.

M Absolutely. I think at Amsterdam, we've only recently got rid of one clean piece of airspace which was there to cope with the DC-6 losing an engine on departure.

[laughing]

M There are no DC-6s in Europe and there haven't been for, I don't know, ten years, fifteen years. I understand that reality. Whereas, the Royal Mail are planning to get a handful.

MR Nothing to worry about there, would you guys?

MR [laughs]

MR No

M Your engineers, well, sure. In concrete terms... Forgive me, but, yes, I take it's a technical as well as a general... There's an issue of facilitating the ease of access to specific areas, which is for paragliding. It's probably going to be more localised, more than the paragliders, or relatively.

MR Currently, it's two-hundred-and-sixty-four thousand in a straight line, so it's pretty good.

M Yeah

MR Is the anticipation that by 2024 this is rolled out? All the departures and arrivals will be GNSS only? Or, are you able to maintain... I mean, not for us as we'll be GNSS compliant by then. (01:13:23) if that still exists, and we're still part of it, were mandated that long before we end up issued and not being able to comply with whatever airspace is designed at this level. But, one of my colleagues around the table here will not be able to operate GNSS, I guess? If you're going to be doing, since you started training twins at the moment?

M I'm assuming that, at certain point, they're just going to turn the... The ground (navaids? 01:13:44) are going to get turned off. So, yes. An exact schedule for that I haven't seen. If there is one, it hasn't been shared with us as to what the planned dates are for turning stuff off.

MR I completely agree with that. There are operators. We've got a mixed fleet at the moment on modern aircraft which is GNSS compatible, and the other one which isn't, which is working hard to, of course, make and modernise this. But, there are operators who quite possibly won't

make these timelines and we have to consider whether that's going to be a firm timeline. And, effectively, you may be turning away operators from the (Merrifields? 01:14:17), because they won't be able to make approaches.

M **Yes**

MR We've got an issue coming up in Basil and heading north through Brussels, because the northerly departure off either runway is GNSS only. Our alternative is to fly one hundred and fifty miles west before we can turn north, because that's the only SID we can fly an aeroplane. Now, we've negotiated with the Swiss and the French to fly that GNSS departure and non-GNSS aeroplanes. So, there is that flexibility there. But, at some point, the French being French – what French people do – are going to turn it off.

MR Turn it off.

M **Okay, yes.**

MR So, this is really what I'm saying. For us, this is not applicable, but for people in this room and people in other rooms, when you meet with them, that would wish to keep hold of them. You (01:15:00) operators with a pole between them. Who won?

M **[laughs] For example, absolutely. And that takes that fourth bullet point and slightly modifies it to the extent that, until such times that everybody can fly a satellite based approach, consideration should be given... I'm trying to think of the words – consideration needs to be given to not significantly penalising those who can't.**

MR You might have eight GNSS departures and two non-GNSS. One going north, one going south. You're not GNSS, that's your choice, it's opposites. And it might be that that then has to be a different approach that satisfies the noise to the community. A conservative approach if there is such a thing.

M **That's where it gets tricky again, yes. So, we can say that everyone is going to go very accurately around the back of that potting shed, except x, y, and z, who need a greater bandwidth...**

MR And the route is structured accordingly. It's probably very much like the routes they are flying now.

M **That's a perfectly reasonable thing to note and take on board.**

MR So, just on that fourth bullet point...

M **Mhm**

MR Can I suggest that the way it is written says that, 'We will do what we need to do, to deal with people who want to come'. Can I suggest that a better level would be, 'We need to understand the consequences of dealing with worst five percent'?

M **Yeah**

MR And if that is disproportionate to the overall health of the system, we shouldn't have them.

M It is the worse for the five percent in terms of noise, navigational capacity, and performance.

MR Exactly. So, if we end up with a very small tail swinging – a very important dog, an expensive, noisy, and polluting dog – then we're not getting right.

M Absolutely. No problem. As I say, as long as these are...

MR If people could somehow reflect that understanding of the balance of the upside and the downside, then that bullet point would be really good.

M Yes. That's something certainly to take into consideration, because it is a great big balance between all of those. And the complexity of that balance affects the bullet point below that, in terms of the workload, because if that last five percent across those three criteria that I mentioned create twenty different procedures, ANSP will say, 'Forget it'. And then we'll times that by two, because we've got day and we've night. Then we'll do it again, because we've got week and week-ends. Controls will have a meltdown or explode, whichever way you prefer to go. So, within the limitations of what workload can cope with. Yes.

MR It's that concept that's worrying.

M Yes, that's what we're trying to get out. Anymore? Anyone scribbled anything that we need, we want to take with us, and you haven't, or you dare not say out loud? You're welcome to add. Otherwise, I'll go back to [REDACTED]

MR You haven't mentioned... I suppose we have mentioned about the actual companies that perhaps will use the airspace. Giving up air control of airspace when it's not needed.

M We haven't, no.

MR Are there any issues around that? I'm not overly bothered particularly as I come from the other side of the house, but I don't know, from you guys?

MR Well, that for instance (keeps? 01:18:31) the flexibility in, because we've got November 4. There was an operation just at the weekend. But, yes, flexible use of the airspace should be a key design feature – a key design principle. We should only use it when you need it.

MR Of course, it minimises the airspace anyway and there probably wouldn't be any flexible use of airspace.

[laughing]

MR Yeah

MR You then remove all sorts of levels of training issues and improvements, yeah. That's why this idea of communicating with everybody through our neighbours, in terms of air traffic control. You've got Glasgow and Edinburgh – a whole plethora of different bits of the TMA – that you have to question the easiest for, why is it actually there now?

- M** Again, to go back to what we said earlier, the prime focus of what we are tasked with doing today is to make conventional arrivals and departures into RMP ones. We hear a lot about other requests. As of the moment, I can't say, 'Yes of course!'. I don't have the mandate to speak on that.
- MR I trust you're airing quite strong feedback from many different people that a clean sheet would be better thinking.
- M** It is received and will be processed. I just can't make any commitment on that, on behalf of Edinburgh. I wanted to mention one that's not on there. It's one I haven't heard mentioned yet, today, which is technical and noise, together. That is the turn radius. If I can throw that one out there. People on the inside with satellite-based departures and arrivals, we can turn tight, almost excitingly tightly.
- MR Especially when you haven't got (absences? 1:20:35) then?
- M** Excuse me?
- MR (1:20:39).
- M** Exactly. That is an issue, in terms of the community.
- FR Having lived underneath a tight turn on a PBN trial, don't do it, ever, to anybody. It's hell. Please don't ever do it to anyone.
- M** I live under one.
- FR So you know?
- M** Amsterdam, 550,000 movements a year. But anyway, we'll talk afterwards over a coffee.
- FR Maybe you've got a higher tolerance of noise than old people.
- MR And 6 runways
- FR True.
- MR Five or six? Sorry.
- MR Six.
- M** I think the government says five, but it's actually six.
- MR But it is actually six. [Laughs]
- M** One is a politically unacceptable runway. Okay, with a cup of coffee. [Laughs] I think a designed principle from somewhere, we want to put it in there, stick it in there... We need to recognise that the tighter the turn they make, the longer... Sorry, the particular radii have a disproportionate impact on communities on grounds, depending on what the curve is and who's living there. I think that should be one thing that we should take into account, whereas

track miles we can reduce for you. It's probably not going to work at the expense of the number of seconds that you're sitting there...

MR What's the underlying principle with the right turns, then? Is that because the aeroplanes are over the same...?

M The exposure to a single point is longer.

MR Yeah, okay.

M Because you can scoot past and that's ten seconds.

MR Mhm.

M You can round it. Particularly in the first phases of flying, when your speeds are slightly lower, and you've got configuration changes going on.

MR Yeah.

M There's nothing working in the sense of rolling out and raising flaps to an intermediate stage, at that time, and a power change. That's all extra noise.

MR Yeah.

M And if you're doing that, then, for a longer number of seconds, the people, particularly on the inside of the turn, we're not going to make friends.

MR Yeah.

MR Is there any (1:22:54)?

M Aye, there are a few. There's bags of space to... Room to manoeuvre, no pun intended. There is a minimum which you can't. Nevertheless, we've seen in other projects that there are some combinations of turns that have been built (1:23:19) the people living below that are very unfortunate. So I think that's one thing that we will have to recognise, that it might cost you a couple of miles extra.

MR Yeah. Yeah. That's acceptable.

M But it's in that sort of band. It's a handful of miles extra.

MR Okay.

M We're not sending you round, miles away.

MR Yeah.

MR (1:23:40-1:23:45) PBN routes should make ATC safety requirements, in terms of route spacing. It's in danger to use (1:23:50) twenty-five. What will the assurance be behind route spacing, if it's not (capita? 1:23:57) twenty-five, from a technical perspective?

M The instructions that we have been given is that, to use all of the UK, we start with (ICAO 1:24:05), as amended by UK requirements. Okay? For those who don't do route design, ICAO defines the basic standards of recommended practices. The states adopt them with the changes they see as necessary. For example, the first term can't be below 500 ft, whereas everywhere else on the planet, virtually, it can be 397 feet because the UK says so. So it would be the IKO (1:24:36), as amended by CAA.

MR What about the route spacing? If you have more than route which needs to be separated from another route and (1:24:46) and what standard would the separation between them be? Because they come off the ground in Edinburgh, pretty much, there's strict (1:24:55). So we need to understand how those routes are separated, technically.

M That-

MR I also think that (1:25:02) by reducing separation standards, so (1:25:06)-

MR (1:25:06).

MR Is that incorporated?

M I know it was in a previous iteration. Some of it was. So it's just about understanding, and there are some more... I think it was only nine scenarios in (CAP thirteen eight-five, at the moment, which is reduced spacing, (pay per trip? 1:25:25) by CAA. But there's more coming out next year, which may or may not be useful.

MR Okay.

M It might mean that they're able to bring them closer together, or keep them... It's not published yet, but there may be more things.

MR The separation criteria are reduced?

M And it's just purely because there's more dials and more analysis with more interactions. But certainly, having a design based on something that's actually published, as opposed to a bespoke argument, was a challenge lasting out, from my perspective.

MR Okay.

M So, if there can be of what's already published, then coming up with it later on...

MR Can we take that...

MR (Is that? 1:26:08) then the point? I can't answer the... That's a level-

[Group Talks 1:26:11-1:26:13]

MR Yeah, yeah. I think it's (a couple of areas? 1:26:14) just to make sure that... That's my taking of that out.

M I would have had to bring a procedure designer with me. He's at Gatwick at the moment. So, we take that point that established separation and reduced separation are standards, rather than creating new models, are preferred.

MR Very much so.

M Yeah, okay. Do we have that, then? Anymore for anymore? [REDACTED], over to you.

M Okay, so as a kind of wrap up, of all of the things we've discussed we've today, before we go on... Actually, let's go to the final thing. One final question, what are your thoughts on any areas that should be avoided? Areas... That includes buildings, open park areas, areas of historic interest, scientific special interest and so forth. What, if anything, should we avoid?

MR Edinburgh.

[Laughter]

MR The castle.

MR Glasgow.

MR We might (1:27:36) onto the people (1:27:38).

MR Yeah.

MR Communities (1:27:39) would say a straight line.

MR Yeah, (1:27:44).

FR Which is exactly the frustration that communities have, let me tell you. I think the issue with this, saying what would be avoided, is... I think what should be avoided is saying 'I don't want the noise over me but you can have it over you'. It's not about saying... As though it's some game, either it was over community A or it was over community B. It's not about that. It's about saying how can we meaningfully reduce the noise for all communities, and if I was going to say one thing about overflying, don't overfly any new community. Like I said earlier, if somebody bought their home, or decided where to live, based on an established pattern of airspace and suddenly that changes, without very much warning... Because, despite the consultations, a lot of people won't realise until the planes are actually above them, they're going to be really angry.

M Yeah, (1:28:34)-

FR And I think that should be avoided at all costs. Equally, the current flight path situation, it is not fair to expect people to have to deal with every-increasing amounts of noise for emissions above them or around them. That is not fair, either, and there has to be a bit about... I'm very conscious that there's a lot of aviation people in the room, here. But I'm also conscious that, in the outside world, people are flying less. Demand is softening, because there is now recognition of the environmental cost of flying. And I think, making this assumption that it's ever-increasing, ever-increasing, ever-increasing, may not actually be a correct assumption to be making, in the circumstances. And I think what we ought to be doing is, in my humble opinion, is organising our airspace in such a way that it impacts on the fewest existing numbers of people who are

impacted, but also taking into account, which might actually be impossible, the impact which you mentioned earlier, about... Sorry, I don't know your name, at the top of the table? But you mentioned earlier, about concentrated flightpaths and how there are fewer people impacted, but they're impacted much more severely, and I think that needs to be taken into account.

Possibly what we need to move to, nationally, is some means of saying there is a maximum amount of noise that any community should be expected to bear and it cannot be exceeded. And that will almost have to be modelled with the numbers of planes, the types of planes, the frequency, the hours they're flying. And getting to that, looking at it from a community standpoint, rather than an aviation standpoint, might actually lead to a better balancing and a better level of agreement. Because at the moment, it's very... It's very much a case of conflict and it's about setting up one community against another. That's not appropriate. And it's about finding a means whereby everybody gets something out of it, and nobody is made to suffer unduly. I'll get off my soapbox.

M Thank you.

M Which is basically a respite, isn't it? If we're doing...

FR Not necessarily.

M Well, if you want to spread it around, then you don't want it all concentrated in one route all the time. So if you want to give that route some respite, then you may have to use another route.

FR But that would then mean that you would be overflying, potentially, new people who weren't overflowed before, and that's not right, either.

M Okay, so you-

FR It's very, very difficult.

M So what's your answer, then? What's your answer, then?

MR The problem is in the national planning framework, which allows communities to be developed under...

MR Mm.

FR Yeah.

MR How long has Edinburgh been here, known as a runway?

FR Yeah.

MR (1:31:13). Yet the local authorities still allow new housing to be built there.

FR Quite.

MR Stupid.

- MR One potential benefit of being (near the ends? 1:31:23) is because they are more concentrated and you're potentially reducing (sway? 1:31:28-1:31:29) flow, you could have multiple fly past within that (sway? 1:31:34) and therefore share the noise (1:31:37).
- FR It won't work because what will happen is it will leak across, in-between. If you're in-between two flight paths, you're going to get it from both. You will never get respite. When people talk about respite, I'm always really sceptical, because it's very, very difficult to actually achieve. Because the noise doesn't stay within this nice little line.
- MR No. Of course it doesn't. But that's better-
- FR A lot of depends on people's individual perceptions and expectations. And it also depends on the background levels of noise. If you're in a city, flying over somebody at sixty-five, seventy decibels, they probably won't really hear it above the level of the traffic. You doing that in a country area, they will know about it. There's so many aspects of this. It's not a simple thing of you just fly over community A or community B. It's very, very nuanced and I don't know how, honestly, the designers need to take this into account. But I know that they do because I've spoken to so many people and so many communities who's lives have been ruined and are having to sell up their homes. That isn't right. To create airspace, whereby people cannot live with consequences of it, that's not right. And there needs to be a better way of doing it.
- M And that's why these events are so valuable. Trying to write down and (1:32:54). We've spoken to community councils only, to discuss if it's best to go over rural areas...**
- FR You can't make that trade off. You just can't make that trade off. It's too nuanced and it's too simplistic.
- M Yeah.**
- M So, in previous workshops, we've actually used the good old dotting technique of go and put dots on the issues that you think are most important. If you think that's appropriate, we could do that, but otherwise you could just speak up and just talk to us about one of the things that have been voiced around the table today, that you feel we should really take into account, when considering design principles? Just, you know, do it as a broad callout. Most important things you've heard today.**
- MR Clean sheet.
- M The clean sheet. Other opinions, please?**
- MR (1:34:01).
- M The clean sheet, the clean sheet.**
- MR One of the things that's not been covered, which I think was the first thing on your first slide, was safety.
- M Yeah.**

MR Which we haven't touched on.

M Let's talk about safety. I'm going to hand that back to [REDACTED], if that's okay? Is that okay?

MR Absolutely. What do you want to talk about? I know on your first slide safety was the top bullet point and certainly, my understanding of 1616 is that safety is the first consideration that the CEO take into account. And safety isn't just if it looks flyable, and all. It's everything. It's how the flight crew can fly it.

MR Mhm.

MR How complex is it and what (1:34:44) crews and... Everybody else that is involved, from our point of view.

MR And from your point of view, too, that you can-

M Absolutely.

MR Provide services within the reasonable remit of a... And it's about-

M (1:34:59).

MR Can we add to that? It's the safety of all airspace issues, not just-

M But that's exactly what I'm saying.

MR (1:35:05).

M That's exactly what we mean, yeah.

M I think the point about this, though, is what you're saying is absolutely right, but, in a way, safety is a given in this process. Not to be complacent about safety, but anything that happens in the process, in the 1616 process, and every stage there has to be a safety assessment that has to be carried out. And at that stage, the safety assessment will be reasonably detailed and will be presented to a regulator. And a regulator will then have his view on that. So, I think safety is through the whole thing.

MR Indeed it does, but the fact that it hasn't been mentioned. So, my concern is that we're talking a lot about environmental and noise and all these kinds of things. But actually, if there's a safety reason to put a route in a specific place... That should take precedence over...

MR Surely safety is just down to SMSs. It's as simple as that. Nothing is safe unless it's planned to be safe.

MR So their show of making something safe, in a lot of these things, is you can't start looking at whether it's safe or not until you've got lines on maps. And we can actually understand the complexity of it, and the system requirements, and what would that drives on to other people. So it can be safely designed, but can it be safely implemented and flown and worked is a different... It comes much later down the line.

MR If I can just take you up on that one. I think it's not just the SMS because... I know it's a ludicrous example, if Edinburgh and Glasgow create their airspace with a half mile gap where GA is all funnelled through the same space, in a tiny letterbox. That's not very safe. It's the safety of the entire aviation system, not just those receiving the service under IFR for controlled airspace. So, if you guys can think about the way in which you will assess safety in the overall sense and how those of us representing GA can help you with data to make sure that it's a complete picture, because we know it's not that easy to get, then we've got a better chance of a better answer. Otherwise the interactions are one onto the other. You can make one a lot safer, and the other one suffer a lot, is not going to get that.

M **Yeah, it's a really important point that if the systems are not safe if you adopt a tick box approach and say we passed it. You know, systems are only as safe if safety is one of the key parameters that stays with you the whole way through the process and absolutely, it's getting that as a key design principle is really good, yeah.**

FR Can I also just make another plea on the behalf of the communities, for this? Safety all the time and I absolutely agree, of course, safety has to be the overriding principle in the air, but the people on the ground, there's a lot more of them. And their health is also being put at risk by what they're being exposed to, in both emissions and noise, and the safety of the people on the ground also needs to be given absolute weight and consideration in this process. It is equally as important that we're not killing people by exposing them to levels of noise overnight that's causing them to be sleep deprived and therefore causing them to be at increased risk of a heart attack or hypertension or dementia or lots of mental illness. I think it's really, really important that that is also given equal weight when aviators in a room are drawing the lines on maps and saying this is the safest way to do it, this is the quickest way from A to B. Well hang on a minute, there's 9,000 people below that. Is it fair to wake them up at three o'clock in the morning? I think that also needs to be taken very, very clearly into account.

M **Any other subjects or topics that people would like to... Not subjects, topics, within this subject, that people would like to raise before we draw a close? No, all done? Anything else that you guys want to say?**

MR No, nothing from me.

M **Great, so thank you all very much for coming along. It's been really good to listen to you and...**

MR What happens next?

M **What happens next is we're running a few more workshops and seeing (1:39:36) people. What we'll do is amalgamate all of the data and come up with a long list of design principles that then goes back to the airport, who will then take all of those into consideration and will run some recall workshops. Two recall workshops, and then we go to the further stages of consultation.**

M **This process is new for aviation, but it is, in many ways, the way other transport has been done for a while because they were things that, I think, maybe CAA will want to look at these as a new process for them. They'll look at the whole thing and say if they think things will look simple, when they get the frameworks. They won't necessarily be as simple as they first think, so what I'm saying is it's really interesting... It will be built... I think, speaking as a professional, it will be better than what's happened before. Will it solve everybody's problems overnight?**

No, it absolutely won't. But, either way, what we're trying to do is ensure the very best dialogue we can have to get there.

M **Shall I collect up any other final thoughts and get them on the... Great, thank you. Great, that brings us to a close, then. Thanks very much for attending. Much appreciated.**

FR Thank you.

M **It will probably take us a week, or two.**

END

Workshop 3 – Edinburgh Airport Noise Advisory Board (EANAB)

Details: 28 September 2019 2.00 - 5.00 pm Hotel Novotel, Edinburgh Park

Moderated by: [REDACTED], Progressive Partnership

Attended by: [REDACTED] Blackness Area Community Council
[REDACTED] Cramond Association
[REDACTED] Ratho and District Community Council
[REDACTED] Co-opted Ecclesmachan resident
[REDACTED] Uphall Community Council
[REDACTED] Cramond and Barnton Community Council

Observed by: [REDACTED] WSP
[REDACTED] Edinburgh Airport Limited

10402 EANAB
Smart Verbatim Transcript
TauRho Transcribes
File Length: 114:25

M Moderator

FR Female Respondent

MR Male Respondent

M Fantastic. We are going to record this and transcribe it and the transcript will go to the CAA who may or may not read it. But it's there really to help us with analysis and also to serve as evidence that we have actually conducted these workshops.

MR [REDACTED], could we have a copy of the transcript?

M I'm afraid that's a long conversation that's been going around. In the final outcome, is no we're not releasing the transcript.

MR So, having signed the forms, is it okay if we just make our own recording?

M I do not want to have recordings and transcripts put out into the community and quoted or misquoted.

MR We'll leave it. We're not the ones that requested it. It's been done now.

M Okay, thank you. Good. And if you want to take this up further, please do so with [REDACTED]. He's happy to take on that chat. We are just data collectors and we are trying to abide as closely as we can to all sorts of things, GDPR, ISO and so forth. Okay, so let's start by if you could introduce yourself to me please. That would be really good. I know [REDACTED] has taken your names. So, I know who's around the table. Can I ask your name?

MR [REDACTED]

M [REDACTED] and where are you from [REDACTED]?

MR Originally or now?

M Sorry now. Who are you representing?

MR I'm EANAB.

M Yeah EANAB. From which community do you live in?

MR I live in [REDACTED] community council area.

M Okay, great. And next to [REDACTED]?

MR [REDACTED]. [REDACTED] Association.

MR I'm [REDACTED] and I'm from [REDACTED].

M Okay [REDACTED].

FR [REDACTED] and I'm from [REDACTED] community as well. I'm also joint forum of Community Councils in West Lothian.

MR [REDACTED], [REDACTED] Community Council.

M And?

MR [REDACTED] from [REDACTED] Community Council.

M Brilliant. Thanks very much and thanks again for coming out. I'm going to start this session by doing a little presentation put together by the airport that just gives some background to this. Now you may be familiar with it, but it would be good to put this up and then just have an open discussion. I'm figuring this session is going to last in the area of about two hours. Does that feel okay with everybody? So, the aim of this session is to explain the background behind this, airspace change programme and do a little bit of an explanation of CAP1616. I'm sure you're all incredibly familiar with that anyway. But these a kind of scene setting. And I thought we'd just go into an open conversation actually and just talk about what are the key issues that you think are important. One of the things that we think we should take into consideration when we're thinking about any kind of airspace change. And then I'd quite like to if it's good with you is to go through in a kind of more systematic way and look at things like what are the key things in terms of the business objectives. What are the key things we should think about in term of economy? What about environment, social, health and so, we'll go in a kind of more systematic way after our free open conversation. Does that sound okay with everybody? Good, fantastic.

So, just quick background, as you know this is not, this airspace change is not down to Edinburgh Airport alone. The UK government requirements requires all airports in the UK to modernise their navigation routes. So, every airport is going through this process. And that's one of the key things here is the modernisation. So, it's going to a satellite technology rather than a beacon technology. So, Edinburgh Airport along with other airports are reviewing arrivals and departures below seven thousand feet. Edinburgh Airport has helped fourteen point three million passengers and has strong growth targets. These are the flight paths which is quite useful to look at because it's kind of shows you the distribution of flights. Well we got the red lines, that's where you have more than ten a day and the amber and yellows are seven to ten, five to seven and then these are less frequent, one to three a day. You can see that a really wide distribution here. And this is the westerly operation. So, seventy percent of flights are going this way. This is the easterly one. The same principles apply. You got arrivals and departures, arrivals in black and departures in red. For everyone the key things about the new navigation system is that it makes flights more accurate and so, the airport has the ability to design concentrated flight paths. So, that distribution gets much narrower... And that's one of the interesting points that is useful to hold because that informs people's ideas about what's important, what can or can't be done. You'll be familiar with the previous change programme that was in twenty sixteen and eighteen, that was cap seven two five. That application was unsuccessful for technical reasons. The process that we're working on now is completely new. So, we are following cap sixteen sixteen guidelines. I'm sure you're all familiar with this. It's quite a weighty thing, certainly puts you to sleep at night when you're reading it. Now, we are at the very first stage here where right

up here is a seven stage programme. But the point of this exercise here, this engagement is to think about the design principles by which I mean you have a clean sheet here, what are the core things that we should take into account when we're thinking about airspace change? So, we're really looking to identify our community concerns here. That's the current statement of need...So, as you know there's a single runway. There are delays at peak times. The ultimate proposal is to modernise this airspace and increase runway movement. In terms of the programme status, an application has been made. A statement of need has been submitted and that has been assessed and passed and so we are now at the point where we are engaging on that. What our design principles, now this is qualitative ideas are identifying a long list of issues that should be taken into account when routes are designed. So, it's taking account of all community concerns. So, that's kind of setting the scene if you like. So, let's just start with an open question time. What are the key things that you think before actually going to a structured discussion are important? What are the things that we should be thinking about?

MR I think we should be thinking about the FASI North programme just now that's looking at the wider airspace. Because that's something that's we're going to be a constraint as to what the design options may be. Now whether that's a design principle, I don't know but it's a something that is fundamental. I mean all the ACP's that are happening down South East just now are under the umbrella FASI South. So, I think it would be a lost opportunity, a missed opportunity for us not to have the FASI North equivalent.

MR And that should include the MOD's air space change, airspace change proposals as well which are currently running through because they have an impact on the East coast and therefore need to be integrated into that. I mean I know most...some of that is beyond seven thousand but you're inserting into another space. So, you actually have to have the interface correctly aligned so you make the best optimum thing.

FR I think in the last consultation the design principles seemed to be that it was to overflow less people, but they didn't take into account a lot of the new builds that were in Winchburgh and East Calder. So, what they were actually going to be doing was overflowing...overflying people that had never being overflown before. And I think the design principle should be that you try not to overfly people that have already have got their houses thinking they're not on a flight path and then suddenly they're...they appear that they are on a flight path.

M I can understand that. Now how many people...I'm going to sit a bit closer;

MR Yeah. You probably would...

M I feel a bit yeah...

MR Or we could all move up.

M I feel a bit isolated over there. That's interesting. And how many people do you think that affects?

MR I don't know. You'd have to look at the actual planning.

FR There's a ten year plan for development in West Lothian and West Lothian is ramping up the number of...

MR And it also runs into Edinburgh and Cramond, Barnton and Queensferry as well. It's not just West Lothian. And...

MR The North scale, the Northern scale. You're talking about thousands.

MR Tens of thousands.

MR Significant.

FR But Winchburgh is a major development with thousands of houses. It's a new development coming in, Bangour which is going to be nine hundred homes. There's going to be one's in Uphall station and Calderwood East Calder is thousands as well. And there's more coming.

MR And some of the (11:34)...area just across, across from here, just up on this side of the airport. And the whole area around the bid proposed. Where some of them of them have been rejected, some of them have been developed, there's a massive number of build...I realise that it is going to be very difficult to do what you want. But what you should also be the corollary of that is to ensure that those, that people aren't worse off who are already suffering from noise, they're not going to get hit more by the changes. And one comment looking at the maps is yes it looks good just to reduce the footprint and narrow it but has an almost instant effect of instead of somebody getting say ten planes an hour arbitrary figure, they suddenly find they got twenty planes coming over them because it's much narrower. And that needs to be factored in, both in height and dispersal.

M And that's a very interesting point and it's a big conversation in itself, you know. Do you share the...

MR Yes, of course it is.

M Do you share the love, share the pain or do you concentrate it?

FR West Lothian is particularly badly off because seventy, as you said seventy percent of the take offs are going over West Lothian. West Lothian don't...isn't the prepared partner, whatever they call it. It's actually Edinburgh city and Edinburgh city doesn't, well apart from Cramond, Edinburgh city doesn't get overflowed by the planes whereas as West Lothian do, and they don't have a say with what's happening with the airport.

MR What I understand, there is a need for conversation about dispersal or reverse concentration. I think in the context of ACP though, there is little conversation to be had because ACP needs to follow CAP sixteen sixteen and is very clear need to follow government guidelines. And therefore that's concentration of all the dispersal, it's very much government policy at the moment. So, the conversation that can be had with ACP is quite limited.

MR Going back to the point that I made about the Edinburgh deal, Edinburgh deal's Airspace Change Proposal. That one of the options, and I know it's been discussed but it's worth emphasising is accessing the blocks of airspace that the RAF use for both patrols and judging by last week exercises as well. But because their proposal does say to make access and channels through that to which gives an option for remove...for diverting planes so as they go down the Forth or elsewhere rather than having to avoid that completely.

M So, that would open up that...

MR It should open up another option, I don't know how much it is, but I have read their proposal. I found it the other day...on the web and they do talk about in principle they giving access to routes through that. But then if they're playing with F35's and Typhoons, that may be subject to rerouting or if the Russians happen to be flying down that part that may change it as well. But nevertheless it is in principle, it's an option that should at least included for choice.

M Yeah, interesting.

MR Maybe you'd have to divert away but resounding that, it's a good idea.

MR With ACP. ACP?

MR The Emerald D has its own ACP and it's running through which I assume you have got a copy of which I circulated it.

MR Yeah. You know but I'm trying just to...

MR But if you consider it as one of the options for this ACP, then it's too good an opportunity to dismiss.

MR So, I guess we need to establish this ACP which you have slightly mentioned zero two seven thousand. So, is there scope in this ACP to consider this kind of...?

MR It's a question.

M Yeah and I be perfectly honest, I don't know the answer. Twenty one...

MR But so long as the question is asked and considered, it may not be possible for all sorts of reasons and having worked for the MOD I know when many of reasons but nevertheless you asked the question.

M Yeah absolutely. And that's....

MR And as a question to the MOD?

MR Amongst others, yes. You can find the person who does...who's responsible.

MR ...is on the radar?

MR I thought it was, but I thought it is also worthwhile having...been through it. We've raised it several times, so I think it's worth something that given my own background I'm very conscious of the difficulty of actually finding somebody in main building to give an answer.

MR So, you mean on the radar within this ACP? Is that what you...

MR It's been raised before so it's on air force agenda...but whether it can...

MR It's included. And I say, it's time maybe because as I say there's an ACP that's been created for the space in the North Sea. So, it should be as [REDACTED] said 'dove-tailed' in the same ways.

MR I don't know how these things reduce down to design principles but, there a bit. It's really fundamental. You have this opportunity while all the airspace in the whole of the UK is being reviewed, to look at some fairly fundamental things that could be major benefits across all the stakeholders. So, that's the...

M Now, I can fully understand that.

MR But can the ACP deal with changes above seven thousand feet then?

M As far as I understand, no, but I'm not an expert in...

MR But it should be possible to...

M It should be possible to but (17:24)...another conversation

MR It should be possible what you are doing given the strategy. Yes.

M Yeah. What are the other issues?

MR I've got a general issue on the environment really, particularly the issue, the current issue of the carbon footprint that we all generate as individuals, as communities, as countries, as the world. It's an issue going all the way up and yet the ACP if it's successful for money, from Edinburgh Airport's point of view will ultimately generate more plane, more traffic. And it will expand and therefore it will create more carbon. So, it runs in the face of what everyone's been trying to do in terms of the carbon footprint. And I got two grown up daughters and they constantly hound my generation for not doing anything. And I just feel that we're attacking things like car transport, energy but no one's ever raised the subject really seriously about what they can do on air traffic. And yet here we are doing something which will generate more traffic if it's successful. And I just feel it runs against the...

MR It needs to be considered as...to minimise the environmental impact rather than...increase it.

MR I mean it's fairly difficult because I understand what the airport's doing, the impact of that will actually be to create more carbon.

MR But it's broader than the environment, it's broader than that. Pollution, noise and health etc.

MR Well there's other issues as well. There's health.

MR ...obviously given who we are. And it includes noise. But there's more than noise. There's health, there's...other impact and environment. transport...

MR ...another point is perhaps it would make sense to look at one of the options would be to have no change, no new flight path.

MR Correct.

M Yeah.

MR Always is.

FR I mean in your slide there...

MR The status quo that never was.

FR ...Edinburgh Airport is saying they're going to have so many thousand more passengers going through Edinburgh Airport. Well it's clearly seems now with that number. With all flights going out first thing in the morning and there's a huge tailback coming down into the airport backing all the way backup onto the M8.

MR Running the petrol...

M Okay, so we're talking about the traffic...the inflow of traffic into...yeah.

MR Logistics generally, yeah. Access.

FR Just infrastructure, trying to move that number of passengers anyway.

M Okay.

MR Believe me I've done it.

M And what are the key points, sorry [REDACTED], that you were saying that get, which roads are getting completely clogged up?

MR The main road that's going in.

FR The main road into the airport.

MR The major access road into the airport, but also that has an impact on the M8, and all the other roads around back to the junctions in both directions, both (20:23) and up to (20:25).

M Yeah.

MR Which produces...

FR Because it's not coping now, never mind with how many thousand are going through at the moment. So, they're, how many times more they were intending to...it's just not very cool. So, why are they even attempting it?

MR I suppose wider bit is just the infrastructure. Part of which is the road.

MR Yes.

MR I've just come back from holiday and I've had nine flights in airports, I've been down to New Zealand. And I'm not exaggerating but by far the worst airport was Edinburgh, in terms of its

congestion. When I arrived, the process through it, coming out of the airport, coming into the airport, by far the worst.

M Yes.

MR It's just because it's growing so quickly, I used to use the Edinburgh Airport twenty, thirty years ago and it was great. But it's the expanding way beyond its size.

MR I suppose most of that's the access, and they're doing a lot to repair it, but one road is, heh.

M **Mm. So clearly concerns about infrastructure.**

MR Yes.

M **What are the other things that you hear in your community, or that exercise you as a group?**

MR Well obviously the noise factor. The ability to actually accurately record and supply that information to the communities, for them to prove that air pollution is accurate...

MR Being minimised and managed...

MR Yes, exactly.

MR As well as it can be, and there are ways of doing it. I mean, control, over improved software and guidance may give the option to do that, but it needs to be demonstrated.

M **And is there any...I mean, let's just talk a little about the quality of noise. Noise in general, I mean are we talking about night-time noise, morning noise?**

MR Night-time is another issue because again, if you go back ten years ago, the traffic at night-time was very restricted, it tended to be commercial traffic. Nowadays it's a mix of both and it's much more frequent, and again as the airport expands it's inevitable that there'll be more night-time. And there seems to be no form of control over the night flights, unlike London airports.

MR Mm.

MR You were asking for communities' concerns, [REDACTED]. The...one of the concerns is the effect on, [REDACTED]'s got a bit more information on it than I do, but on health, and on education. Schools being overflown and the impacts that have been shown to have, aircraft noise on, negative impacts, on education and health. Again, [REDACTED] will have much more information on that.

MR I will have on Friday because I'm meeting an environmental officer from NHS Lothian with a couple of others to look at developing that, and advice on health, because what we've seen is it impacts hypertension, all sorts of other health factors are damaged by noise.

M **Okay.**

FR And night flights are particularly bad if they're waking people up. Which they seem to be, you know, because I was just getting dropped off at Edinburgh. There's these ones that come over

just after midnight, and you know, they're waking people up. But, and, there's one sort of like three or four o'clock in the morning as well.

MR Yes I think that's (23:48)

FR And every four o'clock I get woken up by these flights and then you can't get back to sleep again. So it really affects people when their sleep is interrupted like that.

M Yeah, I can imagine.

MR To put it into perspective, if you look, as I was doing a few days ago, to do a last-minute holiday in the next few weeks. The flight to Tenerife, taking off early in the morning, eight o'clock, the return flight from our seven-day holiday was landing at Edinburgh airport at 2.30 in the morning. Now, you have to ask the question, why are holiday flights flying into the airport in the middle of the night? If you go forward, bearing in mind that we know that the airport put into practice earlier this year a pricing policy that was supposedly going to deter this. Looking at the same destination, the same airline package holiday in August of next year, just to get a picture from the dates. Exactly the same routine, the return flight landing at half two in the morning.

M Yes.

MR And even if this is a choice of the charter airlines for cheapness of slot take-off and landing, there's still room for the airport to control that or police it, rather than just accept it. I mean I flew back from China, and that took off from Beijing at 1.30 in the morning, but it arrived here at about five o'clock in the morning just before. But (25:32) controlling step was actually the slot they were given by Beijing capital airport. But, there's room for the airport to say no, you can't do those sorts of things.

M Yes, okay.

MR And then, I mean Frankfurt, Frankfurt airport closes at eight o'clock at night. Which is why an awful lot of German flights, Lufthansa, are now going to Munich rather than Frankfurt. But that was a local decision and forced on the airport by the land. So, there's room to do...more changes.

M Right okay, interesting. Any other points, that kind of...burning issues? [Silence] Um so, and I appreciate and fully understand that this is not a perfect situation [Laughter]. That there's a wish to have a little bit more joined up thinking, you know, above 7,000 feet. I get all of that. But we are where we are, so I'm keen for you to give your views on design principles, and I'm very keen for that to go on record. And it may seem a little bit reductionist to you, but, so that we absolutely take these things into account, can we start now to go into more structured chat about design principles? And maybe we can start with the social and the environmental issues.

MR Can I just...

M Yes, please.

MR A fundamental question. You're talking about establishing the design principles. In order to do that, then we really need to start with the objectives of what the airport is trying to achieve. You can't have a process where you're going to design something, without actually knowing what it is you want to actually have at the end. What is it you're trying to design? If somebody came to me and said they want to design a road layout to alleviate the traffic around Edinburgh, the first thing that would have to be done, is to establish what are the objectives? What are the problems, what are the objectives, where are the potential areas to actually change things, and get those all mapped out before you actually move forward into the design process? And I'm not aware of anything at the moment that actually states what the airport's objectives actually are in this ACP.

M Well, one of the key things would be to minimise the impact on community. So, we take that as a kind of base principle.

MR As an objective?

MR As a main objective? Surely the main objective is to increase the capacity of the airport.

M Of course it is, while at the same time...

MR And therefore make more profit [laughter].

M Well, I didn't...that's...not in my remit. That wasn't in my brief to discuss that [laughs].

MR I'm not criticising, but that's the reality of commercial business. They're in there to make a profit and pay the shareholders. And this is a way of doing it. And that has to be the main objective, surely?

M I hear you.

MR That will come before any other considerations on environment.

M [REDACTED], please do step in.

M Um...I mean the primary objective is modernising the airspace, because they're required to do that by government. And I guess the other objective is while doing that to design an airspace that increases the capacity. And there are other objectives which are to try and minimise environmental impact as far as possible. In fact it is a requirement from Cap 1616 and the Air Navigation Guidance and the Altitude base priority which I'm sure you're all familiar with, to try and minimise the environmental impact of noise and on people. So I think they're all in the mix.

MR Yeah, I'm not denying that, what I was saying is what is the top priority? And if I was a shareholder of the company who owns the airport, I would say a return on the assets thank you very much. It has to be. That's all I'm really saying. If you're rating in terms of priority, I think I know which the highest priority would be.

M Okay.

MR And is there actually going to be an increase in passengers? This was this whole thing about the environment and climate change and everything. People are actually making a conscious decision to decrease the number of flights they're taking. They'll go by train, they'll go by some other way, so they're not taking flights. So, is what the Edinburgh airport saying is, there aren't going to be more passengers, is that actually true?

MR That's a very good point because you read...things that people are talking about, and I've read quite a lot of articles, like they can impose the number of hours you're flying as an individual in a year. You could be taxed if you go beyond as an individual. There's even talk about banning domestic flights. All this has been talked about in the context of reducing the carbon footprint. So, has the airport actually taken that on board, or is it just giving it lip service?

M I'm..I'm...[laughter] I'm not privy to what happens on the board.

MR And a recent discussion, another discussion about a month ago, was the airport quite clearly said it wants to increase capacity because it wants to increase the profitability of the business.

MR See that's part of the, you know, I think the discussion is not going anywhere above us, because...you know, maybe here you pass the objective of the ACP being minimisation of environmental impact. This is about putting more flight paths...

MR Of course it is.

MR ...last proposal went from six flight paths to ten flight paths, so you explain to me, how you do to minimise environmental impact when you...

M So it was a part of it. So it's...

MR But this is not...so you see, ████ asked a very valid question. You asked me about design principle. You need to state the objective. The objective you stated is minimisation of environmental impact?

M Yeah. While modernising...

MR While increasing the number of flight paths?

M While modernising the...navigation system, yeah.

MR So, modernisation of...(32:13) is going to minimise environmental impact? Is that what you're...is that the objective of modernisation?

M It has that potential.

MR Okay.

M I think it's all...it needs to be viewed the other way around, which is the requirement for the (32:31). So it's Edinburgh airport's desire to increase its capacity, its business, and then also the environmental. And it's trying to get balance of all of that. You know, so there are opportunities to reduce the impact. Either by concentrating, or by dispersing and sharing noise and things like that. And it's a balancing act, I guess, and what we want to understand

is what are the community concerns, and then translating that into design principles that everybody in the team can sit down and say right, how do we match all these up to make a successful outcome for as many people as possible?

MR It must be very difficult for the airport to do that, because the two principles are going in opposite directions. You know, so it's very difficult to, especially if your performance is being measured as a company, in terms of your profitability and return on your assets. So, anything you do to go that way, to help the environment, is reducing the profitability in the longer term. So, it's a very difficult one for the airport and the...

M It's striking a balance, yeah.

MR But you can see where we're coming from, as...

M Yeah, absolutely.

MR I think definitely [REDACTED]'s balance implies that there's a possibility there, and I think the dichotomy is being pointed out here is...I mean I don't want to say negative, I mean, how do you try to balance (34:03) as we understand the commercial need to get the return through expansion.

MR Yes, very difficult.

M Yes.

MR And...I don't want to use, the ultimate word, but it's hard to avoid it and it's just an inevitability of increasing the environmental impact. I know you say you can balance it but, it's...

MR It's opposite directions, isn't it?

MR Yeah [laughs].

MR To put it politely, it's a tall ask.

M It's a really tall ask. I mean...

M Yes, yes.

MR There are two aspects to it. One is the ACP which is effectively an action that's required because of changes in navigation techniques. And I can understand that. That there's new technology that enables navigation to be centred around far more accurate information. That doesn't necessarily mean that the ACP should be looking at increasing traffic. By manipulating flight paths as they are at the moment in order to give good...more scope. Because the reality is at the moment, the airport is not actually operating at anything like full capacity in terms of airspace.

M And what makes you think that?

MR Sorry?

M And what makes you think that?

MR You've only got to look at the aircraft movement data. The aircraft movement data at the moment, periodically, during any 24-hour period, briefly gets to a figure of around thirty movements an hour.

M Okay.

MR There is far more runway capacity that is not being used. Without actually changing any of the flight paths that you've got at the moment, except maybe to improve them, and take noise away from communities. And if that's the primary objective, that's what you ought to be looking that, rather than oh hang on a minute we can increase capacity. Because the capacity you've got at the moment is not limited by air traffic movements or the runway, it's limited by the terminal. You're looking at the wrong aspects in terms of the ACP. Looking at aspects about increasing traffic, when the ACP is not actually going to generate the increased traffic. There's capacity for increased traffic already there, that's not being used. And that needs to be taken into account. Coming back to, what are the primary objectives? And if you're saying it's increasing traffic, you don't need to look at the ACP, just look at what capacity the runway's got now, and start using it more. But then that brings other issues, like the capacity of the terminal itself, the passenger capacity.

M Yeah.

MR And put that, into your list of objectives. Without burying it in other speak about the requirements of the ACP and navigation and opportunity and all the other things. Concentrate on the nuts and bolts about what's going on at the moment and what could go on in the future.

M Okay.

MR And if the ACP can be used to improve those...the (37:25) at the present, then that's part of the environmental...

MR Improving the status quo.

MR I think in fairness to the airport, they're saying that they have bottlenecks, severe bottlenecks, at key periods. So, their solution to that in terms of capacity is, they need to broaden it out, they need to reschedule their flights.

MR But the bottlenecks don't actually occur...

MR They need to talk to the airlines.

MR The bottlenecks that occur are still way below the actual capacity of the runway.

MR Aye.

MR So they're not actually near the borderline. Even the peak periods.

MR Right.

MR If you speak about minimisation of environmental impact, you need to...the only way you can speak about that seriously is within the frame of application. Because, again, if you increase the number of flight paths you will increase the misery. So, it's very simple, I think.

FR Is it not the case that other airports have introduced RNAV and the modern navigation without changing flight paths?

M I honestly don't know.

MR Yes they have, I'm saying.

MR (38:41) obligation.

MR So it doesn't follow that to be able to introduce RNAV you have to change the flight paths. You can keep the flight paths as they are and introduce RNAV, could you not?

MR Mm.

MR Perfectly.

MR I think that's a trick that the airport is missing here is, you could get the community proud of their local airport. Supporting modernisation, supporting ACP, if it was genuine, if there was replication, explain everything. But the current proposal of we're going to just spread more flight paths for more people to be woken up at night, for more children's education to be affected, for more people's blood pressure to go up whether they like it or not. And then you can say our objective or whatever is to minimise? No. So only when you can say we have an interest in minimising environmental impact, is to limit the ACP to replication. And then to look at every flight path and minimise its environmental impact. I don't see how we can have this conversation if we don't address the...confrontation of realities here. You put more flight paths, you expose more people.

MR If what you said about the minimising environmental impact is a major requirement, then that needs to fit in in the sort of discussions we've just had... become part of those design principles and... to minimize that impact, including leaving things as they are if that works out as the best option but it needs to be taken as an active part of it, not just a passive, good feeling type of note. Needs to be active rather than passive.

M Yeah. As I said we're working in an imperfect strategy here so... but if we could get on to the job in hand, what I'd like to do is go through the various points and... we've given you post-it notes, so that I can get an overview of what you think the key issues are, we'd just like to post up some ideas and then we'll score them in terms of priority. Can we turn to environment first, what are they key things you think we should be considering for the environment as a place to live? Call out an then we'll collect on post-it notes.

MR Given where we start from, that's minimisation of noise.

MR Noise.

M If you'd be kind enough to put them down then... I'll pop that up and we'll get working on several sheets and we can then populate with ideas. So, noise... and if you can give us detail on the noise issues then that would be great. So, other than noise, any other issues that you would put up here?

MR With noise, all the health impacts.

M Okay.

MR Health, learning, wellbeing and....

M General wellbeing.

MR Yeah.

MR There's the carbon footprint as well because there's more planes...

M So if we're talking about carbon footprint... well let's start by noise, what would you say the key design principle should be regarding noise?

MR No worse than at present for existing communities.

M Can you put one idea on one note and then stick it up there for me, that would be really brilliant.

MR Mhm.

MR You'll have a problem reading my writing.

M That's great, other key ideas for noise?

MR Well the problem of that is no new communities being affected.

M No new communities being affected, can we capture that please.

MR Accurate measurement of the noise.

MR Yes better measurement.

MR It seems to be debatable.

M Accurate measurement of noise, okay.

MR Expand that by saying accurate measure and methodology...

MR Accurate modelling.

MR Modelling, that's the world I was looking for.

M Okay.

MR And to expand it further, it's going to give us information that allows us to explain to our communities...

M Sorry is this with reference to noise?

MR Yes, it's still noise. Information available in a meaningful form so that communities can understand it because we're talking about very technical matters here so it's getting information in a form that can be understood.

M Yeah.

MR At the moment the airport has an arrangement whereby they can fine individual aircrafts that come in that have breached the so-called noise level and I think that's inaccurate as well so the physical punishment needs to be much more visible to the communities.

MR The executions would be every Friday.

MR The airports paying lip service on that. I think they fined about 2 airlines in I don't know how many years so it's a bit of a joke that really.

MR In the aviation group we have on Thursday, West Atlantic Community Flyers in England, they were saying that they charged a surcharge for various (45:13) and they said it actually came to quite a large sum given the number of flights so it was quite interesting to hear that from their perspective.

MR Is this in regard to the noise level?

FR No it's not, it is the night noise charges... slightly above... (45:35) extreme levels of night flights.

MR This is different, this is where the monitors identify the aircraft has breached the... and it's been reported then in theory the airline should be fined for that and in reality I think there's only been one fine in the last I don't know how many years. That's different from the...

M Any other thoughts that we can capture on noise and get up on record?

MR I'm just writing war and peace here... [laughter]

FR Analyse that ██████.

MR Good luck.

MR I'll be expecting to see this up in lights.

FR Minimising night flights or not.

MR I put one up, it's the control of off track flying that seems to be blamed on weather all the time.

M Explain that to me.

MR A number of flights, particularly on take off, go off track and my understanding is that the airport effectively doesn't have much control over the aircraft going off track.

M And what's the consequence of that? How does that translate into a design principle? Just minimize it, what's the effect?

MR The effect is that communities that don't normally have planes over them have planes flying over them.

MR If you're designing an air space minimize wherever perceived... and aircraft are not flying these routes then it defies the purpose so maybe the threshold for vectoring should be at 7000 feet and not 3000 feet or wherever it is on some routes. I guess that's a design principle, the routes vectoring threshold...

MR Do you understand what vectoring is? It's basically where a pilot can decide to, or with authority, dig out at the red line and (leave a regular? 47:42) flight path so that's the point, if you're talking about airspace design, new flight paths if you got this... but at the same time if you're allowed to do that negates the purpose.

MR So the vectoring has no recognised... detrimental noise impact then it needs to take place outside of emergency and weather situations obviously... because the reality for Edinburgh at present is some flights are vectored at 3000 feet, 4000 feet, so we can talk about where the flight paths are and so on but it's a free for all at the end so...

M Let's move on to health, what are the health issues?

MR The carbon footprint is increasing. I'll write that one down.

FR This is a (48:41) group of boys.

MR There's a couple of the health ones, auditory damage and heart disease.

M Thanks.

[Group Talks 49:03- 49:16]

MR Do we include the effect on kid's ability to learn in a noisy environment?

M Absolutely if that's an important point. How do I translate this into a design principle?

MR You don't over fly schools.

MR Yeah, you manage the flights... you start by understanding what the issues are then you look at how those can be managed in designing the flights as [REDACTED] has just said, if you don't know what they are you can't design them that way so you define them, you quantify them, you monitor them and you end up with something that is pragmatic, effective and flexible, that can be changed when it needs to. For example there going to build a new school over on Turnhouse Road, that impacts all the flights in that area in terms of impact on schools. So you actually have to be flexible but you start off by actually understanding what the issues are.

M So one of the design principles might be to fully understand the issues like heart disease, like auditory damage, like...

MR Yes. What impact that would have which is what I'm hoping that we'll get a start up on on Monday...

M So fully understand it, yeah.

MR If you don't understand it you can't plan for it.

M Understood.

MR But do you fully understand it? Sorry that was humour. [laughter] An attempt at humour, a poor attempt at humour [laughter].

MR Just give up now [laughter].

M Now, sleep interruption, do you put this under the general understand the issues or is there a principle that says minimize sleep...

MR Don't fly at night.

MR That comes under night flights.

MR If you don't want to wake up people don't fly. At the very least implement vertical profiles which are actually noise sensitive so have been optimised for... to reduce the noise. The freight planes we see all the time on the West Lothian departure and they are loaded, we understand that, loaded with Amazon stuff everyone buys but they make no attempt whatsoever to minimize their footprint when they depart at whatever o'clock of the morning so ideally they should not be flying, but if they have to fly they should fly as quietly as they can, and it is not the case.

M Let's move on to learning, that seems to be an important issue.

MR I've got one for the health which is the... the royal Air Force organisation and many other organisations look at the spread of environmental impacts, they speak of lowest observed adverse effect level and there is updated WHO guidelines that speak about all the detrimental effect of aircraft noise and it be good as a target if the ACP was not to increase the number of people within these controls where we know there is a health impact where WHO tell us there is a detrimental health impact so that's why I put no increase in the number of people within these contours.

M Talk to me about learning, flying over schools and so forth.

MR Research has shown that in schools which are overflown it is harder for children to learn.

MR You've got noise disruption to lessons, you've got health effects, pollution and windows being closed in summer, playtime being disrupted, a whole series of things.

M So the general principle is don't over fly schools.

MR Yes.

MR Correct.

MR Also don't wake up the kids at night who are about to go to school the next day. [laughter]

MR I couldn't do my homework because of the planes!

FR Do you want to put that on a post-it so that it's under that as well, for completeness.

MR Which one?

MR Don't wake up the kids.

FR The night flying.

MR Night flights.

MR Impact on children.

M Maybe there's a category of time of flights. When we talk about night flights and so forth or can we reduce it to just talking about night flights?

MR Sorry I missed that.

M Expanding the idea of talking about the time of flights.

FR Edinburgh doesn't have any restrictions on night flights, where other airports do.

MR I think it actually comes back to following the WHO guidelines of a 8 hour night time from 11 o'clock pm until 7 o'clock am.

M Okay. Let's have that up so it's nice and clear, restrict night flights. We've got that... okay fine. As long as we've caught it clearly.

FR Minimize or just do away with...

MR But can you actually add on that, to comply with the WHO guidelines...

FR To comply with WHO, I like that.

M Sorry did you get locked out?

[Laughter]

MR That's the first time I've been locked out for one of these [laughter]. Actually that was a lie but anyway.

M **Talk to me about wellbeing, how do we translate an idea about wellbeing...**

MR Wellbeing, tranquil surroundings. Are they going to negate landscape value near Blackness which is very tranquil except for these noisy airplanes overhead.

MR Likewise (56:03), very tranquil and peaceful except regularly when... particularly when they're landing, 600 feet over my house... that impacts you.

MR I suppose... lack of stress isn't it, that's the essence of it, it's what causes stress, external influences on the human capacity to absorb them and noises can be a negative.

M **So would one of the principles then be reduce the stress on residents?**

MR Yes.

FR If somebody's sitting in their garden there's no way of stopping the noise, you can have triple glazing on your house and it's minimized to a certain extent but when you're relaxing sitting in your garden and a plane comes...

MR You stop relaxing.

FR Yeah.

MR It's a big distraction and... stress

MR For example, the summers are getting warmer and warmer and for a larger period of the year people sleep with their windows open, they can't sleep with their windows open which would be the healthier thing to do, but you can't.

MR You can but it is noisy.

FR You can if you've got a good pair of ear plugs.

MR So even if you were to say we'll do 3 planes in that night period instead of 12 that doesn't solve the issue because the issue is you will expose people. The reality is this, some people can't (57:40) their home adequately because of aircraft noise.

MR I'm trying to respond to the way you put the question [REDACTED] about wellbeing. It is peace and tranquillity, it's not unpleasant interruptions whatever the nature of that is, it's being able to enjoy sitting in a garden contributes to wellbeing, it's a very wide subject.

M **Absolutely.**

MR (Customer? 58:06) information. There's a somewhat dormant planning application in with the city of Edinburgh council for a housing development at Ratho station where Edinburgh environmental health had stipulated that the layout that was put forward by the developer needed to be changed so the open space used by the residents and their children became more ambient and peaceful if they were moving it away from the airport and building the houses nearer the airport so that the open space was a criteria that they were actually saying

should not be impacted by the aircraft noise. That's the first time I've seen anything like that within a planning application, the consultations that go on.

M **Interesting. What about the issues... talk to me about rural vs urban, what are the impacts on people who live in rural areas?**

MR Well it's more obvious. Totally different area but I live in...

MR You've got varying levels of background noise across the geography of the central belt of Scotland. If you're near something and it's noisy like an airport or a motorway or a railway, that changes the noise environment but you have to be an hour or two away from these things for it to be much, much quieter. So quiet areas are obviously a lot more sensitive to the difference...

M **But on the other hand you've got fewer people who are affected so where would you come out on that one?**

MR It's true. There's no doubt about that, if you follow that one through then... because there are lower density does that mean that these people have less value?

MR Well, yes, there is less value (1:00:08)

MR It's sort of the balancing act that [REDACTED] was referring to. These are the sort of insidious questions you end up having to try and balance...

M **Indeed**

MR But who can say that?

MR (There's a middle of the road cheek there...end up walking out from the middle road there until you calm the people on the other noise contempt? 01:00:19-01:00:25) So you can, if there's no one there, so you can't calm the people. It's no (judgement? 01:00:35). It's not like there's no solution to this dilemma. There is a method.

MR Minimising it.

M **The government guidance states that we should try to minimise the total overall impact from aircraft. That doesn't necessarily mean it's the smallest number of people affected by it. When you're flying over rural areas is much more problematic to people who are maybe overflown previously, it might be good to share the noise out over a larger number of people with a lower impact per person.**

MR As you say, it's a balancing act.

M **Yeah, for sure.**

MR Can I go back, briefly, to one thing about night flights I just realised? During the day if you're sitting in a garden, very often you'd be distracted, not just by the noise, but by the shadow of the aircraft flying over. AT night you also get the lights. And you don't just get the noise from

the aircraft landing in Cramond, you get the lights shining into your windows from the landing headlights.

MR Because they're on at that time

MR So it's actually a two-pronged distraction.

M It's obviously a...

MR I just realised you suddenly just see light flashing through your bedroom window, and the noise, and the plane as well. Then you get two triggers. And I take my hearing aids out at night, which solves one problem in some way, but I still get the lights coming in from the planes flying over down my road. So, it's an added issue to not lose sight of. I suspect it's not something that would be important elsewhere, but it's something extra.

M Brilliant. Equalities...We recognise that some people might be impacted differently because of issues that impact on equality like, perhaps, age or disability, and we're really keen to explore that as an issue. What issues do you think we should take on?

FR Like I said, a neighbour of mine was really upset about being woken up at 04:00 in the morning, and I think it really affects older people even worse than the rest... apart from children, older people having their sleep interrupted... And she was quite upset and said, "I would move away if I could", because it was getting her down so much.

MR I think something that communities could put into the scope of the airport; how a large proportion of older people... I certainly know that the Barnton and Cramond area has the highest age group in the middle of Edinburgh. There're several new old folks' homes. I'm afraid that they're the highest demographic, that age in the middle of Edinburgh.

M Would part of the design principle be to avoid communities like that?

MR That would be ideal

M Ideally, okay. What other points are there to consider in the context of equalities? Can we talk about economy for a bit?

MR Of course!

FR Are you saying, 'everyone likes going on holiday, so they should be able to...?'

M I'm not saying anything: I'm here to listen. It's not my job to put a view forward at all. I'm just collecting the information. Let's focus on business needs, for a moment. What do you think the needs of business might be, and what are the things we should take into consideration?

MR You need to have the ability to communicate, and 9 times out of 10, that means meeting face-to-face. And that's going on less and less. It's now more on technology. But it doesn't necessarily mean I have to travel by air. It's already in the UK, it's a rail network, as well as a road transport network.

M So, in that case, would that translate as a design principle, businesses should consider less air travel, do you think?

MR Definitely.

FR In this day and age, there's just no need. You might not need to travel at all. Conference call. You can do it without having to be face-to-face at all. I also think that the transport infrastructure should be properly integrated. For example, with people I've talked to, they say "I don't want to fly, but the reason I did was, instead of £120 for 2 people going down to Bristol, the train could cost more than £600!".

MR I saw something recently about a new flight from Edinburgh to Birmingham, which is just nuts! You've got a perfectly good train service that gets you there just as quick.

FR Trying to cut out flights. If was like in Europe where the train infrastructure is cheap, fast and reliable, that's what the priority should be, not trying to get more flights, but there are times when you might be across America or going across sea, but domestically...

M I'm sure some people on the islands might argue that...

FR I know, I know. But domestically, they should be on the train network, not on flights at all.

M These are all good ideas, please, can we capture them and get them up on the wall and record them?

MR I'm not sure what impact they actually have on your design principles. Whatever comes out of the ACP is not going to have any impact on people who use the train.

M But an integrated travel infrastructure, that's a key design principle.

MR You can put that one in.

MR But that's not something within the (AL's? 01:00:23) remit so actually...

M But it's something they take into consideration

MR I think it's inevitable that you have assumptions that you will eventually try to reduce the domestic use of aeroplanes and initially it will be some sort of tax penalty that they'll impose, and ultimately, they may ban or restrict the number of terminal flights in the UK, so that should be being considered in the long-term ACP.

MR But the long-term outcome of that, logically, is that there will less traffic from the airport.

MR That's the very point of what I'm saying there, that they should be thinking about that longer term.

MR Long-term is a design principle that will be considered by the ACP rather than the impact of an integrated transport system.

- FR But they don't seem to be looking at it, because the number of flights going out of Edinburgh airport have actually decreased. (01:09:24-26) The number of passengers has gone up.
- MR To a certain it started because of...
- M Bigger planes.**
- MR (01:09:28-01:09:32) Bigger planes, or more efficient planes, but actually, the number of flights hasn't increased over the last few years.
- MR Because, to a certain extent, it started because the Scottish Government promised to abolish the airport tax. And now, their hands have been tied because they've committed to (01:09:44-01:09:48)
- MR They've decided not to abolish it.
- MR Carbon restriction
- MR And that has to have an impact, and that's just one example of what will happen in the future: more and more restrictions will be imposed on the airports and the airlines, in particular.
- MR I'm a bit confused, are we having a discussion in general about aviation, or about the ACP?
- M We seem to be doing both. Which is all very interesting!**
- MR But does it get you where you need to go?
- M It helps when we get really focused and we put things up on the wall, that really does help. Of course, we'll be listening through.**
- FR Well if you're doing it in general, what we should be doing is saying "get rid of Edinburgh Airport, have all the flights going from Prestwick where we can go straight out over the Atlantic and then have proper transport links to Prestwick!".
- MR I think it's a brilliant idea.
- FR If you're properly looking at what the transport infrastructure should be for Scotland.
- MR But that's going to create another (01:10:54). If Edinburgh airport did not exist and central government, Edinburgh City Council, decided that Edinburgh needed an international airport, where would they build it? And the last place they'd build it would be at TurnHouse.
- MR It would be in the centre of Scotland, though.
- MR Either that or down in East Lothian or (1:11:16) I think there was some time spent talking about that.
- M I suspect the possibility of picking it up and moving it is...**
- MR It's not going to happen, is it, it's far too late for that.

MR (Somewhere close to Falkirk? 01:11:26-01:11:31)

MR Yes!

MR Well, the logic is that it's a sound place to have it because it feeds into East and West.

MR (01:11:36-01:11:38)

MR But that's not going to happen, that's...

MR It ought to have been moved.

M What other points are there to consider within the economy; things like tourism, industry, domestic business?

MR Tourism is an interesting one because the problem is there are clear financial benefits in bringing tourists into the country and coming through airports like Edinburgh. It's not a one-way transaction. There are many Scots that go on holiday. I'm not an economist I have heard a number of views (1:12:22) benefit for Scotland's economy coming from the airport, saying that if you start to look at the other flows, the outflows, it's neutral rather than...

M (01:12:32-01:12:34)

MR Yes.

M Now that you mention it, it's two pounds out with every pound that comes in.

MR Yeah, that's a good point.

MR Clearly, that's a fundamental one, because that's a key part of the statement of need. As in supporting it, because with the so-called massive benefits to the economy, obviously, you can then start to extrapolate the number of jobs that might support. But suddenly it seems neutral or even less than neutral; the jobs' benefit to the economy starts to evaporate as well. So, really fundamental points, and my concern, maybe isn't the need to have this very difficult balancing act that James is going to have to try to do, when you actually need the new flight paths. That's why we're all here representing our communities, set up by Edinburgh Airport. We are genuinely trying to assist Edinburgh Airport in moving this thing forward in a meaningful way. These are the concerns that the communities have. Edinburgh Airport can make statements of need, like the CAA have, that no one can challenge. But that doesn't take away the concerns that communities have that are being voiced just now. In the statement of need I have highlighted about jobs and the balance to the economy that there has to be serious doubt about.

M Okay

MR Without the statement of need being justifiable, you then wonder why you're going through an exercise such as this. It's not meant to be negative, but these are the concerns that communities have, that we're trying to assist finding a way through.

MR You look at the figures for the inflow of tourism into Scotland and you notice it rising dramatically, and at the same time, you see that it's localised. This summer, there were people talking about keeping tourists out of Edinburgh because it was full. You don't get people spreading around. In fact, people coming off cruise liners don't spend any money, so you end up with a difficult balancing act about 'tourism is important because it's got to be managed in order to remain as productive as it is', so that you don't get people standing next to each other thinking 'I'm not coming back here; it's no use; I can't stand'. It's another economic balancing act.

FR I think you find, if you look at the figures on tourists, it's actually people driving up from England that are the vast majority of tourists coming up into Scotland, rather than coming over in planes.

M Interesting

MR To restate that equality notion, there was a recent article, I can't remember the exact figure, showing that the concept of 'we all use the airport so we have to share the negative impact of it', was actually completely not valid because the analysis shows that 20% of the population...or 45% of the population actually does not fly; it's the 10% of frequent flyers who generate 50% of the air traffic or the carbon footprint. So, this notion that 'if we all have to benefit, we all have to share' thing is flawed, because when you fly over areas of (01:16:24), you're flying over people constantly who are not economically capable of going on holiday anywhere using a plane. This is a reality. Our (analysis? 01:16:37) needs to be... our argument of 'it's good for the economy', 'people want to go on holiday, want to go to business meetings' and so on, for 10%, 20% of the people, it's a very elitist model. If you start to say "we're spreading the cost" down for everyone, what cost? .

M Okay. Tourism aside...

FR You mentioned earlier things like Amazon, so it's not just actively getting on a plane in order to...

MR Sure, but why is the person taking (flight. Who is the person taking versus freight to Edinburgh? 01:17:09-01:17:45). I suspect it's quite small, compared to the number of... I have no idea what kind of person takes flights.

M But then, in terms of protecting industry, or serving the transport needs for sustainable economic growth, is that something you take into consideration, in that you feel that the airport has a role in?

MR If long term, sustainable business growth involved carbon emission reduction...eventually.

MR Correct. The question there is that if that's something...the airport provides a service, is it something it should seek to minimise in partnership with others? But it is industry and tourism that's driving it, not the airport. The airport is responding to a perceived need for travel, transport, business, etcetera, and therefore there are two parts to this: what the airport should be doing, and planning for - in the exchange proposal; to provide that, but also working for sustainability with others and being prepared to reduce when for example, somebody decides not to do so much.

- M** Okay. That's an interesting one, and can we capture that one, please? Thank you. Can we move on to, finally...let's move on to a chat about technical things. What are the issues that you would bring up? Points that you would want to consider there?
- MR What do you mean by "technical issues", [REDACTED]?
- M** Things like – I can pull up a slide if you like – safety, obviously, the way routes are planned, any other issues to do with....
- MR On clear routes, that's a point I've already made, I mean as far as we know...
- M** Yes, yeah
- MR There is an opportunity currently available that could allow some very far-reaching flight paths. Simply flying a significant number of flights straight out of the Forth and down the sea.
- M** OK, Can we...
- MR The MOD one.
- M** Yeah, OK.
- MR And then back into London and the South East that way.
- MR Same.
- M** And we were having that conversation actually before we started to capture things up here. Could we...
- MR Yes, I just put that up for acknowledgement.
- M** Perfect, lovely, thank you.
- MR I just put it down as MOD airspace.
- M** OK.
- MR As opposed to...part of that, anyway, the bigger part.
- M** Of all of the issues that we've discussed so far – what have we missed out? What are the other categories of discussion that maybe we should have?
- MR You talked, just now, about safety.
- M** Yeah.
- MR So anything that needs to be done needs to operate in, so that it's both safe and secure. So that things, such as, for example, drones, are more easily countered, et cetera, so that you're not spreading everybody all over the place.

M Can we...?

MR It's got to be secure, and it's got to be safe.

M We really do need to capture that.

MR Yeah.

MR Under technical, I think we possibly mentioned this earlier, and that's the accuracy and validity of noise modelling.

MR Noise monitors, yeah.

M Yes. Good point, thank you.

MR Very good point, very good.

M Accuracy, validity of noise modelling. Thanks, thanks [REDACTED]. So, have we missed anything? I'm sure we have. What else would you add to that?

MR I know the subject of communication between the airport and the various communities.

MR Yes.

M Great. OK, let's talk about that. So, what should Edinburgh Airport be doing, or taking into consideration when communicating airspace change.

MR One – Honest, be honest.

MR (01:22:24 – 01:22:27) And open.

M And do you feel that they're not honest and open?

MR In part, I would say...

MR I wouldn't say they were dishonest, but, actually...

M In parts you would say...?

MR In part, yeah.

M OK.

MR I wouldn't say dishonest, but they're very clever with words.

M Give me an example.

MR I can't think of an example off my head. But they make statements which people see at face value – and we've all done it, we've all been in business. I've done it myself...twisting the words shall we say.

MR You might say that, I couldn't possibly comment...

FR Well they obviously have an agenda, I mean the motive for the ACP is to get more flights out of the airport and to more profit, and increase the value, asset-wise of the airport, so that if they were going to sell it on, as the type of company that it is, it puts more value on the airport and make it more what people want to buy. And they've done that with other airports. So they might not be honest, that's what their underlying motive is, if you think that is their underlying motive. They're a company, and that's what they're in business to do.

M Kind of inevitable. So, be honest, be open, what else?

MR Accurate!

M Is there anything intensive?

MR Accurate.

MR Don't hide behind the technical issues, because sometimes you see some articles in the newspaper, and it's a bit technical, and laypeople just get lost in that.

M OK, OK.

MR There is certain technical realities which are technical realities you cannot simplify, you can simplify things up to a point...

MR It's difficult, you're right, it's difficult.

MR I would accuse them of simplifying, actually, over-simplifying certain aspects.

M Sorry, you would?

MR I would, yeah, the aviation industry in general. Exactly like the comment you made earlier - the objective is to minimise the environmental impact. No, it is not. You are misleading the public when you say that, because your objective is to increase the number of flight paths out of Edinburgh Airport. For whatever reason, asset valuation, profiteering, or...

MR In support to the airport – they are good at recognising issues in the local communities, and they provide financial support, they give a lot of grants...

M OK.

MR So they do recognise that they are interrupting, or affecting the communities, and they do support the communities in various local activities.

M OK, good.

MR So that's...I give them credit for that.

MR There is definitely a communication....

MR I mean the cynics will say it's a buy off.

M But we're not cynical.

MR Not at all.

MR Compensation.

FR We would like the information to be maybe a bit more accessible.

MR Yes.

MR Yes.

MR That's a good way of putting it.

FR Just pop it down on a...

MR It's jargon. There's a set of phraseology, a set of words that are used, that are not necessarily the same as those that people on communities understand. So you can say one thing, thinking you've communicated, and you haven't because it is not what is understood or heard. You can end up talking at cross purposes at great length, because you just don't understand what's being said in either direction. It works both ways, as well.

MR We need plain speaking.

MR You need to think about what you're saying so that it's actually made as simple as possible, so there is no room for misunderstanding. There will be, but as little as possible.

FR Yeah, cause you might think the box has been ticked, but it's....

FR The other thing is, when you're creating these questionnaires, and I think there's a questionnaire that people can put in, if they didn't...

FR Yes, for this exercise.

FR But they didn't do that. Well one of the problems with the ACP last time, in the questionnaire that people could fill in...

M Was this the one that was on their portal? On the web?

FR Yeah. That you could fill in, or you could do it in a hard copy as well.

M The broad consultation, yeah.

FR What it did was it in effect pitted one community against the other.

M OK.

FR So you said “Well, do you think this flightpath would be OK, doing it over Winchburgh?” and the people that didn’t live in Winchburgh said “I don’t really care.” So all you could say was...

M So you just got a “Not in my back yard” response.

FR That’s right. So if you said “I’m not that bothered about Winchburgh” and that was put down as a positive “Yes, they’re not bothered, that’s OK then” when no, it wasn’t. You can’t manipulate it like that, where you’ve one community, in effect, pitted against the other. That feeling that “we don’t want it, put it that way.” The flightpath at the moment – there are, especially going over West Lothian, where it actually goes over an industrial area, which is, OK it’s going over an industrial area, but actually that’s OK. There’s not that many houses that way. But if they then, as they were intending to do, go over our new builds and our new communities, that’s just not on really. But they have to be honoured, they can’t do this pitting one against the other type, way of manipulating the questionnaires.

M I understand that.

FR Because there was no way you could not do that, the way they did the questions.

M OK.

MR Was Progressive Partnership involved in this, preparing the consultation material for the (01:28:58)?

M No, we weren’t.

MR Were you involved in the (01:29:01)

M We were asked to do some of the analysis on the data, but we had nothing to do with any of the design of it.

MR OK. Design of the material, or design of the...

M Design of the material, or the questionnaires. That was done internally.

MR Interesting concept – you analyse something, a questionnaire you did not design. How does that work? How can you analyse a questionnaire, the response to a questionnaire you did not design?

M You can analyse people’s comments quite readily.

MR OK.

M So, communication. Anything else that we should be discussing? So, what have we got – let’s just do a quick summary up there. Environment, we’ve got learning, wellbeing, equalities, rural issues we’ve talked about, noise is the key one, no surprise there. Health and some economy and technical issues. Are any of these, do you think, more pressing, more important than another? Would you place more emphasis on any of these topics?

MR I don’t think it’s inevitable to put the emphasis on health, personally.

MR The environment and health, yeah.

MR From a point of view as part of our community that's overflowing. You may have a different priority if you're living in South Edinburgh.

M Yeah.

MR Yes, yes.

MR Sure they all have...

M And that's why I asked, because it's interesting to get it across the different areas.

MR And give, with regards noise, it's a bit of something (01:30:41)

MR But we're all in the same boat, aren't we?

M So it's the environment, it's health, and that's all tied up with noise really, that really where the emphasis is.

MR Environment, always, yeah.

MR Related, related, but not entirely, but related. It sort of spreads out from that core.

M Yes.

MR I think also it's the extent of the growth. I, personally, when I moved into the area, I was aware there was an airport and planes were flying over, but not at the same level of activity that there was twenty years ago. No-one could have foreseen the rate of growth.

M And that's the kind of time space we're talking about here, is twenty years.

MR The counter to that is somebody was talking to me in Cramond, who said "Actually, in one way it's better, because the aircraft are much quieter than they used to be."

M Yeah, there is that.

MR That's true, yeah. I remember the old BAC One-Elevens, and the Tridents, used to...

MR BAC One-Elevens, yeah

M I suppose you get to know quite a lot about the planes, living in Cramond.

MR Oh yes. My grandson, who's only two, is now turning into a planespotter.

M Is he?

MR You can talk to the pilots as they fly over your house.

MR Just about, yeah. We wave to them. They wave back!

M Fantastic. OK, any other comments to make? It seems that we've covered quite a lot of ground here, is there anything else that you'd like to bring up?

FR Can I ask: who are you inviting along to these workshops? How are you identifying who you're inviting along?

M We have an incredibly large database, and we have emailed hundreds of people and asked them to respond and then followed up by telephone. We're running five workshops in total, so we're talking to communities north and west, communities south and east, we're talking to aviation and we're talking to a broad mix of stakeholder that represent all sorts of organisations from equalities to...

FR Health, to education, to all the kinds of organisations that you've mentioned, and all the sorts of areas that you've mentioned, and some of the economic organisations that you've talked about, so pretty much everything you've touched on today.

M It's a really broad mix. As well as that, we'll be running some focus groups with people who live in different communities, so communities that are overflown, communities that are not overflown and...

FR Some that are close, and some that are even a bit further away, just...

M So really quite a broad group of people.

MR You're happy that it's statistically significant, that you've actually got a good balance.

M At this stage you can't say – we do not apply statistical significance to this. This is an engagement...

MR I mean in terms of the number of people, and attaching all of it.

M I'm confident that we've got a very broad representation.

MR But you actually considered that.

M I'm very happy with that. When you start getting into statistical validity, that's when the full consultation happens, and it's open to the public and it's on citizens' space.

FR That when things are much more nailed down.

M Far further down, that process. [REDACTED], is there anything that you'd like to prompt on?

MR Yeah, I think one thing that hasn't cropped up today, that has previously, and was new to me actually, was turning aircraft increasing noise. So, because the flightpaths are more accurate, you've got more potential to sort of manoeuvre them to avoid communities, is my understanding. But I'm also hearing that that might actually be worse in a way, because if you're turning around a community here, you're getting noise on two sides, and maybe you

just do straight across which is quicker. And also when the winds are different, you get more (01:34:46 – 01:34:47) I don't know if that's what you've experienced?

MR You get different noise.

MR Is that right?

MR That's an interesting concept you bring up, because in 2015 there was a (01:34:54) flightpath trial which was the first time the airport was evaluating this "early turn" concept and in some areas, where, because you are creating more an unrelated turn, you are actually, by the time the aircraft went around your community, so you heard it for a long period of time, because it goes around instead of just passing...

M It just goes straight over.

MR So there is this effect, but on top of that, you had the effect that by the time the noise of the first one faded, the other one was coming. So you find yourself, at peak periods, where aircraft noise was invasive for periods of minutes, tens of minutes. I'm talking incessant, at peak hours. That's a (01:35:43) design because of this wraparound, around communities, saying "I don't overfly you, but you're going to experience the same noise."

M So what you would say then, is reduce the kind of turning arc, if possible.

MR Or make sure you know you're not making things work by doing that, round somewhere.

M Can we cut that on technical?

MR It doesn't extend...I was talking about that earlier on, cause there was a couple of planes that aborted their landing yesterday, and I can hear it instantly, cause they change the engine noise, cause they're boosting it.

MR Oh yes, I've been on one of those.

MR But I was watching them, and they did a sharp right-hand turn over the Forth, and the noise went on forever! I was out in the garden, and I saw two of them did it, just aborted.

MR Yeah, because they actually have to (01:36:26)

MR So they're coming in like that, then all of a sudden they put the boosters on, and do a sharp turn right to go back round again, and it lasted forever, you know, much more pronounced than normal.

MR I mean, having said that, over Cramond they take off, they tend to turn away, and that's been encouraged and has actually been beneficial. But that's a controlled and, not quite straight, but heading off in a smooth curve...

MR A more gentle curve, that is.

MR Rather than going round somewhere. Having been on a plane where he aborted his landing a hundred feet – he admitted to aborting at a hundred feet off the runway at Gatwick, it was not

fun. But yes, it's a bit of, put the accelerator down and go for it to get out of the way. So yes, the turning...

MR It's a good point.

MR It's a good point.

MR This concept you mention, of going around and longer exposure – surely it must be captured if you do an SEL footprint analysis of the flightpath, you will capture it.

MR Could be.

MR Yeah, I think it will be. I'm not a technical expert in flightpath design, I was just reading up on a bit of background. So there are options where you might have a steeper climb to four thousand, then you level out before you go over a community. You could go round a community and try to get more altitude before you get another community there, rather than going straight over one and hit this one lower down. So it's all about mix, and to me, coming to that fresh, it was quite interesting to hear turning as an issue. It makes sense, I guess.

MR Yeah, yeah, yeah.

MR I live in Kirkliston, so I get ground operation noise when it's easterlies, had a couple of aborted landings go over me the other day and thought, "Oh, this is unusual." But I don't typically get the overflight, so.

MR Sorry, I don't know if we captured that. It's the go around effect, (01:38:30)

FR I think I predicted yours might be more articulate.

MR It's an equality one, where the idea, you know, saying that you need to spread the flightpath because you spread the misery, because of shared benefits, but the benefits are not shared. Far from it.

M So under equalities, left.

MR Under equalities.

M To your left.

MR Left a bit, left a bit. Stop.

M Terrific. OK, any other comments, any other points?

MR I believe that there are two phases of workshops, [REDACTED]? Initial ones, and then a follow up, is that correct?

M We will be running a recall, two recall workshops – shorter and smaller workshops in...I've forgotten the date.

FR Recall workshops are the beginning of November.

M That's right, so beginning of November. But there will be another stage, another broad engagement next year, where we will be running the same number of workshops.

MR How do you then decide, who of the initial workshop attendees are invited to the second phase?

M Well that's a very good question, we will probably email everyone, and I thought, when we started doing this recruitment, I thought, I'm going to get absolutely inundated with people...

MR And you weren't?

M ...and we've had to work really hard to get people to come along, actually.

MR Mhm.

M I've had a team of three people working solidly for three weeks just chasing emails, chasing phones...

MR Mm

M ...following up phone calls to get people to come in and to get a broad section of the community represented. So, when it comes to the recall workshop what we shall do is we will pick people from the broadest representation we can. It will be...

MR Sorry, on what basis do you decide? Because it's obviously never going to be the same number of people...

M No, absolutely.

MR ...it's a much smaller exercise. So, how do you decide?

M T To be honest, we start by picking the broadest selection we possibly can. And then it's down to self-selection, largely. It's who can make it at that point in time.

MR Right.

M So, in some respects we don't actually have full control. Well, we don't have full control over the profile of the workshops.

MR The reason I'm asking is that there has been a number of workshops already, and some people have been invited back and others haven't. Is that maybe just a time lapse thing?

M No. No one has been invited back at all.

FR Nobody has been invited back yet.

MR I must have been misinformed then.

FR Yes.

M Yes.

MR That was the whole essence of my question.

M I know, and we haven't even started that process yet.

MR Right.

MR Watch this space then.

MR Exactly.

M So, yes, I think you have been misinformed.

MR Right.

FR It is one of the reasons [REDACTED] and I are looking a bit blank as to the date...

M [REDACTED] and I are managing this project... has someone done something we don't know about?

MR Situation normal?

MR It's incredibly complicated. I've tried to work out how do I word this, but it's obviously misinformation, so just ignore it.

M OK.

MR Yeah.

MR It's a design principle. My understanding looking at the documentation of the process is you can have a role design principle list, which is then going to be thinned out and then prioritised. So, I am trying to understand the role of the workshop in that process, or do we get towards the finalised design principle? This workshop will generate design principles?

M This workshop designs the longlist of design principles, yes.

MR And you work on a shortlist?

MR And then the second round will be used to thin them out?

M The second round will be used to review the thinned-out list.

MR OK.

FR The recall workshop?

M Yes. And the second round is to help people to sign on a bit, until it's done.

MR So, who thins out the list? The long list?

M There is a working group.

M I don't know the specifics of who is on it, but it's made up of the four representatives from the four... (01:42:53-01:42:55)

M Yes. It will be yes.

M (01:42:54-01:42:59) technical designers for the flight path will be there as well. Because obviously the route says we fly all over the terminal so...

FR (ENS? 01:43:08). (01:43:08-01:43:13)

FR It's quite a technical exercise to pull that all down. It's a big project.

MR Mm.

MR We have a full day rating... and we can go down all of the design principles. I think they should be grouped together and categorised...

M Yes, absolutely. Our job is to pull all of the data together from all of the workshops, group them together, see which ones are coming out as priority. And that is a highly qualitative thing...

MR Mm.

M ...it's not a numbers game.

MR Yes, it can only be.

MR Who are communities interested represented in this group that will thin out design principles?

FR I don't think there is... which is why we have the recall workshops afterwards to review...

M To review the shortened list

FR ...that shortened list.

MR I am confused because you are saying you are going to review the list of design principles with a group of people including stakeholders (like ENS or whoever? 01:44:13-01:44:15), who is a stakeholder for the community...?

M My understanding is that the shortlisting will be undertaken by the airport. Progressing...

M And we will be involved in that. But (as an explanation? 01:44:33)...

MR It will be (270? 01:44:34), who are the technical aviation design team...

MR Yeah.

MR ...and (WSP? 01:44:40) as well, from the environment assessment side of things, and various stakeholders in the airport. We are going to have a whole day. We're going to have to go through every design principle - what is and what isn't feasible. What may or may not be incompatible, etc. Characterise all of that and then come up with a shortlist of ones which can be taken forward. And then the recall workshop is designed to come back to the community and say; you said this, we've got a shortlist of these, the other ones are not feasible for x, y, z reasons... what do you think? So, it's this two-way 'you said, we did'...

MR But, don't you think it would be fair to have a community representative as part of that group?

M I didn't write Cap 16:16, so...

MR The reason I'm asking is that I'm getting confused, as originally this meeting was specially arranged for us, I understand, because originally there was some kind of conflict of interest... and we were told that (ENR? 01:45:53) would get involved in this thinning out process. And now it doesn't sound like you know if ENR is present. And you don't even know if a community representative is present.

MR A representative of the community isn't present.

MR OK, which, as you are describing, I seem to understand. I find it personally quite concerning that you are going to collect all of this stuff from all of the stakeholders, and then you are going to ask a certain number of stakeholders to review this, and you don't have any community representation there.

M I hear what you say, and that is something I will pass on to [REDACTED], but I might suggest you do the same.

M I already did!

M I bet you did.

MR It will be probably be raised again at the next noise board next week, or this coming week, so it will be raised again.

MR And I will do it again.

M How often do you meet, out of interest?

MR Once a month.

MR Once a month. The first Wednesday of every month.

M Yes, this meeting was specially arranged for you because...

MR We are grateful that that has happened. Thank you for your time.

M It has been delightful to meet you. I've really enjoyed it, actually.

MR Your overtime, because you could be doing something more interesting instead...

M My garden! But that's OK...

FR Just one thing - when we talked about the general questions beforehand, we mentioned infrastructure around the airport being inadequate. But that didn't actually come into any of those categories. So, I don't know...

M Can we put that under technical, please?

FR I was going to put it under...

MR I think you will find it under...

M Sorry, you were going to put it under?

FR Economy.

M Economy. OK, yeah, great.

MR Mm, that's important.

FR Because the infrastructure around the airport... if the airport doesn't contribute to that, then it's the council and coming out of public services, to get better roads coming here... so, that's impacting on public services in the area.

M [REDACTED], thanks for doing that. Can I ask you please to stand up and walk around these, and if there is anything that we have missed off from our initial discussion, put them up? Can we use our last 10 minutes to do that please?

MR OK, sure.

MR Just one comment on this issue of infrastructure around the airport... I'm not sure who would be aware of this. There has been a longstanding application for what's called the Edinburgh Business Gateway Department at the airport. And also the garden district development phase one...

MR Mhm. There's a whole series of them.

MR ...which is next to the bypass junction with the (Gogo? 01:48:32) roundabout...both of them have been called in by government... having been approved by Edinburgh City Council, they have actually been called in. And the reason that has been given for the calling in is transport.

M Mm.

MR Mm, the transport infrastructure and various other things related...sad seeing that.

MR So, I don't know if you noted it, but...

M A quick review on the wall and then we will... we do this to prioritise, but you have given me such a clear lead, so we don't need to do that. But it would be good to just have a final check if that's OK?

MR It's a health and safety issue... been there, done that, tripped over things...

M Mhm, I bet!

MR Thanks for that. Thanks for coming.

FR Not at all. My pleasure.

MR Are we finished?

M I think we are.

FR Thank you very much.

MR Nice to meet you. Thanks again.

FR Good to see you. I'll see you on Wednesday night.

MR The parking situation?

FR I actually don't know, do we...

M I would imagine that you ask at reception.

MR Alright, thanks again. Cheerio.

M Perfect.

END

**10402 Stakeholders
Smart Verbatim Transcript
TauRho Transcribes
File Length: 164:45**

M Moderator

FR Female respondents

MR Male respondents

M I'm just here. But also, it's a requirement by the CAA. We actually give transcripts of the group. Hi, thanks for joining us – and your name is?

MR [REDACTED].

M [REDACTED]?

MR [REDACTED].

M [REDACTED]. Okay. [REDACTED], do you want to come round here? Brilliant, thanks very much for joining us. Okay, so. If we could start by going round the table and doing a very quick introduction, please. Just tell us who you are and which organisation you're representing. Shall we start with you?

MR Okay. I'm [REDACTED] of Winchburgh Developments. We're developing the village of Winchburgh over a timescale from – we started in 2012, we expect to end in 2032. We expect to add around 12 000 people to the Winchburgh population and community during that period.

M Right. Thanks [REDACTED]. And next to [REDACTED].

FR [REDACTED] 01:18). And I work for PPCA Limited – it's a (01:24) consultancy. And we do the planning work for (Winchburgh Development homes? 01:26).

M Great. Thanks for coming along.

MR I'm [REDACTED] for Environmental Protection Scotland. We're an independent charity which monitors the quality of noise and land quality.

M Fantastic. Thanks [REDACTED].

MR I'm [REDACTED], and I'm from (Fife Council about mental health? 01:45).

M Yeah.

FR I'm [REDACTED] 01:49) from West Lothian Council, Environmental Health.

M I didn't catch your first name, sorry?

FR [REDACTED].

M Thank you. And...

MR [REDACTED], I'm from the Royal National Institute of Blind People, Scotland – RNIB Scotland. We support blind and partially sighted people throughout the country. And I also happen to live in South Queensferry, which is quite relevant to this as well.

M Thanks [REDACTED].

MR [REDACTED] of the (Aberdaron? 02:14) Community Council.

M Great, thanks. And?

MR [REDACTED] and I work for Disability and Equality Scotland.

M Great. Thanks [REDACTED].

FR Hi, I'm [REDACTED], I'm representing Diversity Dynamics. My colleague [REDACTED] will be joining us shortly, she's actually just stuck at the airport on a delayed flight. We are supporting the (airport? 02:38) to the Equality Impact Assessment of this program.

M Thanks, thanks [REDACTED].

MR [REDACTED] for (Watford? 02:48) Group and also part of the Springfield Properties. We have development interests in West Lothian.

M Great. Okay. Thanks [REDACTED].

FR I'm [REDACTED], I'm from Historic Environment Scotland.

M Thank you.

MR I'm [REDACTED] (03:08) from Scotland Environment Protection Agency.

M I didn't catch your name?

MR [REDACTED].

M Thanks [REDACTED]. Great. And next to [REDACTED]?

MR Hiya, I'm [REDACTED] from Extinction Rebellion, which is raising awareness on climate change and encourage the government to take more action.

M Brilliant. Thanks. And...

MR [REDACTED] from (03:30) Council, Environmental Health.

M Fantastic, thanks [REDACTED].

FR [REDACTED] (03:37-03:40) Environmental Health

M Thanks [REDACTED].

FR [REDACTED], manager of Fife Centre for Equalities and (environmental mental health? 03:48).
We promote equality and Inclusion.

M Perfect. Wonderful. Thanks very much. I'm [REDACTED] from Progressive. Obviously working for Edinburgh Airport. I'm going to be jointly moderating this discussion with my colleague, [REDACTED], who is an expert in all things traffic. Behind us, we have [REDACTED] [REDACTED] from WSP, he's also supporting on this project. And [REDACTED], who I think you'll probably know. [REDACTED] is here also, supporting from Progressive, capturing views. So, simple, rules of engagement. If you've got a telephone, if you could pop it on silent that would be great. Thanks very much.

What I want to do during the next couple of hours is do a very quick presentation on the reasons behind this CAP1616 process. We want to get your input to help us provide a list of potential design principles, by which we mean the factors which go to govern the changes in airspace that will be planned. So by the end of this session, all being good, we're going to have a whole set of Post-Its all over the wall that give a long list of all your design principles. So let's just very quickly run through the thinking behind this. As we all in this room probably know already, the UK government has requirement to modernise airports, so changing navigation systems, which is what has prompted this whole project. And it's not just Edinburgh Airport, it's every airport that's affected by this. Edinburgh Airport are going to be looking at arrival and departures. Edinburgh Airport does have a strong growth target of 35 million passengers by 2050, so we will be taking that into account. This shows a map of the westerly operation, which is 70% of the flights that are going through here. What's interesting to note here, and something that I'd like to bring up during our discussion, is the broad distribution of flights that currently exist and what the new navigation system might do in terms of concentrating those flight paths. And you can see, that's the westerly, this is the easterly operation here.

So, Edinburgh Airport as well, some of you may also know, back in 2016/18 ran a change program. That was to a different standard, that was to CAP725. The application was unsuccessful for technical reasons. What we're entering into here now is a brand-new consultation, and we are following a new process and we are following that to CAP1616. Some of you may be familiar with that. For those who aren't, for those of you out there who can do a little night-time reading, it's a process that when printed is about that thick. But we are very much governed by... everything we do, we are governed by this CAP1616 process. That's what we're following. This seven-stage process. We are right at the very beginning of it, so right up here in 1B. So the purpose of this first stage is to identify community concerns – and by community, we don't just mean residents, we mean farming community, the business community, all communities. And the whole idea being to optimize flight paths to minimise impacts on environment and affected communities. The statement of need, I do believe you were all sent a copy of the statement of need, but the current situation is that the airport has the single runway. As I showed you, some of those routes one is used 70% of the time, the other one 30% or thereabouts. There are departure interval delays at busy times, and there's a runway capacity of 42 movements per hour at the moment. As I said before, Edinburgh's plan is to grow over the next 20 years.

So, in summary, we want to modernise Edinburgh Airport's airspace and we want to increase the runway movements per hour. We are at the very first stage, Edinburgh have put its

statement of need to the CAA and that has passed, so now we are at the design principle stage where we are engaging – and it’s my job and [REDACTED] job to be here and to listen to you. As I said, we’re looking at design principles. Now, sometimes it’s difficult to grasp what we mean by that, so we have got some examples later on in this very brief presentation. But we’re looking forward to hearing what you believe the key ideas are that should govern or inform the new designs. Has anyone got any comments or any questions about that so far? Do pipe up, I’m sure some people are saying, well, what’s the point of doing this, why are we here, what’s it all about?

MR Yeah, I think I’ve got a question about whether there are any comparisons that can be made through the CAP1616 process and what...

M Comparisons to...?

MR Comparisons to the... A number of people around might recognise or know the terms “spatial planning”. And planning it on graphs or so, engagement of environmental assessment might be engaged with through the CAP process.

M Environmental assessment, that’s for [REDACTED] to answer.

M I’m leading the environmental assessment. So CAP1616 requires that the process follows guidance - air navigation guidance, which contains the altitude-based priorities and also the key environmental objectives which are to minimise the environmental and human impact of aircraft noise and not necessarily to minimise the number of people but the totality of impact. So it also requires typical noise, health, ecology, social impacts. So it’s quite a broad-ranging environmental assessment process. But it’s very much a stand-alone process, it doesn’t fall into categorisation beyond normal planning regulations.

M Any other comments?

MR Yes. It’s to ask how this process is being run in parallel with land use planning. Because, I’m aware, for instance, there is to be significant surface water management issues associated with the scale of new development within the Fife and Lothians in particular. Scottish Water won’t be accepting surface water into their sewers – that’s all going to have to be managed on the surface. I’m just aware that the airport and the airport authorities aren’t happy with large bodies of water in association with flight paths, because of concerns over bird flocking and bird strikes. So I think it’s fairly crucial that the two things are kept tracked together. Or one is going to compromise the other quite badly, possibly.

M Okay. Noted. Any other points of comment?

MR I guess our concern would be the climate bill that was introduced just last week. And Scotland happened to be net zero by 2050. How would that level of growth reduce CO2 emissions from aircraft? In a time of national crisis and emergency.

M Okay. That’s a good point. [REDACTED]?

MR I guess if this is about building capacity and ultimately increasing the number of flights, then there’s all sorts of questions about how this process relates to all sorts of other consultations around airport management, passenger management, assistance, use of land space – I know

that's not part of this particular study, but it would be good to know that all of these things are linked together so that we don't just end up with an airport that has lots of airspace capacity but no capacity to actually support passengers.

M Good. Interesting. Thank you. Anyone else, please? Or we can get on to discussing environment. Okay. So, do you want to say a little bit about (15:10) principles before we go on to this last...

M We were talking about changing processes – go back 20 years, a lot of professionals knew only roughly what the communities they were serving thought, and then we found they didn't. And so most transport, including airports, now have departments, and CAP1616's a major enhancement of that. We need to go out and find out from people what they want. All the different takes from the groups. So we've got, obviously the airport knows it's got various principles it must comply with – things must be safe and there are rules to comply with a whole range of things. But there are a whole lot of other stuff out there – you're talking about planning and other things you might say are important things for us. So what we're here to do today is collect up from you all the things that you would want to see. And the process of designing airspace change is then a process of amalgamating and trading off all the different principles that people are coming from to come up with. A collective outcome that everyone is happy with, that the whole society can live with. So that's what design principles are. Airports start with, it's got to be fair, it's got to be environmentally (16:33) with policy, it's got to be compliant with safety, and that sort of thing. But we're going to go on and talk about the community issues, the environmental issues that affect local communities, the economic goals that you've got, and work our way through those to try to come up with lists. You'll very quickly find that a lot of these things - community goals overlap and ran into (16:54) noise. So don't worry about where we bring stuff up, we're just structuring it in different ways to try and make sure we don't forget anything. If you have a pressing point and want to bring it up, then just make sure... The key point is everything you want to raise, as the principles that you would want to see applied in delivering what Edinburgh Airport put forward in their statement of need – what do you think's really important? What do you want to see considered? That's what we're trying to capture today.

M And we're going to do this in one of two ways. We're going to have call out sessions as we get onto each of the themes. But also, I'm going to ask you please to write down your ideas on Post-It notes. We're going to collect them and put them all around the wall. Then we can start to group them and start to see what makes sense. We can also start to go through them one by one and determine which are the most important to people. So, call out session and then I'm going to ask you to write ideas down, we'll collect them, I'll stick them up. One simple rule, just for the sake of analysis: one idea, one Post-it note please. Otherwise it takes me ages to rewrite them all out again. Let's kick off with social and environmental?

M Yeah, so I think communities... First, sort of, thinking about the communities in which you live or the communities you work with, the people with similar interests. We're not trying to make a complete list here, this is merely so that we can give a complete blank sheet and say, "What do you mean?" And what we're saying is, well, how do you perceive noise? What would be the principles that you think matter to your community most about airspace change? So talk through the principles. The best way into this is if people start saying, "Well, what really matters to me is..." Anybody like to illustrate that and then...

M Great.

- FR From my point of view, I obviously come from an environmental health perspective, but the main thing for me would be noise. But I appreciate there's obviously... The people closer to the airport are probably more likely to be bothered by noise than those who are further away where the planes are... Obviously there's a certain height of the plane so it's probably about minimising population that are allowed to be affected by noise, especially if you're going to increase the number of flights. Like, a shorter period of time between take off and landing and things like that. For me, that's probably the main thing.
- M What about the type of noise? Do like motorway work as well? If there's a constant drone of the motorway, you might get used to that.**
- FR I think you might.
- M Flights are intermittent. Are there specific issues around timing or phasing or aircraft noise about how things might work?**
- FR Well, I suppose there may be times – I'm not sure, but I would imagine with a ...particularly the take-off area, the amount of noise generated by the aircraft's likely to be more. At that point you're talking about whatever direction the plane is taking off, you know the people underneath it are going to be exposed to far more noise and maybe be more annoyed by it than somebody who's living somewhere where they're just passing at height, and just cruising essentially. Because I know that where I stay, the plane sometimes passes right over me but they're quite high up, and it doesn't bother me at all. So, but I can see that people who are closer are far more likely to be annoyed by that because it's a louder noise and you're getting it intermittent, it's not like living next to a road you know, where you're going to get a constant drone, as you see people might well get used to that. But if you've got an aircraft that is pretty close, that is going to be...
- M That was a great kick off thanks. So, we've got, so you've given some nice background, understanding the principle design idea there is minimise the population affected by noise.**
- FR I think in relation to noise, as much as the loudness...I mean, hearing loss is becoming quite a significant problem in Scotland and I think...and hearing loss affects people differently. So this...so some of us might not just be affected by the loudness but that kind of...you know the white noise that maybe we don't hear, or you know the lingering kind of...and I think that needs to be discussed with the communities as well, as to...if, because I think whether there's a link between not just the loudness, but it's also the type of noise that may affect people.
- M Yeah, I mean some people find like small aircraft, lesser aircraft, more annoying than the big jets. It says the type of noise, so could you know unpack that a bit, any of the specific issues to link to particular people groups? I mean, so hearing loss would be affected by what sort of issues, just...any sort of...**
- FR I think most people would probably be, I mean, I'm hoping that most of the flight paths wouldn't be like flying over schools because again it's like, especially you know, children, are more sensitive, and then I guess if hearing loss is already quite a significant issue, and then you don't know how much of it is kind of like, issues that (hidden? 22:45) of what's causing the hearing loss. We don't know what's causing the hearing loss, then it's just something that, you know...be

mindful of that. Because sometimes it's not just about the loudness but it's also about the frequency.

MR Yeah, so I live in and represent a community that's overflown in the four thousand, sub-four thousand feet at full throttle, full back. So the noise from this is extreme. There are no official noise monitoring stations on the south coast of Fyfe. We've had temporary stations there to try and record some of this impact, to try and get a decibel rating, because up until now the airport has been basing all of its projections on modelled data and not real-world data. It's not only the volume of that noise, that changes with different planes and different models of engines etc. etc. But the size of these planes which are now flying flights to Doha and things like that, and we're getting enormous flights at two to three thousand feet. So, they're quite considerable. The biggest interruption, I mean lots of people who contact me, is the time of operation. And we've got heavy freights going out at three, two, three, four AM in the morning, over a community affected heavily by noise. At that time of the morning that's causing great disturbance to people's sleep, it's causing great disturbance to people's wellbeing in that area. On top of all of the noise issues, then you've got the...because we're at such a low altitude, we've got air pollution issues as well. Yes, we're overflown, our primary school is overflown, that's been a great concern on how our community has tried to take this forward. And that...sorry.

M And that, I was going to say, and that's some really, really interesting points there. Can we try, when you put your design principle down, try and unpack the noise and the time of operations? So how would you summarise that, would you say, no early morning flights, or minimise night-time flights, or...so try and translate everything you've said, which is really interesting...

MR This is clear...from this document, there are clear...they're looking for early morning operation. Because that's the bulk of the sort of, commuter times. So that has to be something, there have to be steps put in place. I mean, I'm only talking from our side, which we're only affected one third of the time. The flights go the other way, but when the flights are going the other way they're not vectoring quite as much as they do as when they come back up over Fyfe. So, these planes are being vectored hard to get round and back on to the flight path. So, the question of the external flight paths and how that affects the vectoring and the flights and the altitude, all of these issues that just weren't addressed in the previous consultation. It was like hell or high water: this is what we want, and this is the pursuit that we're going for. So, and not, yeah...

M And can we unpack as well, just as [REDACTED] saying, I think some of the things about the air pollution aspect. The big pollution issue is, how do you know that what you're seeing is...just, you know, this is kind of key design principle stuff, you know, what...because if you look at that, work out, here's what it is that you're...

MR Yeah, I can tell you we're sitting there with the taste of air fuel in our mouths and all this kind of stuff, no, but it's...we look at the evidence there, and I don't want to sort of base that on modelled stuff as well, but the amount of air pollution dropouts from flights in full throttle below four thousand feet, which is why this is the concern, I think, by the airport. They know the damage that is done under that, by that much power and that much fuel being consumed. And what's the residual and what's the output? Not only just in CO2 things, but actually in other contaminants from the fuel and the unspent, fuel burn issue.

- M** And in modelling issues are always incomplete and there is scope for error. But equally looking at a future situation, we can't measure the future without doing some modelling of what we think it will be. So having as much calibration between the current situation and the current modelled stuff could be a good guide to the future, so I mean you know that sort of principle, about how would you ensure that calibrating what we're seeing on the ground today against the model results and...yeah.
- MR Yeah, I'm sure there are studies that we're not, we don't have access to, and I don't think that any studies have been conducted in our area. Some airports are restricted by four thousand, vectoring issues, four thousand feet vectoring issues for these reasons. Unfortunately, [REDACTED] run away so he probably knows, how long more...
- M** We've got such a lot to get through so I'm going to...let's move on.
- FR So, we're talking about communities that have been affected by noise etc. What about communities that are not yet there during the consultation period? So for example, Winchburgh. There's also development in East Calder, and I believe the airport were consulted during the local development plan stages. So what measures are in place to look at the massive development that's going ahead in these areas, and how they might be affected?
- M** Okay. And again, I'm going to ask you to turn that around into, what a governing principle might be in that context. Of communities that aren't (27:56)
- M** I.e. that the council, which you represent, might be a proxy for the people that aren't yet there. You know, how could we build that in, is that sort of...um, that sort of issue.
- M** Okay, I'm going to start collecting post-it notes up now, but do continue to have conversation. So, I'm collecting ideas about the community, just pass that down.
- MR Yeah, I wonder if...we often think about visual landscapes when we're doing planning and designing, and much less attention is paid to audio landscapes. We think about noise as whether it's kind of disturbing or not. But there's a bigger issue, and maybe I'm more aware of it being registered blind... but audio landscapes are really important. And if you're working on the waterfront at Cramond, or on Inchcolm Island, you do hear a lot of traffic noise. And you could argue that it doesn't actually disturb me, but it does disturb the audio landscape. And so I think taking that into account is really important, and personally I'd rather hear an aeroplane every twenty minutes than be next to a main road or a motorway, but that's just me.
- M** So might the governing principle therefore be, take audio landscape into consideration.
- MR Yes, which means that there has to be set in conversation with the population issue, because if we go for a straight, affecting the least amount of people, that means putting it over more rural areas, which may be the very places the people from the built up areas go to enjoy a bit of peace and quiet.
- M** Great. Can we capture that here, please.
- M** So, we're picking up lots of stuff, and I don't know if we need any more thoughts, or if everyone's writing what they're thinking of. And again, to (30:02-30:05) environmental issues, But have we thought about what takes place in our communities? Some of the stuff around,

you know sort of people, and the activities they're undertaking and specific types of activities that might be affected? Have we thought of everything in that space? Any specific activities say, oh this is critically noise-sensitive, we will be unable to do these things if it were any noisier? Any sort of, um...

MR Schools.

M Schools? (30:38-30:42) and children's natural (30:45) or whatever in these areas specific. Can we add, is that all, I mean there's sort of...you may not be able to, but what prompted you to say schools?

[Background Conversation near mic]

MR Well, in this case, you know in Winchburgh, Winchburgh has (a largely dense population? 31:04) years ago. And you have a specific area in that community (31:08-31:16) So that population here, how would you recognise (31:23) 2,200 children while the airport (31:29).

M And obviously the design plans, the land use plans are there, they know where the schools are, they know where the housing is. What we don't particularly have is the individual people's views. And so it's...you know, so we might be trading a flight that could go over a school in Winchburgh with a school that might, that you might go over in...Livingstone, in terms of where is the flight path going. And so, it's a case of trying to understand why and which would be preferable, and you know flights have to go somewhere [laughs] and how do we work out, I think, some of the points about is it rural or urban? Absolutely really interesting, can we unpack that at all, in terms of, is one flight in a rural area much worse than having an extra one in a built-up area? Any thoughts? Yeah?

MR No thoughts on that one, I mean, obviously...we have the opportunity to fly down the Forth over a largely huge, unpopulated area. That would be one consideration. Especially taking off to the east, it doesn't really look to the west, there's a solution for that. But tourism is another impacted area. Obviously, we've got two award-winning beaches that are heavily visited. And air operations does affect people's experience of that.

M Okay, well let's get those down, absolutely. Vitality of tourism absolutely...I mean actually, one of the things about...we're talking about noise landscapes, this room is very carefully designed to make it almost impossible to hear people from one end to the other. There's this big wall in the middle, that all the sounds are getting lost up there and getting lost up there. And so, we're certainly over-recording both ends, it would be a shame if we only found out at the end what people were saying, so. If everyone speaks up that would be great.

M It's actually really helpful when you stand there, [REDACTED]. I know I've just got a flight and I've got a blocked ear because I've got a cold, but...

M If you stand under it, then you can hear both ends. It's very obvious from the end, so. Pertinent when we're talking about noise. So...we'll start to move on to some more of the environmental dimensions of this, and think about some of the health stuff as well. Sort of a, we've not talked about the animals yet. Nobody's speaking about sort of...anything around...the birds, obviously, come up quite a lot. Any other aspects...we've talked about emissions and noise, but other issues around...environmental issues we've not covered?

- FR You don't have anything there about the historic environment. So, there's a couple of things that have sprung to mind, kind of related actually, slightly to the tourism point but differently is that...and actually about the audio landscapes. Related to that, the setting of historic assets isn't just visual, it can be the way you understand it, experience it in terms of what you can hear as well and how that affects you. So, we would expect you to be looking at that, and also we would be interested in seeing how you deal with the implications of airspace decisions on what then happens on the ground, if there are any implications in terms of infrastructure and things like that.
- M So what do you mean? Think in terms of the design principles. You're saying, oh it's important that these historic buildings are protected and their experiences. You know, what is it, if you could sum up some of the things that matter. I.e. you're standing there as a tourist on Edinburgh Castle, and a flight goes over. Does this matter? Is it that sort of thing you're talking about? What...can you unpack, what would be the sort of issue that you're getting at?**
- FR Probably not immediately...there's quite a lot in there, because there's historic environment. And I'm wearing a couple of different hats. We've got our kind of tourism aspect as an operator of some fairly major key tourism assets in the area, but also in terms of the protection of the historic environment. So, there's a few different things I would need to explore there.
- M Well, any time you know, I say, while everyone's minds are focused are often the best time to think of these things, so I don't want to put you on the spot but, you know, think about it, write it on a post-it note, get it up there and we'll make it sure we're capturing all the things. Yeah?**
- MR Isn't there is a principle here about, I don't know if there's a posh name for it, but acoustic context. So, you look at, say, Edinburgh Castle, if you have an aeroplane fly above there, it mixes in to some extent with the railway going down below, with the roads, with the basic city centre noise. If you have an aeroplane flying at the same height above the Inchcolm Abbey, the acoustic context is going to be much different. So that's going to have a much more detrimental impact on an environment. So, like, for example, also your beaches at (Aberdaron? 36:43), so that's going to have a much bigger impact than say your beach at Portobello, because of the different noise contexts there are. So, I think that's a principle, is looking...it's not just about taking things in their...how can I put it...you know, this is a historic place. It's got to be more than that, it's got to look at the context.
- FR Yeah, you've got to understand what it is. Each one is different and has different qualities and will be affected differently.
- FR I think, the thing is, I think it's two sets of arguments that are happening at the same time. On one hand, the tourism board of Scotland wanting to bring more tourists to Scotland. (37:24) hence you have to increase the capacity of the airport to accommodate more tourists, so that they can experience the very thing that we're talking about here. But then we don't want it to be so much that, I mean when I was recently in Faroe, and you're sitting there enjoying your cocktails and every minute there's a plane flying down. And it's quite low, and it's...But then that...so it's how do we balance that? On one hand, you do want the Scottish economy to grow. Especially within tourism. But then on the other hand, you don't want it to be so much that, all people in the...all these beautiful places, all they can hear is every minute, a plane either landing or taking off. Because, potentially that's where we're going to be heading, especially if like, everybody thinks...over the water is the easiest option, so the Forth is going to be the easy

option, but it's not because the people around there, they bought their houses because it's the idyllic kind of, environment. And especially in the Fyfe coast route, that's what we (38:36) just now, in Fyfe, is like...you know, the beauty. But then, how do you balance that? Because you don't want the economy to suffer but at the same time, just not...

MR I can respond to that. I think it's a really important point, and...I think tourism for Scotland is great, we need to continue and it needs to grow. I mean look at, in terms of international flights. Currently more than half of all international flights are taken by 10% of the most frequent flyers, and that's businesses. Lots of businesses could change their practice to do more of their internet and Zoom meetings. It's not tourists that are to blame, and in fact we need a reduction in flights, aviation initially needs to decrease, not grow. We can still have a growth in tourism, and we can still support tourism, by a frequent flyer levy, by taxing the businesses that fly the most.

M And absolutely, these things for national government to consult on and take forward and do. Absolutely not for Edinburgh Airport, Edinburgh Airport is never going to solve national aviation policy in terms of its design of its airspace. The two...so absolutely, let's fix national aviation policy too, and let's not stop for one minute in doing that. But we have got to focus on, if national aviation policy and tax and all that stuff hasn't changed, then how do we manage whatever we have at Edinburgh airport because the worst thing you could do is end up with constraints just like you see in any transport network where everyone's stuck in a queue and aircraft are in holding patterns consuming more resources. It doesn't do anybody any good, we have to get the whole system to work so yes, it's really good and important stuff and focusing on what Edinburgh airport can do will give us the best chance of getting something done that makes things better.

MR Yeah but how does Edinburgh airport's approach tie into the other national strategies for transportation, rail, road, electrification, all of this stuff. We're just looking at a single point here to do with the airport and they're looking at tripling the growth in their industry between now and 30 years from now, but that doesn't lie in with... where does that sit in the grand national plan for transportation?

M It's really important to, in the context of this discussion, to settle this in context and I think these are really important issues but they're not ones that we're going to solve today but the scenario planning...

MR No but it's a contextual point.

M ... that looks at the future of transport yes has lots of scenarios with a lot more aircraft and a lot less aircraft, they're different scenarios, different things we can do but Edinburgh airport will have to cope, Edinburgh airport will have to cope with whatever is thrown at it by government and part of the reason for doing this sort of stuff is to make sure that yes we've not forgotten about something that might happen, that might be thrown at Edinburgh airport in terms of the airspace design. So it's definitely part of the agenda but equally it's not going to be solved by what Edinburgh airport do, those things will be solved outside Edinburgh airport.

MR I get all that but they have to still frame their approach, their outlines, their consultations, whatever they do, against that framework and they've got to say this is how we fit in with all of this and not just about the monetisation of their assets.

- M** So we're missing something and I think this is a key point because in design principle... if you think there's a design principle that somehow we're missing for the airspace change that relates to all this then absolutely let's capture it, let's make sure we don't miss that because we really don't want to miss any of that stuff, really important.
- MR** But there's an assumption here that growth is necessary and that in itself is a design principle, that in order to progress or whatever that we have to grow in terms of using more resources, processing more people, more traffic movements, whatever it is. So, that almost needs to be named as a design principle to be put alongside because there will be people here who would suggest is that necessary. If we want to increase tourism that needs to be put in the context of all the other modes of travel, it's not just something that's resolved... and the same with business travel and so on. It's not just an airport issue.
- M** Absolutely. Or even the population growth that we're all hoping for in order to pay the pensions of an ageing population and things like this, so I'm saying currently national policy in a whole lot of areas assumes growth and we're not going to fix that totally with the airspace design but what we can do is make sure whatever airspace design we do is consistent with that wider framework. So we might decide we want a smaller Scotland with around 4 million people instead of 5 or want to go up to 6 these are all things... but assuming that nothing changes at national policy level, which has to be one scenario Edinburgh airport have to take account of in whatever they design. You have to get an airspace design that is consistent with whatever might happen.
- MR** The national planning framework for Scotland very much promotes growth of the airports on the grounds of economic benefit for the country but I'm just wondering, and I'm just trying to have a quick look through it, there didn't seem to be any counter balance to that as at what cost and how is that balanced. If the government are supporting the growth of Edinburgh airport, is that at all costs?
- M** That's what I'm saying, if there's a specific principle that you think is missing from your perspective...
- MR** Where do the airports come from? Are they just...
- M** ... i.e. the national planning framework does not reflect this following principle that matters to my community, let's capture that, let's get that down, it is relevant. What the design process will do is take account of the national planning framework and say Edinburgh airport will have to consider all of that anyway but they also want to consider what your perspective is too and I think that's...
- MR** I suppose where I'm going is, who makes the decision?
- M** At the end of the day in our multi-stakeholder, multi-criteria analysis framework it's not, it's complex, there are a lots of people involved at lots of stages but what we're trying to do and part of the CAP1616 thinking is how do we build consensus together.
- MR** I'll still ask the question, who ultimately makes the decision? Is it the Scottish government?
- MR** Sorry I'm just mainly observing but I guess I can answer some of those questions. It's the CAA that makes the decision ultimately, they run CAP1616. Aviation is a reserve matter so aviation is

still run by from Westminster, it's not a Scottish government... the Scottish government is obviously involved, so it's the CAA that ultimately makes the decision on this.

MR In terms of?

MR Is this the right solution that we come out with after we go through the CAP1616 process.

MR And how are the CAA accountable to the population?

MR The CAA is the arm of the DFT which is run by the government which is accountable by being voted in. So they're the delivery arm of the department of transport.

M There's a battle going on between the United Nations and the European Union at the moment that could lead to European policy having more flights rather than less in order to comply with international directives. None of this will stay the same during the process going on, what we can add through this type of process, through CAP1616 is making sure that we're factoring in everybody's view and making sure that we don't miss stuff. So lots of other stuff will go on and I'm sure you can influence the other stuff through whatever, Westminster, Holyrood etcetera. Other processes influence CAA but that's not Edinburgh airport's airspace specifically...

MR As a developer we won't get planning permission for any development where there are noise generating sources unless we demonstrate how they are mitigated and as we are finding currently that mitigation for a residential property has to be with windows open. So you can't just simply tell people to close your windows, that mitigation has to be as a result of detailed noise impact assessments and done testing current ambient noise for an area against the likely noise impact from the source. You at the airport are going to be creating that noise source and likewise they shouldn't be getting permission to impact on not only existing properties but also planned communities unless they can demonstrate through a comprehensive noise impact assessment of central Scotland that they are not breaching the same guidelines that we're burdened by.

M Yeah, so if there's a specific guideline that you're saying 'alright x decibels in these situations and how are we dealing with it', we need to capture that sort of design principle because that's what might matter to you.

MR I'm asking the question, is in fact that what happens? In your environmental assessment are you measuring ambient noise throughout any area that's likely to be affected by the flightpath and testing that against demonstrable noise increases?

M Can't measure... [REDACTED] can probably explain more.

M Could we hand that to [REDACTED].

M The airport is monitoring noise at various (49:07-49:11)

MR Can you speak up, I can't hear you.

M Okay. The airport is monitoring noise, they've got some fixed noise monitors on the main flight paths and they've also got some temporary noise monitors that they've put in in various

locations, if people complain or just to understand that the noise is in that area. Environmental assessment will have a very significant noise modelling and assessment (49:40) to it and that will be looking at the guidance, the decibel thresholds set by the government as well. That will provide a good overview of where the noise impacts are, how they're distributed and this time around it's actually a different noise assessment, it's actually much more detailed than under CAP725 which looked at an average day in summer, 16 hours, with an integration of all of the flights, so 70% of flights taking off down to the west and 30% to the east. This time around you'll actually get to have each individual flight path shown so you can actually see what the noise contribution is for particular flight paths under certain circumstances, so it's a lot more detailed.

MR Can you just remind me what the 16 hourly queue target is again please?

M I'm not the noise expert, 51 (50:41) and I think the night is 45 but I'd need to check that.

MR Do you know who carries out the research? Is it an independent body or is it someone working for and with the airport?

MR WSP is a multinational environmental engineering consultancy, we're doing the environmental assessment off the program, we're contracted to the airport and we've got a noise team who will be doing that noise assessment. It will be independent.

MR Great, thank you.

FR Do you look at the total projected growth up to 2035, do you use those figures as part of your noise assessment or...

MR I'd need to check that. I think the project goes out for 10 years, I think under CAP 725 it was 5 years and again I think that's more stringent now.

MR It's 10 yes.

MR Can I ask who is consulted in the environmental statement? As [REDACTED] and others will know, for instance they and our (51:47) produces an environmental statement, it will come to agencies like (Historic Environment Scotland? 51:53) who will go through them with a pretty rehearsed way, so who has that role in ensuring that it is independent and that it is robust and it is accurately assessing impacts. And for instance, I would pick up the (52:17), someone said earlier about noise modelling, that abstract noise modelling is not robust particularly... we would be, for instance (52:67), I do know it's certainly an industry that we regulate... we don't have any regulation in terms of airspaces but we would insist that the noise was modelled at different times of the day through the week at receptors, so actual homes. It does seem that what you are proposing in terms of assessments seems fairly abstract and general and I'm also slightly concerned if it were, for instance Winchburgh, that proposal has gone through iterations of development and local development plans and consultations and modelling and assessment, something as significant as changing the airspace over a substantial part of the Scottish population, it is by comparison extremely light touch in my view.

M I want to capture that as an idea, you actually said the words model noise at different times of the week and at homes, what would you add to that as a principle?

MR It must be modelled not... this is the problem, you could identify properties in (Aberdaron? 54:24) or wherever, where people have made complaints about noise, so you could model there... but then how do you pick up for the communities that don't exist.

M Okay, communities that don't exist.

MR That no longer exist or which will alter... the dynamics will alter with new growth, new development. The parallels are yes you're taking... the airport wants to assist the Scottish government, wants to grow the economy but it also wants to grow the population of this area by something like however many tens of thousands of homes. Where are they all going, is this absolutely essential thing... I think the process you're going through has to be much more rigorous than it appears to be and it has to be much, much more closely aligned to literally what's happening on the ground. Just to turn the question around in a very simple format and say what's the experience of the historic environment? What are the key issues? It's a kaleidoscope of issues, it can't be picked up by a few bullet points.

FR And that's one of the really good things...

M I understand. And the great dialogue that you've just had with us, that gets recorded and I understand that but if I was to encapsulate that, could I say conduct extensive noise modelling?

MR Yeah.

MR I wholly agree. Just on that... on the noise recording aspect I've had a listening station in my garden twice over the last 6 months, maybe more. I volunteered my garden to be on (56:30) we are underneath a vectored flightpath. It's been spectacularly flowing the other direction whilst we've hosted this thing however it's been Edinburgh airport staff that have installed that device so when you said that it's done independently, I don't know how that's sitting with your staff or the people that are installing, I don't know where the data is going. I did ask if I could see the data or if they could... any of that kind of stuff.

M So I'm going to add conduct extensive noise modelling that's independent. [Laughter]

FR Marvellous, thank you.

MR Or even if we don't all... because independence is a slippery term but openness is...

MR Transparency.

MR There has to be transparency.

MR Perhaps transparency is a really good way of achieving some of this stuff but one of the things that might not be transparent here is... there was another comment I really loved that you made, you said communities that don't exist, well actually even in this room there are communities that don't exist. Thinking of the equality side, some of the groups that might not be represented here and some of the other aspects... people in your communities that you think they would have particular problems, are there any things that come to mind in there because we haven't really covered that at all much yet.

- FR Is there an intention, I know there's like twenty folk in a room here talking about it, is there an intention to have a wider public consultation where people can...
- M **This is very, very first stage.**
- M **So what happens is we gather the design principles, try and design the best (58:00) and then consult more widely on whatever we think might look promising.**
- M **So one of the design principles is around communication and there is a danger... and I remember when I first moved to south Queensferry a couple of years ago and I think that was the end of the last consultation but the documents were really quite difficult to understand when you... you fly in aeroplanes but that's about as much as you understand about airspace. Most people who we presumably want to consult with are not going to be in any way technically minded about this and so the language that's used and even the illustrations that are used, it all needs to be put into very, very easy to understand ways so that it's a real consultation, so that people actually understand what they're saying yes or no to.**
- M **Okay so would that be plain English communications? Language communications?**
- MR Yeah, accessible.
- FR Actually it can't be just written consultations because there are a lot of people for who English is not their first language or you've got British sign language as well and also not a lot of people have that literacy level to understand the... so it can't be just written. I've seen Edinburgh council, they had people (59:33-59:35) and I thought that was really good, they had people talking to people but then the people weren't actually noting anything down and all she said to me is go on our website, send us your views, so they're still expecting people to actually write and I think that needs to be a point.
- M **Smashing, thank you. [REDACTED], let me pick up that point.**
- MR I just wanted to ask for a bit more detail about the design principle we heard earlier, in terms of the forecast of the (1:00:03) traffic, going through the airport. And what I'm not clear about is, to what extent is there a line between that forecast of the two or three times traffic that will use the airport in the next 30 years, and the extent, or the range, of increase in the flight path areas. And if those ...
- FR And you mean flightpath areas, you mean ...
- MR Well, whatever they decide for the flight path results from ... Firstly, I think (1:00:41) other design principles and the consultation that happens. But what I'm not clear about is whether there's a direct correlation there between that prediction and the number of future communities or existing communities that either will be or won't be affected by that. So, in other words, if that predicted increase in traffic turns out not to happen, but, you know, as soon as the decision is made on flightpath concentration. Does that nevertheless open up that whole range of additional space that planes can use over communities? And within planning terms, there may be a way of conditioning what could happen in the future, depending on whether or not there was future predictions are achieved or not. So, in other words, if the volume of traffic only increases by 50% or 100%, instead of 300%, is there going to be any way of controlling the impact on the extent of the new flight paths?

M It's a question you might find you can't answer immediately.

MR But, you know ... what we do know, in terms of national transport, international transport design principles are, capacity constraints, whether it be a station or an airport, or whatever, is about the worst possible way to manage demand. Because what we do is, we shift the people coming to Edinburgh Festival to Glasgow and then they come across, and you've increased your emissions overall and, you know ... So, capacity constraints because of the consequences of what we do through them, nearly always lead to an inefficient, what we call, leakage. Of the problems that then leads to ... But not in every case. What we're saying is, yes, Edinburgh Airport have to look at a range of scenarios, they have to have the capacity at the airport to cope with whatever might be thrown at them. But in terms of forecasts of things that are done nationally, by airlines and by airports and stuff, demand management and taxation and things are done by the government. And under that democratic framework, we're here for Edinburgh Airport trying to make sure the most efficient, least wasteful flightpaths are best for the community are designed. And also, that design has to be consistent with a potential that there might be a lot more flights, there might not. There might not be a lot more flights. These are two separate things.

M I just want to pick up one thing, because I don't think we've talked about it very much. Can we talk about the impacts of rural versus urban? Has anyone got any thoughts on that?

MR Well, urban areas are largely avoided by Edinburgh Airport anyway. There's nothing that overflies Edinburgh, other than landing.

M Okay.

MR So, there's not really urban impact.

FR There's quite a bit of urban impact in West Lothian.

MR West Lothian. Yeah, well. And it's a shame, there's no communities from West Lothian here because I'm sure I'd be drowned out against any of those guys.

MR We had different stakeholders at previous meetings, so there's more to form a (1:04:12).

MR I think this is the danger of the principle of impacting the least number of people. Because the easy way to solve that is to put all of the flight paths over the rural areas, which are less densely populated. And therefore, you know, that on paper can solve a lot of problems. But the fact is like we've already said, the ambient noise is greater in built-up areas. So, arguably, the impact of flight noise is less than it is in rural areas. So, it's not as simple as minimising the impact on the ...

MR It's a really important principle, this. We'll make sure we've really got to capture this. Because it links directly back, as well, to the equalities, gender and minority groups, and things like this. There's a whole range of overlapping issues in there, that's really important. It matters more to some people.

FR That's where it comes back to. The monitoring of what is this currently, and how is that going to be affected. Because, you know, that will be what will make the difference. So, that you've got

something that's of value in the moment before any changes are made, and then you can then measure it.

MR Something that came up, there's been a couple of questions here, raised about future communities. But I was looking at the density population over areas. And something that came up out of the last consultation is that the figures that are being quoted in the consultation were out of date information, where the populations affected were much smaller than actually, at that point of the consultation. So, it's not so much making sure that future communities are considered, making sure the communities at that point are counted.

M **Okay, so that's about accurate data. We've got a whole group of ideas coming up there. [REDACTED], I just want ...**

MR Sorry, can I just jump in? On [REDACTED] point, actually, which is really interesting. But it's a really fine balancing act. The guidance actually states that you need to try and minimise the environmental impact on people from aircraft noise. It doesn't say you have to minimise the number of people affected by the noise. So, you could have rural flight paths, very concentrated, affect the smallest number of people. But that might be worse for those people than spreading, sharing the noise. So, that's one of the things it's useful to have these discussions about. You know, do you want multiple routes, so there are respite options? Or, do you want them concentrated on smaller numbers of people?

M **I just want to pick up on [REDACTED] point, as well. So, if I were to encapsulate the point that you were making, [REDACTED], would I be correct in saying, don't overfly rural areas where it's justifying flyover fewer people?**

MR Yeah.

M **Thank you.**

MR It just feels like that level of growth is going to have a massive effect on ... like, a really far-reaching effect on all of those things. And people ... I don't know, it feels a bit like this isn't so much ... I'm not criticising anyone individually, but it feels like you're sort of presenting us with the fire. You're saying which parts should we try and protect. That's what it feels like. Because you kind of have that level of growth, about it being much worse environmentally, and really far-reaching.

M **Okay.**

MR I was just looking at some of the latest plans in Europe of electrification of aircraft in Europe. And it dramatically increases the number of flights we need to have. Lots more short-haul flights for aviation in Europe, which is what the EU is looking at, and all their (1:07:52) planning. At the minute, I think the only electric aircraft we've got is between the Orkney Islands, but very soon, all that will be electrical. You know, down the way, if we ended up with loads more short-haul flights that are all electrified and renewable energy, we'd end up with more ... What I'm saying is, there are lots of different scenarios, we're not doing that here. You know, what I'm saying is, what we are doing here is focusing on, and it has to look at enduring it's got the capacity here to stop these delays.

MR So, it's probably a good time to get onto more economic ... Have we missed anything out?

M **Anyone got anything else to add on the health issues?**

FR Can I ask something? I think it might be hypothetical, but if a developer has a ... at the time that you're holding your community ... that was not on the flight path. So, you're never going ... you didn't have your potential buyers that ... you know, planes are going to fly over you. And then, they move in, and then they then ... the flights are starting to come flying frequently, and then how they then ... It's like, you know, the PPI thing. Can they just ... then sue the (development company? 1:09:00)? And then, what would happen? Would the developer make a different claim against Edinburgh Airport? I mean, one of the scenarios. If they didn't know that. I mean, the chose ... Again, given ... I mean, there's a lot of rural areas in Fife as well, and that's the attraction. And then, suddenly, they've got £600,000 worth of poverty. And then, they find themselves on the flight path.

MR I think that's where it's a ... Quite a number of people would think, "Yes, that's a reasonable course of action you could take." And you know, when the previous flight path consultation happened, yeah, we could see that people had that in mind because we were selling properties from 2012. You know, as it turned out, the consultation didn't result in any change. But I think, we can see that you know, it is not likely someone would be able to bring a claim against a developer who acted in good faith, you know, promoted a development, but wasn't in control of flight path consultation, at that sort of national level, that it could impact on that property. So, I think it's ... We feel strongly, as the people that buy houses in that community. But I don't think it's likely that the developer would be held responsible for that sort of national policy.

FR Only if you don't know.

MR Well, yeah. I think, if you knowingly mislead people, that's a different story.

MR Yeah, that's what I was just going to say.

M **Yeah, that's the point. And most people would get some form of survey or evaluation with an expected check-up, and land-use plans, and forthcoming developments. And [REDACTED] comment to that, there's no space consultation underway, or whatever. So, I think just the same as with widening proposal, or whatever, it's no different to any of that. Change happens, as it were.**

MR Electoral (1:11:07).

MR Yeah.

MR About three miles away. from the side of the city (1:11:10). That's the difference. You know, (1:11:12), if you're a developer saying, "Oh, it's really quiet here, you'll not hear a thing. Nothing will bother you." Knowing full well you've got a flight path. We wouldn't say that.

MR We'd never say that.

MR We wouldn't be that daft. But it's not always buyer beware. Because people don't spend, you know ... when you're buying a house, you go for less than an hour in an evening or the weekend. You don't spend 48 hours there, experiencing every single facet of the noise environment. And if you think, if you are buying a house that's miles away from the airport, then you think, "Well, I'm not going to hear it." Like I say, then the next thing you know, (1:11:53) all of a sudden you

are in the flight path and you are under 4000 feet. (1:12:00) It's nothing to do with the developer, it's (1:12:04) in any way, shape or form. It's the airport (1:12:07). I think if anyone's going to lie, it will be them.

M **So, in terms of, then, we're getting into so many of the economic principles that I think, let's try and be systematic with them, too. Because there's so much of a trade-off between ... you know, because of the cost and value to the community, and ...**

MR Can we come back to the health, please? Because what I've read, that CAP1616, it seems to be prioritising a few health effects. It doesn't mention (1:12:44) And that's fine, in that, that's good to reduce that. But the long-term, insidious health effects of noise above relatively low levels are well known. There's rainforest-worth of research on the effects of noise above 50.

MR **I mean, just because their approach is top-down, within CAP1616, they're set out, doesn't mean there are no other principles that we're gathering around the table. So, what I'm saying is, absolutely, you know, clarifying, try and unpack that as much as you can. I don't know if you've written any of that down, in terms of low-level, long-term noise and health effects, and stuff like that. Then we can think about, how are we looking at that? Have we looked at that? Have we forgotten about it? You know, that's what the design process can do, is kind of, make sure we've not missed anything.**

FR (1:13:36) ideas?

MR (1:13:40) is notoriously (1:13:45). And obviously, it depends where you (1:13:51) about how accurate they are. For example, when you're looking at wind turbines, those wind turbines to be tested to an eyesore standard, so that you know at different wind speeds, in different directions, you know what the noise levels are from that wind turbine. And you (1:14:09) to that. But that's not always that accurate. And when we talk noise in that context, (1:14:14). You talk about headroom between the target and what you model your emissions to be. In this context, I don't know how accurate the actual invalid inputs are, and how accurate the noise levels are when you're talking about something that's thousands of feet away. And your targets themselves are very tight, in some instances, above the (1:14:41) recommended levels for good noise environments.

M **Okay, well, that's a key principle. Making sure that there's be enough headroom in there, absolutely.**

MR But what I was going to ask was, of course, I'm not a noise expert (1:14:56) but how accurate is this web-type model? What's the margin of error? And what dB levels are we looking at? Because in all that time, the WHO ... and the WHO levels are for (anonymous? 1:15:15) continuous noise sources, not something with (1:15:20).

MR Yeah, I mean, noise modelling is done in accordance with best practice, we're always modelling for aviation acoustics, based on noise signatures from different types of aircraft. My understanding is, you look at the mix of aircraft that will be currently used, based on existing data, and then projecting that forward, as new aircraft come in that are quieter, et cetera, you can look at the fuse mix. The actual noise signature of this aircraft is well known, and modelled, and measured, as well. You can use accurate radar data from the airport, as well, to understand (1:15:59). So, it is as accurate as it can be, given strengths on modelling, of course.

So, you know, if you put rubbish in, you get rubbish out. It's down to best practice. You know, as long as you're being checked ...

MR (1:16:16) in the airport noise advisory board, I mean, it is (1:16:22) myself, during the ... once a month. So, they're helping us to set what the noise profiles should be (1:16:30) what we see here, and that (1:16:32) consulting next year on best practice for this. But CAP1616 is fairly prescriptive on what you should use. What we're saying to communities is, does this work for you? And what else would you like to see? So, that works ongoing at the minute. We held a separate noise advisory board round table focus group on Saturday, so they contributed for that. So, that's something that we'll (1:16:57).

MR Can I just mention something else about health? It's kind of health-related in terms of just recognising the impact, for those of us who rely primarily on sound to navigate, mainly blind, partially sighted people, but of course, there'll be other people as well. If you have an aircraft, low-flying aircraft, you cannot cross a road until that aircraft is gone because it reduces your ability to pick up any other sound from moving traffic. So, there are conflicting demands from noise. And so, where we're looking at design principles, if there are significant noise issues in a particular area, there needs to be some mechanism by which that can then be reflected on the ground in terms of putting in other facilities like control crossings and that ... The two don't obviously seem to match, but it does have quite a big impact.

M Can you put any metrics on that? Like, obviously if an aircraft is at 15,000 feet, it's probably, you can still hear to cross the road. I mean, can you think of which parts of, say, Edinburgh, if you've seen that, you would observe that to be the problems ... so that we can gauge what sort of heights of aircraft we're talking about?

MR When I hear an aircraft, I have no idea how high up it is.

M Right. It's just if there's any ...

MR But yeah, that's the sort of information at a consultation we could need ... we would like to know. You know, at what height does noise become an affecting principle rather than an annoying principle, and so on. I know it's going to be different for different people and different needs. But it's quite difficult, it's quite an abstract idea.

FR I was just thinking, maybe that's both noise and frequency, isn't it?

MR Yeah.

FR You know, if there's an articulated lorry going past then ... Well, once you go past, then you've got the hearing returns. But you know, if you're on a road where there's articulated lorry after lorry, after lorry, then the impact is greater because you don't get that break in between. Business is part of it, isn't it?

MR Sure. But if it's a busy road and an aircraft happens to come overhead at the wrong time, when it's suddenly gone quiet. it's going to be ... so, yeah.

MR I think it's also difficult to judge the impact on the disability as well. I know we're talking about hearing access, but if it's somebody with autism, and that could result in that sensory overload,

that kind of thing, as well. So, it's important to take into consideration different types of disabilities. Hidden disabilities and mental health, and social anxiety.

MR Yeah, definitely.

MR Good.

MR Anymore on health? Every time I've said 'economy', someone's thought of another health one. I don't want to fault that.

MR We've sort of skipped through air quality.

MR Right, okay.

MR So, what's been done ... how's the presentation of air quality monitoring being done? How's that being measured? Is it being measured? Is it part of this? As part of the environmental assessment. Or ...

MR Well, as I say, there are all sorts of top-down processes that ... I mean, [REDACTED] explained more, but there's also what you think is important. Air quality. And that's the bottom-up stuff that we're trying to capture here. So, yes, if there's stuff you need to ...

MR It's an issue, it's great fear to people. But what's being done to countenance that fear? And how will that be presented within the consultation?

MR So, CAP1616 requires an assessment of CO₂, as you would expect. And also, of NO_x. NO_x is typically not significantly affected by aircraft above 1000 feet, sort of, local air quality in the vicinity of the actual airport itself.

MR So, can you de-jargonise that for us?

MR Sorry. Nitrogen oxide. Combustion. Gases. They can contribute to respiratory issues.

MR They have an effect on people who are asthmatic.

MR Yeah. So, the science behind it states that, above 1000 feet, there's sufficient dispersal from aircraft engines. It's not (1:21:23) affecting the local air quality in the vicinity of the airport, as an air quality management zone, along the (1:21:31) in that area. So, we'll have a look at that, as part of the assessment.

MR Okay, particulates and other sulphates? And all of these other air pollutants?

MR Yeah, that's not actually required by CAP1616, but I think that's something we should look at.

MR You'll probably save another local ... particularly Edinburgh and West Lothian would actually be in the air quality strategy anyway. (1:21:59-1:22:08).

FR May I ask a question? How ... Because, I mean, with this exercise, you're looking at your own business goals, entirely. But then, it's about what benefits the communities will have as a result of your organisation's business groups. Because it can't be just about the airport. Because it's

something ... that's what's your starting point. But then, if you go into ... I mean, what would be the economic benefits?

M So, can I just say that actually brings us incredibly neatly to economics and benefits, so ...

MR It does, because ...

FR Like, in real terms, not just in ...

MR (1:22:52) 2016, although we have to update it before the consultation to come out this and in 2016, every airport generated around £1 billion, gross (GDA? 1:23:02) per year, and supported around 20,000 jobs across Scotland. In terms of the split for that, around about 12,500 jobs were in Edinburgh and the Lothians and in Fife, and the rest were spread across the rest of the country. So, in broad economic terms, that's what ...

FR But that's your own estimate, that's not actually what you're going to create yourself, is it?

MR No ...

FR But I think that's the thing. I mean, there could be something much more concrete as to, you know, what businesses you're going to be partnering up with, that actually will create those jobs. Rather than, hypothetically, that might be the case.

M **Absolutely. The best way to predict the future is to shape it. And absolutely, that can be part of the plans. So, instead of saying, "We're going to forecast this amount of demand," let's deliver on the amount of (1:23:57) we want to achieve the business growth. But the key point about the airspace change is, the airspace hasn't really changed. For years, whole land-use patterns had changed around Edinburgh. Everything else has changed. And it's time to refresh the airspace change to make it more appropriate, from a current economic, business, social, environmental leads around Edinburgh. So, this process is, can we optimise the airspace better for the current needs of the airport? Rather than have an airspace that's designed around 30-year-old business needs of the airport, which were completely different. And it must be possible to optimize the situation better now. I think a big part of this is saying, how can we make that balance work better? The sorts of issues that we're sort of getting into, like peak capacity and, do we spread more flights? Or, do we concentrate (1:24:55) better? Better navigation, or whatever. These are absolutely and potentially big gains for economic and environmental and social if we can plan it right. So, I think it's that kind of stuff that we're trying to ... yeah, sorry.**

FR Yeah, what information will we be getting about what the airport's actually doing to help the situation? So, there was talk, I think, last time, of a large area for, you know, lanes to park up in. Or, how the airport themselves organise the flights so that there's no congestion. What sort of information, as consultees, are we going to get about that? Because if these, at least, changes are planned, and they're going to affect different communities, I want to know, is Edinburgh Airport doing their utmost on-site, on the ground, to make sure that planes are taking off in an economically beneficial manner. I mean, I know that there'll be lots of rules and regulations around that, but is it being run the most efficiently? To reduce noise, to reduce ...

- M** Well, for them to know what's economically beneficial for the communities they serve, they need to hear from West Lothian Council, so you know, there is this way of turning it on its head and... What helps West Lothian Council to grow the economy.
- FR I would want to see, in any consultation that, you know, this is what we are doing on the ground. Are there measures that they're doing themselves to help?
- FR I mean, I think I would want to hear, actually, what investment you would make, in terms of improving the transport from the airport to Fife. It's not about Fife Council making that investment, it's actually about the airport making that investment. I think that might then buy your kind of support from the communities. Because it's just, what benefit, of anyone, to then having the growth that you want to make for your airport. But then, you're relying on every local authority to pick up the mess, in terms of the health impact, the environmental impact. You know, everything. I mean, that is just not the right type of the model. And I think it's about if we're coming here, and actually, you telling me that, by supporting this, then it's actually seeing the investment that the airport will make in terms of all the different local authorities ...
- MR So, if that's not the right type of model, what is the right type of model? I think that's the question that we've brought you here to ask.
- FR Well, because I give the mitigating factors ... It has to be, your company to be meeting that. Not the local authorities.
- M** Sorry, in terms of ...?
- FR The impact in terms of, we're talking about the noise, the housing crisis, the air pollution, and also the transport. Because when you're bringing people in and out, then you also need to think about how you are going to disperse these people into it. Where they need to go. And it's about investment. And it's not about, you know, "It's not controlled by the Scottish government and therefore ... You know, the final say is not with us." But then, it is about how ... If you're bringing this kind of ... I mean, the airport's going to make a lot of money. I mean, you're not doing this out of the goodness of your heart. You want to increase your business, you want to bring in more money. Then that wealth needs to be spread out within the communities.
- M** Okay.
- M** Exactly, so it's your individual businesses in Fife, they want to increase the wealth too. And what we're trying to say is, how what happens at the airport can increase the wealth that's in Fife. So, that's the question we're trying to ...
- FR No ... I think, practically, if we are saying, you're bringing in more transport, (1:28:45) about making investment in terms of the infrastructure surrounding the airport ...
- M** Yeah.
- MR Yeah, absolutely.
- FR And then, how are you going to take people from the airport to Fife, to West Lothian, to East Lothian. But it's actually, the airport itself need to make it ...

M So, make sure (1:29:02)

M So, would you say, then, that the airport has to invest in infrastructure and work with local authorities?

FR Yes.

MR Yes.

FR And it's not about making the argument that all local authorities having to then come up with some money and have to link it up with you, but it's more about you investing into ...

MR Yes. That's an important principle, yeah.

FR And then everything else, as well. The mitigating all those impacts that we talked about.

MR But also, there's a natural gravity. In economic terms, Edinburgh Airport, as the name suggests, a lot of people ... probably most people will gravitate towards Edinburgh. If the negative of Edinburgh Airport is felt by a wider community, then more effort needs to be made to widen the economic benefits. So, like you say, connections to Fife, so not everybody goes to Edinburgh, but people come to the South of the Forth or North of the Forth. And so on.

M So, if you're getting dis-benefits from the airport, then let's make sure you've got really good connections so that there are benefits too. So, some balance between gain and pain. Is that the principle?

MR There's definitely a two-way door, in that the flow goes both ways. One is, I think, it proves Edinburgh Airport taking out of Scotland, as well as bringing in.

MR Yeah, I think at the start of the session today, I think there was a point stressed that this is a separate process. And what we're hearing here is that there's an absolute requirement that, from an integrated transport policy that works with the National Planning Framework. So, how is Edinburgh Airport going further ... or are they going further than that starting point in this, as a separate process?

M Well, nothing's separate. You know, it's all got to be plugged in, part of the CAP1616 processes. Say, making sure it's consistent with whatever's currently set out and likely to be coming forward within policy terms. Nothing's separate.

MR So, what we're saying is, nothing said straight away that, it sounds slightly defensive that, you know, this has to be seen in isolation from these other policies that Scottish government and the local authorities are trying to deliver.

M But I don't think anything is ever seen in isolation. But I think what we're saying is that Edinburgh Airport has to get on with doing what Edinburgh Airport does, and has to do deliver that within ... you know, they have to comply with safety regulations, they have to be consistent with funding policies, they have to ...

MR So, as an example, Edinburgh are looking at ways of improving road and rail lines to the airport.

- MR Just on that, I mean, it's not an airspace thing, but I guess we can talk about business as usual. So, we have just put in a planning (1:32:15) we're going to build a road in West Edinburgh because there's no money in the council. So, we're working with the council on that. So, we're looking at putting planning on that. And we've obviously, in the last few (1:32:29), we're investigating our bus networks. So, I think the Fife route is going to 24 hours, but if you're in West Lothian route, Stirling, we increased the bus frequency from one route to Edinburgh to (1:32:40). There are things that we're doing that's not involved in airspace change, but I think the way we can see (1:32:47). On the Eastfield road, we were working with (1:32:54) Edinburgh Council, and we checked all the markings to change the (1:32:57), as well. And we're working with Transport Scotland on looking on how you influence a new (1:33:02), for example, (1:33:05) from Fife ... So, (1:33:08) business as a usual thing, we are looking at that.
- MR Yes, we're looking at that as well, but there doesn't seem to be a grand plan in place for, you know, Newbridge, for example.
- MR So, again, we are in the same position as you, in that we are a stakeholder in that, and we are lobbying the Scottish government. There are strategic infrastructure plans coming up for that, and we are making our case that needs to be involved. As part of the city deal, we have lobbied really hard. But we're overrun, the Newbridge roundabout money for that was kind of ... they're owned by Transport Scotland, and we are pushing really hard for them to say, "Look, for us to be (1:33:44) Because, actually, Newbridge wasn't on their plans. So, we're fighting really hard to get that back on. Because from a West Lothian point of view and a Fife point of view, that is a chokepoint. So, we're doing what we can, we are investing. And in most situations, we're the same as anybody around this table in terms of we're stakeholders, and we're trying to make our point.
- MR Well, we required to give more than half a million pounds to Newbridge through sections of the (1:34:13) agreement. But there is no plan in place for there. You know, there's not effective planning.
- MR We (1:34:18) as much as you would.
- MR Yeah, so I'm not criticising. But you know, that ... it's just this point about integrating transport policy. You know, the airport clearly is a major financial centre in West Edinburgh, and it has the kind of international clout, it can influence these things more than we can. But you know, I'm still not clear on what the airport policies and this increase in volume to the airport is going to ... and how that's going to link into these other modes of transport.
- MR So, we've got a master plan which affects planning for saving Edinburgh Council (1:35:06). We're meeting the Scottish government planners to tell them, "There's no ..." Our growth is transparent to them, we've spoken to them. As I say, we've lobbied them very hard. With Transport Scotland (1:35:18) as much as Glasgow, the press have been lobbying very hard for public transport, they've received (1:35:29) because the motorway is so dense, it's clogged. (1:35:30) access is an issue for airports and for transport hubs across Scotland. It's an ongoing conversation. That's why there's no other airport ... we've got our hands in our pockets to build a road, which as you know, isn't cheap. And we want to do that. We can make these investment decisions. But that said, on a local level, we can go and intervene, for example, on Newbridge roundabout. We are lobbying very hard on it.

- M** And there are lots of points here coming up about fairness. And the way that money is spent and how fair it is. And I'm just sort of thinking, to what extent are we getting into the sort of equalities, and is this fair? ... Are there aspects around the economy or society that are about principles around this? I think some of what we're seeing is, you know, "Why should I pay for that and why should I pay for that?" And, "Can we really expect our national politicians, through the national transport strategies, to be the arbiters of all the great and the good? I think that history tells they're never going to achieve that. So, I think, you know, how can we practically work at every level and work together at every level to try and make it fair? So that any issues around this whole 'equalities', 'fairness' issues, about the way things are done?
- MR (1:36:51) that we mentioned there, which is, you can see the economic benefit for the airport, in terms of Edinburgh, in terms of West Lothian and in the vicinity. If the proposal extends the flight path to be on the border of Falkirk, for example, (1:37:09) then there's no real economic benefit for the airport by the time you get to Falkirk. Nobody's really going to have the same kind of ... I suppose (1:37:19), it's the same kind of thing. You don't necessarily perceive the connection, maybe more tourist-based, but we don't have that. So, people can be less accepting, I think, of an impact (1:37:31) flight path. Noise, in particular. If there is no economic benefit to them, that's perceived in that kind of area. Distance is a factor.
- MR Okay.
- MR What do you do now for communities that are directly affected by your flight paths, or ...? What are you doing already to be fair in communities and improve those communities?
- MR Well ...
- MR We have a region community. One thing that we have going at the minute. We have community fund routes are available to community groups, underneath the flight paths. At the minute, it's linked back to (1:38:10) as part of a group that distributes that money for us. We also have work experience students, lots of schools and education. We have a community manager that's just started, at the minute, who's been out and about and increasing the dialogue with communities where we can better work with them. There's a lot of community work in terms of bringing people into the airport and explaining things. As well as the flight path line which helps some areas across the country.
- M** I'm going to go back to the equalities issue, and I'm going to introduce **■**, please. Just to do some problems on equalities. Just so that we can nail this before we go and start talking about, finally, technical issues, and then get some kind of ranking about what's most important. **■**, let me hand over to you. Thanks.
- FR Thank you. And sorry I was late, I got a flight delay from City Airport. So, at least it was cognisant. Yeah, so one of the things I suppose I've not heard, and I'm very wary of bringing something into the equation if it, maybe, isn't an issue for people. But our involvement, you know, we're trying to ensure that all the different perspectives are considered, within equalities. There's been some mention of schools, for example, around the room. But what we don't have is children, or young people, here within this specific group. But there are probably people here who are parents, who can speak on behalf of their children. So, I suppose I just wanted to bring that in. Are there impacts, or design principles, that we need to be aware of, of thinking about that particular sector of the community, younger people? A few nods as I am saying this.

FR Or other groups?

FR Or other groups. Because we've got different disability groups here. We've got people with an interest in different ethnic perspectives...what else?

MR Schools are passed as a sensitive receptor anyway. So, they should be close enough to when the schools were identified, as part of the model. What we don't maybe look at very well at the moment is the aging population and the increasing aging population. When we look at, say nuisance for example, slightly off topic but I'll come back to it in a second. We think about the effect on area what the character of an area is. And then in part of that, you're thinking is there a lot of retired people there, like to use your garden in an area. What we look at the WHO targets is, is it...representative population but we tend to not think about enough about the more and more retired people wanting to use their community space whether that's their own current garden or shared garden or a garden in the community setting. And like I said earlier, the targets are quite tied to what's already World Health Organisation levels, fifties in your amenity space. But when you think about Aberdour and Dalgety Bay and those communities on the (1:41:51)...when you look at the community representative of our colleagues. You know you talk about that argument we had about rural versus urban. You know that you find actually that rural area, semi-rural area you know people want to sit in the garden and enjoy it and that those Maxes that are coming in every nineteen, twenty seconds affect them.

FR So, I'm going to summarise this, tell me if I've got it right or wrong, take into consideration the needs of the aging population.

MR Yes.

FR Thank you.

M Other issues please on equality.

FR I think that there are a lot of equality issues that the airport can take into consideration but whether it's relevant to the flight path, that's a different thing because I think somebody highlighted this about how people are being treated in their...at their airport. But then it's also about, the kind of the values as well, health with... It's...I think that there's also a concern that Edinburgh is arguably becoming a part of a sex tourism, people coming in for stag weekends or going somewhere. And then I think it's also about the rights of human trafficking. There's a lot of other complicated equality issues that might not be relevant at this table. But then it has to do with, if you increasing, the number/volume of people, then things will get more complex. And then the security checks at the airport are creating that environment that people are feeling that they are being profiled as in you look like a terrorist, therefore you be treated as a terrorist or we have the type of tourists that actually will not be beneficial to the environment. So, I think there's a lot with the increase of traffic then how do you go about managing a lot of more complicated issues. Whereas like I say the human trafficking in terms of modern slavery or in terms of the sex tourism, all those are becoming more complicated. And that's all to do with this globalisation and air...

FR I hear what you're saying. I must say on this one I'm grasping to see how I can...

MR Sorry, is this interdependence issue where an increase in...So, we manage to increase airspace capacities so that more flights fly in and out of the airport, more people, so on. But it's

interdependent and there are things at the airport at the moment that there are not fit for purpose. They don't work as it is at the moment with the number of people who go through the airport and it's hard for some of us to see how a tripling in the number of people would help those situations. So, passenger assistance for one thing is really...can be quite shocking. Now how and I know it's not related...well it is related to airspace because just talking about me as an example, if I have a bad experience in passenger assistance at the moment, how...am I going to experience it when there are three times as many people at the airport. Because if the airport are telling me at the moment they can't really improve things because there's not enough space, then how is that going to happen if there's more airspace. So, there's plenty of room above the airport but no more room in the airport. So, it's the interdependence which is so important, and I think it's very easy for technical people to look at airspace as an isolated issue. But for those of us who use the airport, or who represent people who use the airport, we cannot think of it in isolation.

FR I think that's a really good point.

M The service and please if I've not got this right, so take into account the interdependent issues such as passenger assistance and some of the points that you made related to equality.

MR I worry about the take into account because it almost sounds like interdependence as a sort of module that we...interdependence in planning is fundamental. So, does that make sense?

M **Yeah, it does.**

FR I mean our involvement at the airport, yes we are supporting as a diversity and inclusion consultancy what's happening around the airspace change programme, but we can't stop ourselves into reading outside of that as well. You know I just give you an example that I'm a solo parent, I've given input into the airport about what it's like travelling as a solo parent and what works and what doesn't work in the current infrastructure. You know from the soft logistics of getting off a plane with all your stuff and a small child, all the practical issues. So, it is...there is a lot of interlinked element that I think what you're saying is that if there is...if what we're saying is there's going to be growth, all of those things, those issues the potential impact also would grow. So, they all have to...

MR Absolutely. And I think people, if people have a worse experience, if people who live particularly in West Lothian or the South coast of Fife. If they have a worse experience at the airport, because it's growing, they are going to be less tolerant of any extra impact of noise or operational or whatever.

M ...from their perspective, they're more therefore to avoid it.

MR Yeah.

FR From a commercial point of view, people also like in the central area like me, I could choose to go to Glasgow. If my experience at Edinburgh was negative enough, I then choose to go to another airport.

MR It's always being a customer service issue as well as an equality issue.

- MR But aren't these issues worse because of the delays to flights like in the peak hour in the morning, imagining with single parents with children trying to cope with them and a flight delayed an hour isn't a particularly helpful thing. So, you know actually works both ways as well if you can get, this is a cluttered lot with trying to get the flights out to Amsterdam, Frankfurt, Heathrow for all the aircraft. There is this peak period in the morning that actually if there were other ways of getting more aircraft through faster, then perhaps you're helping with some of those issues too.
- MR But that's the interdependence isn't it?
- FR Yeah. And it could be...we're always looking at, what are the benefits as well as...? Impact doesn't always have to be negative. There can be positive benefits and it's...
- MR There are lots of benefits, sorry, lots of benefits on tourism as well of course. But one thing that's not...we have not really talked about in terms of equality is...I mean that growth is quite phenomenal, the predicted growth of Edinburgh Airport then you already got situations in Edinburgh where the rent is sky high, people are being pushed out of communities. You have got communities up and down the Royal Mile like housing estates are now all Air B and B. Rent is unaffordable...
- FR And then people moving from Edinburgh into Fife and then pushing the Fifers out.
- MR You got to take responsibility for those...I mean that could be one of my proposals, is you take responsibility for the people you bring in, the tourists and how they behave in Edinburgh. You should have a leaflet at the airport that says, "Do not use Air B and B because of the situation." You need to take it into consideration...
- MR Absolutely,...the principle to get down rent ensuring your footprint economical print is clearly, accountability is clear within there.
- FR And how would the airport then safeguarding exploitation of women, children and...because like I say the human trafficking is an issue?
- MR It's something that we're asked to look at, to work with the police as you know we have our own police force and actually something we employ against in the line of the force which you have to do as part of the (1:50:53)... We have our own trafficking strategy and it's a lot about educating our security and all our guards to try and spot the signs of that and ask everyone to do that...quite a big staff training and then we have quite a big influence (1:51:08)...which is something a lot of courses....
- M Okay, finally we ask [REDACTED]. Does anyone have any views at all on technical aspects? With some examples put up...not a technical expert myself but does anyone have any views in terms of vectoring, in terms of turning, in terms of concentration versus dispersal, in terms of safety? Any of those issues that you would put under the general banner of technical that you wanted to get up there?**
- MR We spent about half the meeting on this with the aviation industry and obviously typical we go through the same process with everybody... we won't necessarily have so much here but...

MR There's a need for clarity into why planes are going the directions they're going and why we're using these flight paths and why people are being affected by these planes?

M Is that to do with communication?

MR As a communication or technical aspect, yeah.

M Okay.

MR There's a reason why these new airspace technologies are coming in.

MR That's a great principle. Communities need clarity on the reasons for those flight paths.

MR Anything else in this, in this field?

MR The actual routes aren't under consideration if you want. But previously the advisory board at Edinburgh made a vociferous comment along the line of, you were kind of saying that the Forth is a big bit of open water and should there not be more focus on flying under the Forth. And that point was given that is not within your remit, it's not under your control. Is that still the case or is there being any kind of development as to more focus on that kind of development?

MR So, at this point we can't be the tenants we say that any fuel. It's a blank sheet of paper. In the past consultation, what we have to do set down by the CAA is design flightpaths within our own controlled airspace and our own controlled airspace goes to the edge of the Forth. We have been in discussions with Edinburgh NATS who control the airspace above us and would need to look into about how we can explore about that. And there's a number of options that would...that they're looking at that would unlock that. But they need to do something, I guess they need to build a link piece at the edge of the Forth that would be lock into. Those discussions are live at the minute but they're in no way in any kind of definite format I could say, "Yeah we're going to do that." But one of the key things we pushed after, these consultations was to try and open up a force and maximise the options over bits. So, that's the important stuff.

M Can I get some indication of how many people around this table would identify that as a design principle, the fly over the Forth? Please can I have a show of hands to sort of get a strength of feeling?

MR I think there's a real problem here because one of the major historic centres and therefore tourist destinations is Inchcolm Island which would be directly affected by that. I think that...

FR It seems to me that's an option, not a principle surely you need to be looking at your alternative, weighing up the impacts of all of those and looking at your...establishing objectives, take it back to that process similar to perhaps SCA but a bit wider. Flying down the forth is an answer not a principle I would have thought. I'm not saying whether I think it's the right answer or not so...

M I was just interested in getting some sense of a kind of, it's just because it's come up so many times before, that's all.

M I think it's a really good point but perhaps the principle is one around explore new approaches with NATS where possible or something like that. It's not so much, it's just an illustration, a

specific one but therefore as long...even if the communities think that's a critical factor, I think, I mean [REDACTED] there are obviously other things in...It looked about half of the hands around the table were thinking...

FR Sorry, I put my hand up wrongly.

MR Right.

M So, [REDACTED], I just want to carry...would that be one of your principles then, [REDACTED] to explore other opportunities with NATS?

MR Yeah it would but not sort of have a sort of, let's wait for the Forth because I think...

M So, any other points on technical, that anyone would bring up?

MR Are different aircraft required to do different jobs and fly in different patterns and is that clearly communicated too?

MR Aircraft choices, the airlines, we put in a structure where we charge all the aircraft mostly encouraging to use newer aircraft where they can, but they'll choose the aircraft of choice if they're flying somewhere they choose, people they want on it etc., etc...

MR Does the charging relate to, I mean obviously older and newer but it's not always the case that older aircraft have less noise pollution than newer ones, sorry have more and newer ones have less so, is there a sort of fee based on pollution and noise pollution?

MR Sorry, it's less noisy and less polluting. It does tend to be the older ones though...

M Okay shall we do a...yes?

MR Something we haven't touched on is respite.

M We can touch on whatever you want to. I'm going to give you the floor [REDACTED]. You can get into the middle so that everyone can hear you. If you get up on there...

MR One of the things I suppose I don't understand is what people's views are on concentration of flights versus multiple flights, flight paths so, maybe there's a possibility for respite. On the maps that were shown at the start of this, there's a quite wide sway of flights at the moment. It'd be interesting to understand where the respite or where the concentration is better?

MR Can you just give an example [REDACTED], with information just, like can you name some places that dispersal is over so that it gives us an idea?

MR Yeah, can we just overhang the presentation?

MR New technology enables aircraft to fly more accurately along the actual route. Hopefully with less vectoring, vectoring may still be required in parts.

MR So, some of us don't know what vectoring is?

- MR It's under air-traffic control guidance. If you have the flightpath, the plane curving around this way, would give us certain conditions the air-traffic controllers can terminate you, that be for all sorts of operational reasons, safety etc. Weather...
- M How much the deviate in the line.**
- MR You can see here quite a wide range of over swerving whilst lined and just trying to understand, given it's the tension more concentrated whether there's an opportunity to have multiple flightpaths. So, people can be given respite at periods of the day.
- MR So, that would really depend on weather as well, so, wind direction of it. So, you are very limited on the position of the runway. How would that work? Does that not involve then a lot more turning of the aircraft?
- MR You would have to turn into the far north approach then, yes. So, it wouldn't be as effective there, it swirl around whether that's effective or not.
- MR Sorry, [REDACTED] because I can't obviously see the screen, so, can you just give me some examples to...Are you talking about either Edinburgh that these or...these flightpaths, do they fan out more into West Lothian or...?
- MR Yeah so the figure we're looking at the moment is showing Tweed hold, so down over the Tweed, that's where aircraft are held in a stack if they need to come in and there's other congestion. And then they're brought in say, over Livingstone, then in towards the airport in quite a broad swathe, they might be ten kilometres wide maybe, so there's an option really to have one line that concentrates the noise, or there's potential options to have multiple lines, spread them out.
- MR That particular demonstration is planes in descent, and the noise of a plane in descent can be quite considerable and much lower than that, than take-off. The take-off's going up over the fourth and branching left and right, crossing back through southern Fife and down through the east side of Edinburgh on that map.
- MR How... if you looked at it, there's airports all around the world that are far, far greater capacity than Edinburgh, how are they handling single runway dispatch? And then what kind of vectoring do they do, and what point do they planes turn at the foot of the runway, at what height, how does all that work. Other airports and how does that then translate into the limitations that are here in Edinburgh.
- MR Across the world, you're comparing apples and pears because there's different seas, roads are very clear and our rules are the same as Gatwick's rules, are the same as Heathrow's rules for this. And there are certain criteria for how aircraft can turn, where it can turn, what height it needs to be. We even control factors like the angle of descent and the angle of ascent, which we didn't look at actually but there's no point changing that. There tends to be some conventions where airplanes land, typically two miles out, you have to be straight, you need to be ready to land, settled. So that gives some restriction as well, and then there's rules about space of aircraft coming as well so that's why we have the arrivals going twenty miles.
- MR Is there a reason for seventy percent of the aircraft going in one direction, is that anything to do with impact on...

- MR No, it's wind. Air traffic controllers, the guys in the tower, they have to determine the direction of the wind. And we have (wind studies? 2:02:57) so probably seventy percent of time you have to take off into the wind. We noticed that last year that changed with the beast from the east, so the wind changes so we were seeing a lot more flights going between, twenty to thirty percent to the east, and then the rest to the west. And that's air traffic controller decision, and then it can change day to day, but broadly we take off over Livingstone.
- MR Just a question, how many people around the table are actually overflowed, as you know there's a question about that when we're asking people about the impact of stacking lots more planes in the sky, how many people actually understand what that might sound like?
- MR Well I work at (2:03:49) primary school, I don't live around there...
- MR But you get...
- MR Yeah if you're teaching outdoors it has a significant disruption.
- MR I don't know, anyone else?
- MR I live in the south side of Glasgow so I'm... out there by Glasgow, it's not regular it's occasional, it seems to be at weekends. I'm there in the morning every day of the week, but it seems like a path that can be more heavy at the weekends rather than during the week.
- MR I think just the context of that point [REDACTED] was kind of raising, because in some ways it's surprising, it's been a huge issue with meeting community councils and things like this, haven't really come up. So, I think it was worth just comparing why hadn't it come up as big of an issue at some of the other meetings. Was it because, you didn't have strong views or you did, so I think that was really the point of seeing, if there's not strong views then let's not...
- MR I think I said before, yes we're affected on a regular basis, and it's the times of operation that are of the biggest impact to people and it would be prudent to look at timing the way that planes go out within, what is an operation nine to five kind of lifestyle, what goes around that. What time are people asleep where we're flying overnight flights, because you don't have any embargos on flight times do you?
- MR We are on environmental charge, we now charge aircraft, much like we charge (2:05:35) aircraft we charge aircraft late at night. The aircraft schedule was moved to make it later, but there's a demand model here and we respond to demand, a lot of people want to fly in late. And we need to try and balance that, but we've tried to change the behaviour of some of the airlines to make sure they're looking at scheduling earlier.
- MR Yeah. So, I mean it's just when it comes to it, how do you stagger. Yes of course, I'm going to produce lots of people, we're very vehemently opposed to lots and lots of planes, all in one time because we're kind of seeing that already. We do see six a.m., seven a.m. slots of planes going all the time, especially in the last few weeks, in the last couple of weeks where they're going the other way, so. There's a need to, I guess convey the need for flights to be doing what they're doing, in this consultation to say yes, we're going to put more flights but actually, a third of them are going to fly this way, and a third of them are going to fly that way, and only a third is going to come this way because we're vectoring them off to get them into air traffic control at

various points. But again you've said that's not something in your view to get to the... hand them off into NATs. We've created the routes that NATs use, the on-ramps and off-ramps are the motorways of the sky that we determine where the optimum place is for them to be, and then the NATs guys are the guys that use it. And indeed they also use a lot of that as well, they've moved to modernisation that put a sat-nav in your plane and the technology and all of that, so.

M So is status quo an option, just keeping things how they are?

MR So at the moment, we can't predetermine, but status quo will be an option that we will consider. So, what we need to do is an option (2:07:31) exercise which once we've done the design principles and they have been signed off by the CAA we need to look at options and everything and that so, status quo would be considered in that.

M Great. Are there any other issues, or things, or ideas that anyone would like to discuss before we close the discussion?

MR Just the development industry is constantly having to mitigate development, and the polluter pays principal is drummed into the development industry. Whether it be paying for widening of roundabouts, or improving road network, paying for improving skills etc. What is Edinburgh airport paying for?

M Yeah, we did actually have...

MR A charging regime for flights at night... who keeps that money, who gets that money? Is that money going to the communities that are impacted by the night flights?

M Well we did have a discussion earlier about the investment that Edinburgh's airports put into growth and...

MR I think one hundred and forty thousand pounds was mentioned? That is a drop in the ocean of a development of even a hundred houses. We could be expected to pay towards community facilities, for a hundred houses, upwards of five, six, seven million pounds to the authority. Just for one hundred houses, that's a very small development in the scheme of things, yet we are paying millions to mitigate the impact of that new housing, on a community, on a local authority. So, a hundred and forty thousand doesn't cut anything in terms of mitigation.

FR Has that ever been worked out as a percentage? Like percentage of development profit, the figures you're talking about, I'm just trying to get it in context.

MR It's not about being charged for making a profit for development...

FR No, it's mitigating isn't it.

MR Yeah, and of course. Local authorities aren't interested in how much profit we make, but they are interested in the impact our development will have on for example, schools. And whether it's ten thousand pounds towards some small item that will benefit a school, or whether it's ten million pounds to build a new school, we will still be expected to pay regardless of the profit we make. So, it's about mitigating impact, it's not about charging us based on profit. But the government do that through taxation.

MR I think we maybe need to capture more on this and we've not done, but these issues around displacement and market design are absolutely critical. You say, we're going to charge ten thousand for a house on the infrastructure we've got for new schools and so on, and so it's about, you operate within a market in a competitive position. If the airport drive up a whole load more costs, start to become greedy, then people go to Glasgow. Effectively, or elsewhere. So, what I'm saying is everybody's operating within a competitive market, locally, nationally, or internationally. And those market design roles are largely decided by government. You know government frames markets, and the way they regulate, and set the standards. So I think it's a really important point around this one about are we adequately considering the displacement issues that arise from, or the market design issues. It looks different from a housing developer let's say, from what the airports doing, and I think we need to capture that, but...

MR It's critical to say...

MR The principal is the same, but what I'm saying is the way that an airports operates as, in an internationally competing market place and the reason why. We end up with different denominators of what an airport operates at, from what a housing developer operates at, for different reason. Just because that's government policy and they have to frame what we do. But that's why we end up with it the way it is.

FR I think when you talk about equality and fairness, what you just said in the last five minutes, it's very much why we all have equality and fairness. Because you talking about you competing in the international level, but the thing is, as local authority is providing the health, the education, the roads, the transport and all that. These are the kind of... regardless of whether the local authority has money or not, they still have to provide all these basic services, and social care... and you can't just then say that you need to operate in the international level and you have a different market, and then this is why you know fairness is becoming so difficult. Everybody's looking at what they can get out of it but not actually looking at what the kind of social issues that we're going to be creating that, actually somebody somewhere needs to meet all those costs.

M The airport comes in at this point, go on.

MR So... (2:13:16) was cost anyway, I don't understand the qualm between... I sort of think health and education around the airport or not, I think what we need to look at is from the airports point of view is how do we make it easier to get to Edinburgh, easier to arrive in Edinburgh, all the things we talked about from tourism to export/import strategies, to support the government strategies there. I think we are working in two different regimes, the planning regime and the airspace change. What I would say is in Britain in the eighties they decided to privatise aviation, although we're a private company running public assets which is where we're at here. But the private companies do invest in those assets, the company that owns Edinburgh airport, they've invested more than a hundred and fifty million pounds in the past couple of years so they're investing in assets to make sure we're fit for purpose to make the demand and to other passengers. And then we're building (2:14:16) so, investment is there, it's just in different ways, and taxation is there on the passengers as well. So, this purpose, whilst it is different, I think the companies involved, the airports do invest in the assets that we have and whether it's right or whether it's the right process, that's a (governmental? 2:14:37).

- M** And I agree completely with you, that if you're saying this looks unfair to you, it actually in many ways looks unfair to a lot of people but the only way we ever change that is collectively, through our votes and through what we do nationally and all that sort of stuff. So, what I'm saying is, and this exercise, is a little bit of that picture, and what we can do as something positive within that little bit of picture, and wider. And all of us, I think what a lot of people are saying, oh if only somebody could fix all our problems, and the answer is well nobody is that somebody, that somebody is all of us. And I think that's kind of why we collect all the principles of what we're trying to do collectively. And try and delivery something better within the regime of what we are capable of changing and that's really... I mean I agree with you, lots of people would look and say why are local authorities treated so unfairly, that's just a different discussion.
- MR I was just going to say in terms of health, you were talking about health and how we'd be paying for health if it wasn't for Edinburgh airport. Particularly in London, in the aviation industry and other industries that cause pollution are going to have a negative effect on healthcare, should you not be putting some of your funding and profits back into healthcare?
- MR But the cascades also come down to developer level, and the question is around schooling and healthcare and everything at that level, again that burden comes down to the local authorities. Only section seventy-fives will maybe then we implemented on some developers, to put money into make sure that infrastructure works better. Generally, houses are built in a community and the councils have to deliver these services for the population that comes to these houses. And then I guess it's the same if you scale it up one, the services are flown in and the councils will have to pick up the slack. And whether there's any obligation on a business who operate an aircraft, you know, an aircraft depo. To have any onus to do that, I guess it really comes down to them to operate...
- FR I think the thing is, that I wouldn't have brought equality and fairness into this conversation, but they want to.
- MR Yeah no, it's an important point.
- FR We can't just talk about it and then...
- MR Nothing happens.
- FR Yeah because it's not... I mean I would have wanted to be part of this table, because to be, talking about airspace, I thought okay, how is that relevant to equality, and then if they bring that conversation into this table, into my world. I want to see, what is it that the airports going to demonstrate equality and fairness in everything that they do. Because you can't talk about it but then not actually, practice it, that's my problem. But then...
- MR If this were a transport operator operating on the ground, and they were applying for planning permission to increase the activity in and out of their site, they would be required through the planning controls and through section seventy five, to pay for mitigating impact on the road network.
- M** In some cases, there's other road legislation, but if it's road widening you can actually do it because you're near an existing road and road widening can almost do without applying for anything or compensating anything, so what I'm saying is that it's all different, and everybody

operates within the markets defined by the laws of the land. We could change those laws of the land, and indeed changing them might deliver huge benefits but that is not what this process is predominantly about. We have to look at what the laws of the land currently are which is where we saying principle laws of the land, we must comply with all of these, and what they might be! You have to be agile enough to cope with what future options might come along. How things might be better.

- MR What is the point in looking at impacts on communities, if the airport themselves are not going to be charged with mitigating any of those impacts?
- M **Well, I think this what this design process is about. I think it is about saying, ‘here is a sensible package that is as fair as it sensibly can be’. And if we can come up with a design that says we are going to this which will be a bit worse for them but better for them, we will look at this, mitigate it by doing that, etc. etc... Now, there are still winners and losers but within reason, you are trying to come up with a design that is fair and sensible and beneficial to the greatest number of people and taking into account all the impacts we have talked about today. So, have we missed anything? A key thing in transportation consultation because what we don’t want to do is miss anything that could be a critical design principal that somebody out there is saying ‘But have you thought about the X’s?’ What about the badgers? And it is that sort of thing that...Hopefully, collected across all these meetings, we’re not going to miss anything. But perhaps what absolutely in terms of my brief and [REDACTED] brief that we’re here to do is just make sure we’re not missing anything that might be important to make our design as close as it can be.**
- MR I’d like to add one thing if you have got time in terms of, obviously you are... the aviation (issue? 02:20:17) is a huge emitter of CO2 emissions, is there anything you’re doing in terms of... I don’t like using the word... offsetting, because I don’t necessarily agree with it but in terms of we need a massive driving in tree planting and that’s a really effective form of carbon capture in the way it reduces CO2. Are you planning on supporting any rewilding or tree planting projects or...?
- MR Those sorts of projects only (02:20:43) just now looking at, basically do that. We all recognise there’s a climate emergency and we’re already working with them on how do we help them meet targets and how does aviation play a role in that. (02:20:55) that’s a benefit because if you can (02:21:00) tourism as well, people can think about making their journeys into decarbonised places better. We also talked about the future and obviously airlines are looking at electric or renewable fuels, but we need to have a finishing point to get to this. So, we’re looking at how best offsetting’s probably not the word but how best we can rewild or use (02:21:26) and things like that as we move towards renewable fuels. So that’s something that’s (02:21:30).
- MR So that’s the project you’re looking into?
- MR Yeah, so I think at the moment as well we’re looking at Tier 1 and 2 carbon output. So, for example, all of the electricity at the moment at the airport is renewable which, again, we’re looking at the incremental steps to develop that, so looking at congestion, so how we’re going to get (02:21:46) to make sure facilities are as current as possible and then look at supply chains and things like that, so that’s a project that’s ongoing and obviously the fact that in this... because maybe one of the design principals is to make sure that this here is environmentally friendly as possible i.e. we try and make them as short as we can. To make sure that the planes in the air for the least amount of time. There’s things we can do there as well.

- MR Yeah, I'd recommend being as holistic as possible and looking at everything in terms of the food you serve at the airport, can you... airport food, can you support more local food, growing communities...
- MR So the other day, we've got our (02:22:24) Scotland's first (governance/commerce? 02:22:24) airport so we've got a lot more, even the salmon and sushi is from Scotland. We try not to bring that in. The only problem we have is some stores like WHSmith bringing in English water but we do promote Scottish water through the (drinking bit of that? 02:22:42). So, that's a thing we can do, I guess we can wrap all that up in the consultation.
- M And then we do quite a lot of net zero transport developments and the design is really difficult because we don't often know the provenance of everything that's coming, whereas the food miles and the embedded... So these are complex and actually the general principle, I think there's a key principle here around we should be moving towards a world where everything we do is net zero. The question about the net zero that keeps coming up is how locally is that net? Is that net locally around the individual, or the community, or the nation, or internationally? And what I'm saying is so there's really important big policy principles that we've got to look in the context of this and say Edinburgh Airport's got to do the here and now, and guess where Scottish government, Westminster policy will be in a few years time and make sure that the development of the airport's consistent with all of that change, climate emergency, and where it's going to go. So, it's not out the picture, but it's not immediately part of the short-term design. I think that's all we're saying. We're... the focus of the design is airspace change.**
- M Okay, unless anyone has got anything else to add, I think we ought to bring it to a close. Is there anything we've discussed today that you would consider to be more important than anything else? Anything really stand out in your mind as being really critical? We've got lots of ideas up here, we've got planning integration, effects on tourism, routes, certain environments, historic environments, lots on noise modelling, other issues on noise. In general, a lot about research, data and assessment and so on. Anything really, really important?**
- MR I think from a Fife point of view, and I'm sure colleagues... it's just being (practical commute? 02:24:54).
- M Yeah.**
- MR So really important but...
- M So overall, umbrella, it's the impact on communities.**
- MR And on regard to that is as you mentioned, the effect on tourism, I think it's also, as you said, earlier, it's impact on tourism on communities. The hollowing out of the city to provide for short-term lets, Airbnb, and then the dispersal of people moving other people out. There is a considerable social environmental cost in the amount of increase that the airport's proposing and I think it's a question in my mind at what point do you kill the goose that lays the golden egg and I think we're pretty close to... in all sorts of ways is that general.
- MR It's the interdependence on all these issues together.

MR Yeah, exactly.

MR I think the research is... yeah, I completely agree, but also the research that people have suggested is really important. And if that's done thoroughly and as independent as possible.

M Yeah. Good.

MR And if that research is made accessible to people coming in a non jargon-y way.

M Yeah.

MR Yeah, client investors.

M Good.

FR Can I just ask a quick question about next steps coming back to the point [REDACTED] made way back at the beginning about in terms of what happens next in terms of consultatory, the consulting on a fixed... what the next consultation will be, a sort of 'we have looked at it all and we think this is the best thing', or you'd be consulting about different options, where you're consulting on the environmental assessments that you've done, how will people be able to get involved...?

M As a practical point we will be running some recall workshops, one with aviation and one with a wide group of people. And so we'll be taking a long list to the airport table and return assessment and then come back for a second workshop, and then we go onto next levels of consultation.

MR There's a number of steps CAP1616 (02:27:17-02:27:19) design principles and the target to put those in to see by January and hopefully we will approve them so they move to the (02:27:32) stage. (02:27:35) which is...everybody can see and all of our documents are there so we need to go through an option. We need a stage where we need to look at all of the options given the design principles that we have, all of the options that work with those design principles. Where they need to show all the documents that we have looked at and agree to come to a set of options that we believe matches design principles best and balances the things that we're trying to do, and those are the options that we would consult on and the last time we consulted on about 5 options and I think we need to give a number of options in each area to consult on. What we're trying to is show the impact of the area, so I think last time we...all the booklets were focused on routes, now I think we'll just have individual booklets for individuals areas, so the key lot of impacts, and that'll be the work that [REDACTED] and his team are doing, ensure that impacts on health, impacts on noise, and see what the forecast (down? 02:28:28) for 10 years as part of CAP1616. So, there are a number of options in there.

MR When you said you're going to individual booklets... so what, you're going to doing it by territory, the way that information is disseminated? So, we won't know what's going to happen Falkirk and Falkirk won't...

MR No, so as you know there's a massive amount of data and before we did the thing where we showed each way that each route... so we had route A, route B, route C, so we showed that, but the feedback, the floor was if you look at route A, so on page 20, we're also thinking about route C. It reflects with the route to route C, so what I think we would be doing is producing a West Lothian book, a Fife book, just again, (02:29:08)... but there's a broader book, that would be a...

here's the plan, all of us. So, we're going to think this for what does people going to be or want to see, so how does it affect me, but there's also an opportunity to see the wider...

MR That really worries me because you're retaining information from people.

MR So, no.

MR Yeah, it has to be made very clear that this is specific to you, but here's the wider solution.

MR So as I said, there'll be a wider book, we'll get these guys and these guys to help us make sure that we get... what we're trying to do is show the impact as good as they can. So, the way the timescales go, we will probably be consulting again this time next year, by the time we go through option A, by the time we go through a pre-consultation. What happens with the CAA is they need to approve a consultation before we go, so the huge amount of work with them and making sure that we're able to go through that. There'll also be some engagement on design principles of option A, and then we consult... and then, once we've consulted, remind to consult again depending on the results that come out, but then the (02:30:12) the CAA, they will deliberate the ultimate... people will (02:30:20) a viable solution...

MR What's the timeline? When do you hope...

MR So we're aiming for... if we have approved, we're aiming for a 2022, March 2022's when... there has to be a lag between approval and implementation because we need to train the air traffic controls.

M Okay, great, lovely. Right, thank you all very much for coming along, and we'll be in touch with you. Thank you.

MR Thank you.

END

Workshop 5 – Community: South and East

Details: 3 October 2019 7.00 - 9.30 pm Crowne Plaza Royal Terrace, Edinburgh

Moderated by: [REDACTED], Progressive Partnership

Attended by: [REDACTED] Broxburn & Uphall Traders' Association
[REDACTED] Cramond & Barnton Community Council
[REDACTED] Ecclesmachan Community Council
[REDACTED] Innerleithen Community Trust
[REDACTED] Colinton Community Council
[REDACTED] Sighthill/Broomhouse & Parkhead Community Council
[REDACTED] Craightinny/Meadowbank Community Council
[REDACTED] Pencaitland Community Council
[REDACTED] Cramond & Barton Community Council
[REDACTED] Queensferry and District Community Council
[REDACTED] Midlothian Council
[REDACTED] Ratho and District Community Council
[REDACTED] Dalkeith and District Community Council
[REDACTED] Drum Brae Community Council
[REDACTED] Fairmilehead Community Council
[REDACTED] Gullane Area Community Council

Observed by: [REDACTED] WSP
[REDACTED] Diversity Dynamics

10402 Workshop South and East Table 1
Smart Verbatim Transcript
TauRho Transcribes
File Length: 121:44

M Moderator

MR Male respondents

FR Female respondents

FR I'm [REDACTED] and I'm from the [REDACTED] Community Council.

MR Hello, I'm [REDACTED] (00:06) from [REDACTED] Community Council

MR I'm [REDACTED] (00:10) [REDACTED] Community Council.

MR I'm (00:15) from [REDACTED] Community Council.

MR I'm [REDACTED], I think I'm [REDACTED] Community Council. I may be
deposed, with any luck! I'm actually representing [REDACTED] as a senior elder tonight, so
(00:31).

MR [REDACTED] Community Council.

FR [REDACTED] Community Council, and the airport sits in our community
area.

MR And I'm [REDACTED], I'm vice-chair of [REDACTED] Community Council. I also
represent all the Mid-Lothian community councils on a body called the Edinburgh Airport Noise
Advisory Board.

MR I'm [REDACTED] from the previous [REDACTED] Community Council.

FR I'm [REDACTED], I'm from Community Council (01:07) [REDACTED], also representing
Scottish (01:10).

MR [REDACTED] from [REDACTED] down near West Lothian Community Council.

**M Well, welcome everybody. Okay. First thing is I'd like to just run through quickly are what we
call the rules of engagement. This is a workshop tonight, so the way we like to run our
workshops is we usually like to say there are no rules, there are no right or wrong answers.
What we want to have over the course of tonight are to collect your views on the topic at
hand and we'll come onto what the topic in hand is over the next five or ten minutes when we
show this brief presentation. We'd like to have a constructive respectful debate – you'll notice
that I've just popped a couple of recorders on the table, and it's really helpful if only one
person speaks at a time when we've got the recorders on the table, because it means that the
recorder can then pick up what's being said. And we can then use the recorders to share the
information that's been collected and shared at this meeting with the other people working**

on the study, and then the information can get passed back to the airport for the work that they're doing. Can I just make sure everybody's checked their phones are off so we don't have any interruptions from the phones? Okay.

What we're going to be doing tonight is... The purpose of this group is to first of all make everybody aware of the airspace change program, and that's what we've got the presentation for. I'll give you a quick overview of the process that we're going to be following over not just tonight but over the whole process of the airspace change program, but in particular this stage of the change program. And then we're going to be looking for your help, your input to develop a list of potential what we're calling design principles. And by that, we mean the main factors that will determine how the changes in the airspace will be planned. At the end of the session, we're hoping to have a long list of design principles that will feed into that process. We're running a series of workshops, and each of these workshops is coming up with a long list. There will be a next stage when those lists are brought together. Hopefully, we'll have time at the end before we all head off into the night to prioritise our list. Okay. So we'll just get going with the presentation here.

MR I'm just going to move behind you, here.

FR That's okay.

M So this is what's happening. At the minute, the UK government requires all the airports to modernise their navigational routes. Edinburgh Airport is making this change through an airspace change program. It's a big program, a big change, so it has to do it through an airspace change program. It's also using that opportunity to review the location of the flight paths. The flight paths have been in place for a long time, so this is a real opportunity to do that. The airspace change program that we're looking at here is only affecting flights from the departure-arrival routes that are under 7000 feet. I've got a couple of maps here that show you how those flight paths at the moment look. These are the westerly flight paths. They're operating at about 70% capacity on the westerly routes, and you can see that they're wide and they are very focused just on the middle, so you can see that the red bits are very concentrated and then they spread out in the greener bits. And then these are the easterly flight paths, so there's a lot more concentration for some of them, out to the greener ones. But they're only operating at about 30% capacity.

MR Sorry, I think when we say capacity, it's not capacity. It's the time.

MR It's 70% of the time on runways.

MR So 30% of the time on runway...

M Prevailing west winds, so therefore it could be several times in the day – it just depends when the wind goes. Where there's an easterly wind the flights take off from one direction, and for a westerly wind, the flights take off in another direction. That's why 70-30, simply because it affects our weather.

FR Percentages of the flights, not capacity?

MR Yeah.

M This is the number of flights taking off from the airport, absolutely. Which ones in which direction.

M I'm sure most of the people in this room... But Edinburgh Airport ran an airspace change program before, in 2016/18 to modernise the airspace and increase capacity. And that work was carried out under the previous guidelines, the CAP75 guidelines. At that time, the Edinburgh ran 3 consultations and if you look back, those consultations informed the application. The application was unsuccessful for technical reasons. At the end of last year, the airport was advised that the application was unsuccessful and they didn't need to rerun the program. They're using the new 1616 guidelines, and that's why we record now. These are the new guidance, the new regulations. They're available online, it's quite a hefty document. It's not a real or printed format, it's available online. I can give you the ...

MR No that's fine.

M If you need it later!

MR It's actually much easier online, because there's an interactive one and you can jump quickly from page to page.

M Yeah, you can just move about. Okay. So it's a seven-stage program, a seven-stage process. You have to go through each of them systematically, and we are right at the start of them now, pretty much. We're in here. 1B. You saw me handing out the statement of need to a number of people, the airport has produced its statement of need and that sets out the current situation and its proposals. So the current situation is that it has a set of runways that is at declared capacity and they would like to modernise the airspace and increase capacity per hour. But they haven't said any more than that. They don't want to pre-empt what comes out of the rest of the program.

MR Before you move on, can I just pick up the third bullet point down – departure interval delays at busy times. The first thing to say that that hour they've identified, from 6 o'clock to 7 o'clock, is actually the quietest time at the airport for that day. I've taken the liberty of taking data from the airport's own noise lab website, which shows... even just looking at it, you can probably see that the peak comes later on in the day. It's not between 6 and 7.

FR I think it's 7 and 8, isn't it?

MR It comes later on. So that particular time... They talk about delays – delays are built in. Because if you look at the airport's timetable, there are three flights all departing at the same time. Now they cannot all three go trundling down the runway together. Two of them are bound to be late – I suppose one could be early. So I'm not quite sure how they're measuring delays, but it's sort of built-in to the fact that they're timetabling planes to all depart at the same time. We all know that the time a plane is supposed to depart at is pretty much a fairy-tale anyway, because there are so many factors like baggage handling, passengers getting lost in the duty-free or whatever. So I really question that. Even when you look at the busiest times of the day, the runway is never used at more than about 70-75% of its capacity just now.

M Okay.

- M** I get the point, the point to make is if you go back to the seven-stage program, the process that [REDACTED] showed earlier, the statement of need is what the airport procedure sends to CAA. They've identified in particular the period that there's pressure on capacity at the airport – is that maybe when all the flights are trying to get out to Frankfurt and Amsterdam and Heathrow, the hub airports. They want to get an early morning flight out at a time... So there are more flights doing that. Because...
- MR** There aren't. They're not.
- M** But the point for this exercise is that the statement of need is what the Edinburgh Airport has sent to the CAA and the CAA has said, yep, go ahead and consult on that basis. So your feedback is really useful because you're saying, 'This is a false premise'. That's fine, we take that down, we report back. Our job is to make sure that we've heard all the views of the community. What [REDACTED] said, our discussion is the process as we find it. And our job is to make sure that we're gathering these views.
- MR** And as [REDACTED] just said, the point at which the statement of need is actually agreed by the CAA is at the end of stage one. That's when the gateway comes in, if you look at CAP1616 thing. The CAA have not agreed the statement of need at present. All they've said is, 'This document fits our definition of a statement of need, and therefore you can proceed from stage 1A to stage 1B'. It's only at the end of stage 1 they finally give it the big tick. The fact they've said you can move on from stage 1A probably means they're fairly happy with it, but we mustn't think that it's been agreed, because there are actually – I'm not sure if we're going to discuss this tonight – but there have been huge questions over how valid this statement of need actually is. This is one thing here, the morning period from 6 o'clock to 7 o'clock – I'm amazed they actually chose that because they've actually got a much stronger case if they chose some different hours in the day. But they've chosen that one and it's just not right! Their own figures show it.
- M** But that's why this process and the process says, if we don't pass stage 1, we start stage one again. No-one's going on to stage 2 until stage 1's approved by the CAA. So we've got process, and we're going to make the best of it. Yep?
- M** So that's just a wee sign of where we are, just now. What we're doing in stage 1B is to develop what are called design principles, and these are sort of the building blocks of the criteria on which the options will be developed and assessed. So what we really need to do is start giving a bit of thought to them. We've obviously got a whole pile of technical guys looking at this from the technical perspective, you've met at least two of them at the back there. But what we're looking at through the work that we're doing, is making sure that the community's views fully inform this. These design principles are the key factors that will influence these changes to the airspace changes. So that's what we're looking at. We will start off with a long list and we'll move to a short list. But tonight, what we're looking at is getting this long list of design principles. Did you want to say anything more?
- M** I think it's points of clarity on what [REDACTED] saying, and then we'll start to talk about some of the principles. So if there are any... We've had some useful contributions so far during – which is great! But if there was anybody else wanting to pick up something that they weren't sure about?

- MR Can I just ask a question? There's a (15:31). I wonder to what extent you can take advantage of the extensive work done on the field (... exercise? 15:37)? A lot of improvement went into that, it'd be a shame to waste it. Can you use it?
- M I think probably... Well certainly all the desk-based work that the airport's doing – and the airport themselves said in response to that, 'We've invested a lot with the community and worked with and hopefully a lot of people here learned and scaled up and learned more about it. We can make a better decision overall as a result of that'. So yes, everyone is hopefully informed better and everybody can do better, and the airport certainly intends to. Is there a formal way of... that's built in? I don't think there's anything... It's certainly a clean sheet process, CAP1616 said we're starting again, we're a completely new set of processes. I remember when I started working at transport, you'd assume the professionals knew best and we didn't really speak to communities very much. I even remember one motorway scheme when the lines of consultation went through a new town. Huge errors were made across the whole... We now do things a lot better, but probably air needed to have a CAP1616-type process to understand where communities were coming from and what they're wanting. I think that's where we now, trying to understand what's driving you, what would make your communities better. And as I say we'll go through now all the things that you would want, through this program, to...**
- MR You're not answering his question, though. Are they going to re-use the document, is the question?
- M Well the documents are out there, they've been published, they can re-use...**
- MR Are they going to learn the lessons from last time?
- M There's no formal process. This is a clean sheet...**
- MR So they're not going to re-use the documentation.
- MR I can answer that because (Noise Bot? 17:24) has been told that – well, I can half-answer it – that yes, some of the work that they did can be re-used but not all of it. Because the other thing that's been shown is that a lot of the noise contours that appeared in all of that documentation are wrong. Because they were all based on Gatwick and you can't just take Gatwick and apply it to Edinburgh. There's been a lot of work done...
- MR They're also going to be taking into account the deviations from flight when they were doing the modelling, and they only took it down the centre line. So the graphs that you saw on all the proposals in the last set of documents were disingenuous and misleading.
- M I think that's... The key point that we're saying is there's lots of stuff out there, lots of academic literatures, lots of design standards, there's lots of previous work going on and a whole range of areas around this. None of that's going away, it's all written, it's all published, it can be used by whoever wants to. But the process we're going through under CAP1616 is trying to do the very best job it can. And that's the fundamental thing. And the very best job that we can do can only be done if all the communities say, 'Here's how you can make our lives better.' And that's the space we're in and what we're trying to get out of tonight is that list of, how do we do this and how do we do the best job we can?**

- MR Can I make an observation to follow up my question? That is that a huge amount of work went on with Cramond in particular on arrivals. They were helped by the airport, who really co-operated quite a lot, to see if there was some way we could arrange the flight paths to avoid Cramond and come in at an offset approach. They even did a model of that and tried it on a simulator, and they found that it was unstable. And therefore, the only solution at that time was to preserve the existing approach. Ten miles, straight in, 3 degree glide path. Will you be revisiting that? Or will you be taking that as gospel and you can't change it? That's a technical question.
- M There's no rules about... Again, [REDACTED] already said to pick up the detail of that, if you...**
- MR I'm not an aviation technical expert, (I've done probably two seven-year designing the flight paths...? 19:41-19:45) based around design principles. My understanding is that a certain distance up from the airfield landing point near, the aircraft has to be level and stable, wings stable. So I don't know the answer to the question, but certainly we can take into consideration – and I would encourage you to put that down as a design principle you would like to have looked at.
- MR Thank you.
- MR Excuse me, can I say as well that there's no prejudging so, although lessons will be learned from the previous process, there's no prejudging of flightpaths so, the purpose of these events is to understand what criteria are important for community aspect of it. And then to look at it again with a clean sheet to work out what can best be planned.
- MR Can I...it refers here to Edinburgh Airport growth targets, but do we know what those growth targets are? And also it says that they're aiming to get a transition to increase the long haul flights which obviously check (20:58)...
- M Edinburgh Airport is a business and operated by a framework set by the government policy international regulations, a whole range of other things. They have to be ready to survive as a business, so, it could be fewer flights or more flights and everybody have to be resilient for whatever government throws at them, for what everybody throws at them. And they have to plan a best start future and one of those things that they need to consider is that there might be a lot more flights. And so, the actual wording around targets are, I think it's more about they must meet in order to comply with what might be thrown at them in terms of aviation industry saying, "Right we need lots more flights going to Edinburgh." There'll be an expectation that Edinburgh should be versatile enough to be able to cope with that. So, they have to be able to meet all future scenario, how different people have different futures for international aviation some with vastly more flights and some with vastly less flights. And Edinburgh Airport has to cope with all of these. So, the design principles they start from is how can we be versatile with business, able to fly into the future. Does that help at all?**
- MR That's got to be clouded by that business of actively going out seeking certain types of business, more business if you like.
- MR Well that's it. So, the really important key to design principle there around, we come back to that and the economic stuff running into the design principles of how we define what's important for our businesses collectively, not just Edinburgh Airport but other businesses that are linked to them. And business in your community and what matters most to them so

absolutely this is the stuff we're trying to gather. Brilliant fault you know, we capture it, let's not miss that because I think we want to capture that sort of stuff.

FR Are we going to at any point discuss infrastructure because without better infrastructure you can't have any expansion?

M Yes. We will. We will or we can.

MR Yes.

MR Can I just say that the subject of a second runway has gone away or hasn't being mentioned in the future and that would be a way of which they could increase traffic and possibly make the landing runway the further away one. If that was in the plan, if there is a protected zone for second runway.

MR Virtually by Kirkliston. Runs between the current runway and Kirkliston. And it has, some people would think it's great if you live on the South. If you live on the North, you don't think it's so good.

M Now the design of these routes has nobody from the consultancy here tonight that is doing that design but certainly if you think that a second runway would help, then please say or then absolutely no way second runway, please, please, please, please say these things. This is what we want to know and so, please include to that...it's not major. [REDACTED], you've looked some of the noise. Is that gone away? I mean...

MR My understanding is that the current masterplan doesn't have a second runway yet and because the current runway can have greater capacity for airspace change no doubt about it. I know Gatwick has the busiest single runway in the world, it's about fifty five... an hour. And Edinburgh is currently about at thirty, forty.

MR The average in the last day of September for the last few years have been twenty five, at an average.

M Can I just say that what I think we are starting to do now is dip into each of the topics that we want to cover systematically and if we carry on doing this, we're in danger of once we get into the topics, we will have already dipped into them. And then it will start to get very bitty so, I think it might be really useful if we start to work through our topics one after the other. And then if there's anything hanging off at the end, we can come back. Is that everybody's...?

M Exactly. So, if we prompt systematically by topic, there's overlaps between almost everything we do. And I'm sure we will jump. We don't want to miss anything so, but let's start. A very quick introduction. You start with yes, the rule. Let's follow the rules. You say obey the rules, try and use as good and pure as possible, ensure it's equitable and fair. So, over to the basic design principles. That's what's going on and there's design team looking at all this. What there's not is that understanding of well what an individual community or business or whatever it is or if only they did x, that would make all the difference. Or, we could, we could really expand our park here or whatever if we didn't have airplanes, we could really grow the economy. So, these are the sorts of things that we are trying to gather because you know your communities, you know all the discussions that bring on around the table and community councils. Or wherever that happens to be and then say what would really help us would be

and then those principles can be seen alongside the stuff that the airport's aware of in terms of the design principles. And you got a design brief. So, it's a bit like thinking if you got, I want to build a new house, do I want one bedroom or three bedrooms. You would come up with some design principles around here's what I'm looking for. And it's that brief that then goes to the different consultants and they say, "Right we got framework within all of these objectives." So, we got to know your objectives. So, when we leave tonight we want as clearly defined principles as we can get of what it is you want. We're putting that together with different groups. So, then we also got different categories, you had airline and aviation experts all here. We ended up spending about half the session talking about all the technical stuff like precisely how planes were routed and all this sort of stuff. Because they knew all about that. We expect that talking with mainly community councils tonight, that what the interest is going to be is that you're going to talk all about what you really know about which is what's going on in your communities. And how you can make them better. So, probably spend more talking through initial stuff and kick off with community issues, noise, environment, effectively thinking about how we minimise the population, say planning issues going on. So, you might say, "Well look we got to look at the housing Develops going on", these sort of things. Then we want to sort of kick off around what would be the principle that you would want to see that would make your community...if the airspace was designed better, what would you want to see most.

M What we've given here on your desks, on your tables is post-its. And got lots of post-its there. So, we can start to capture what you're saying.

MR We can write up stuff in here and we can stick them around the wall and as we go through the evening, trying to categorise these into alright, loads of people writing about this particular topic. And then we will try and talk through those different topics that are important people are trying to unpack some of that. And try and get the principles as clearly prioritised and agreed as we can. So, please write stuff down on the post-it notes. We'll gather them up as we're going along.

MR Can I start off with something that would probably apply to almost everybody representing the community here, is basically we don't want the aeroplanes flying over us. Because we might be better without it.

M Why is that? What's the reason?

MR Noise.

M Noise.

M I just wanted to say that word.

MR Noise and to a certain extent pollution that given the wind that blows here, if a plane flies over Dalkeith, it's probably Adelaide that gets the pollution by the time it all come down. But the point I want to make, because you refer to very briefly earlier on and said you're only considering under seven thousand feet, that Edinburgh has the huge advantage of a totally unused resource. And that's the Firth of Forth. Planes flying down that will not overfly anybody at all. And I know that the airport have been talking with NATS, the National Air Traffic Service, about possibly extending that. And I think there's a huge potential in that, particularly for flights that go to the North of Europe, Copenhagen, Berlin, that sort of area. And I think looking

seriously at how we can make better use of the airspace over the Forth, would mean that a lot of...

FR So, could you start writing some of this down for me then on the post-it.

MR So, over the water if possible, principle...adds to that, captures that principle. But then unpack a little bit about overflying population of you're twenty thousand feet, we're not really noticing that. But let's come down seven thousand feet, what we're looking at here in terms the airspace can actually interface with a lot of discussion around should the planes take off as fast as they can and get as high as they can, as quickly as they can, make a lot noise for a few people. And get up or should they in terms of the way the airspace design or should they actually have slower ascents and therefore have less noise but affecting more people. So, these are the sorts of things, you know, what matters most. What do you think? So...

MR Given that we're already accepting that noise is an issue. All communities have been meeting recently about huge housing developments, included in that will be schools, included in that maybe some medical facilities as well. So, the big issues that I saw from a meeting about just a fortnight ago was planes flying over them and making noise when you're trying to teach kids, how that may affect your house price, how it may affect the standard, the build standard of the new developments. These are all things that have been spoken about and ██████ raised probably the most...the biggest issue in our area is the infrastructure of the roads and what's it going to bring to us in terms of roads which have already heaving, jam packed.

M I think you got four post-it notes there you want saying it. Because what I'm saying is, the way we capture that because these are all really important issues. So, let's take other than the noise about the issues around schools and hospitals in particular types of facilities. Are there any else, other types of facilities or specific issues around those types of...?

FR When we're talking about noise we need to as well talk about air pollution, so you talk about school and it's fair to say that already, the council have actually called in at some applications and...planning applications down Ratho station which they are not allowing, one's which are very valued, good, were quite good. But saying, "Because of the World Health Organisation comments, it's to do with air pollution, noise pollution for those specific applications for development." But then equally they're trying to develop on the airport, a crossways development which is, you can't have your cake and eat it.

MR Right so...I'm trying to think, turn that into a principle. So, the principle would be that noise from aviation should be treated the same as noise from other industries or road transport or something...is that what...I'm just trying to turn around what you're saying.

FR I'm saying that the council is considering this significantly and I don't know what...

MR Is that reporting what the councils doing, what I'm trying to say, what is it you would like to see, that the principle is you'd like air noise to be treated the same way as other noise or not?

FR No.

MR No. What I'm saying is not, this is the process of changing that? So...I don't know what. I'm just trying, I don't want to put words into your mouth. I'm trying to say what might be the principle be?

- FR A sic accurate information on the current noise levels.
- MR So, it's a key point about information and clarity and all kinds of information. Absolutely critical point, let's capture that. Let's note it down, we'll get it up, let's not miss that.
- MR Sorry, can I just mention something like night-time noise. You talk about schools and everything. Well schools don't operate at night but do try and sleep. The other point I make is exactly the same, rather than noise at night-time is during day-time because of the difference between the ambience, the actual noise perception would be a lot higher in terms of decibels. How can this exercise help reduce the number of night flights, particularly those landing exclusively over the Cramond?
- MR Well if a design principle that the communities want to see is that we restrict particular times and day that particular routes are flown, that's absolutely part of the design of the airspace. So, let's make sure we're clear what those times are and what the issues...who are they...I mean an interesting one that...in the same way, very related issue is urban versus rural. So, you say it's more noticeable in the rural area. So, you sort of spread the pain of noise or do we focus the pain and because people then don't notice it so much. So, what do we think?
- MR I think that's correct for a bullet point there and it's a very contentious statement that. Reduce the population overflowing below four thousand feet because it comes back to the same scenario. If you got a flight past that goes out over Livingston and it has done since before the nineteen seventies, then the people who are even born there are conditioned. If you suddenly then switch, to wait a minute you could miss all that population out, all of Livingston. Just turn the plane to the right a wee bit and it will go over that village, that village and that village, much reduced population. For those people who are not used to that noise. And they chose to live there.
- MR Okay. Right well let's try and capture that in a design principles, what you're saying is the design principle would be to treat communities that have chosen to live under the noise effectively, differently from those that haven't. Is it something, I don't want to put words into mouth there. I'm just trying to turn it around to say, what is the principle you are seeking that the designers of these routes should use?
- MR I bought my house forty years ago when there was one plane a day. I live in the fly path. I did not buy my house under one plane a minute. So, that...
- MR Okay. So, there's a contrary...
- MR I'm used to this argument.
- MR Well, there's two contra views in all. Absolutely, let's capture them both.
- MR I said it was a contentious bullet point.
- MR Exactly, so let's capture them both. They're both instigation commentary. Look how we might manage those trade-offs in a minute. Because somebody has to manage those trade-offs, the more progress we can make tonight, the more it helps everyone else. Because the designers,

they don't live in the houses you live in. But what we're trying to do is come up with a solution that's the best for everyone as it were. So...

MR What's actually a very complex situation because, just because there are flights just now going over a community of ten thousand, there's an option to fly them over a community of one thousand. Is it better that ten thousand suddenly find themselves free of the noise or the one thousand suddenly finding themselves facing it? But then you say at what height are the planes flying over them? Is it...are they taking off or landing like they are in Cramond in which case it's a very intrusive noise and then being really intrusive on the thousand or is there a much higher level, that's not quite so intrusive, maybe? And maybe a small sell? I'm not saying one or the other, I'm just saying it's a very complex situation. It's very one of how you play it, one of against the other. And then you say, "Okay well ten thousand to one thousand, what about ten thousand to five hundred?" Ten thousand do we hand it to ten people? Where do you say one is better than the other? And I don't pretend to have an answer.

M But that's brilliantly put and really nicely framed, that what we're saying is that these are the trade-offs that somebody has to make. And the more we can unpack, well look it's the under one thousand we really hate most or whatever and more we're brought back at those principles, the more...the better chance of being reflected in the design. So, though, yeah, of course you know one person got's all the answers to all this usually complex questions. But collectively with aviation route design experts and noise experts and yourselves community representatives. Perhaps we could come up with a better solution than we've got at the minute. That's what's the goal of all this is.

MR Can I also pick up somebody mentioned overflying what are called noise sensitive buildings which is schools and hospitals and so on and the picture, the slide that I showed at the very beginning, the fanning of all the planes arriving. And then be concentrated to fly over Andrew's house at Cramond. That will not be nearly so wide because under the new technology code Arvav there will be a far more concentrated path that they fly on. So, that the question about overflying noise sensitive buildings is really important because it's quite likely instead of going one plane goes splat and then the next one's away over there or something, they're going to be far, far closer together forming a far more defined chart.

M Or could be, I mean the designs could be (39:17)...so that we're spreading the pain or could carefully channel them, so they all go in the same route, in which case you're focusing the noise on less people. These are choices and the question is what people feel, what's better for your communities?

M And that's why this question of who bares the burden of noise is so...

MR As ■ mentioned earlier on, the best thing is to choose a route that is not overflying anybody. And it's possible.

M Are there specific buildings that should be avoided?

MR Well I think there's a definition, I'm sure of a noise sensitive building and the only one's I've been told are schools and hospitals. I'm sure there may be others.

FR Care homes came into it at one stage

MR Care homes maybe

MR Can I just say, I think I am probably the only representative of a rural community here, from thirty miles out. We are not affected at all by planes taking off, that is not a problem for us. But what we do have are planes coming into land. Almost all of the planes from the South and West come directly over us. The problem is not noise per say, but it is when the pilot decides he is going too damn fast, and he's got to slow down. I used to tell my grandchildren that was him putting on the air breaks.

MR Yeah

MR Because there is a change. Now you can see through a normal flight but when they add breaks on to that you wake up thinking, 'is that thunder? What is it?' you know. I do not know what height they are at when they fly over us but the noise is quite phenomenal when there's a change in the methodology of flying that plane. I think there is an issue there...

M Exactly, so I am just trying to turn that into a principle. So what we are saying is that air traffic control should (00:41:19)

MR (00:41:21) There are two procedures, ones called CCO Continuance Climb Operations which means that when they are taking off, they just have the engines fixed to their (00:41:33) CDA is Continuance Descent Approach so as soon as they start coming down from the cruising altitude, already their computers will be locked in to make sure they don't have to do precisely the thing you are talking about which I have experienced as well. One time it was so loud, I seriously went outside because I thought the plane had crashed. It was so loud. But, this CDA is already I think being implemented quite a lot because I have noticed it has declined.

MR Yeah

MR And it can be done under this new system... (00:42:09)

MR [cough]

MR right from when they start coming down, it is all being carefully controlled and they shouldn't have to do their own...

MR I think the pilots have a part to play because Emirates pilots are excellent and they don't have a problem, I can see the logo on the plane when it passes over and they are quiet and yet bigger planes.

M And there are issues about different ages of planes being quieter and this is the thing. The design principle, I did not see being written down around, let's capture that absolutely, about changes of speed and where it happens, so absolutely let's capture that. yeah.

MR Irrespective of the spread and the type of navigation that we are using and whether it be focused or spread, there are still a huge number of pilots for reasons other than emergency and passenger safety. Weather conditions, i.e. heavy thunder clouds and thunder... they are making deviations because they are probably late, and their part of Edinburgh, they need to get back to get the next leg of their flight done.

MR Saving fuel

MR Saving fuel, pressure on the airline. There are a number of pilots that aren't following the rules. The airport does not impose any fines, and there is no legal requirement for them to do that, but there is no commercial reason why they couldn't.

M Well it sounds like a great principle that you are putting down. Edinburgh should have clear commercial rules for following the flight parts into the airport; something like that? Get it down, absolutely, superb.

MR To add to that, it is great and very easy to blame pilots, in particular Ryanair pilots because that seems to be the one that everyone hates. But in fact, they are very tightly controlled in what they can do by air traffic control. The Chairman of the board that I sit on, is a former pilot and when people are saying, well you know, that the pilot is very much controlled. What they can do, they can ask air traffic control any chance...

MR For a deviation

MR ...deviation. But they can only do that if it has been sanctioned by air traffic control

M Absolutely

MR yeah

MR Well, I would add to that, that I have had several responses from (00:44:36) at Edinburgh Airport that confirm that the planes should not have been there, and they have written to the airline. So they are real.

M Exactly. Edinburgh Airport have been saying at some of these sessions, things like, you could charge different aircraft different things, you could set up a new regime. What I am saying is, there are all sorts of possibilities open. If there are things like this that really matter to you, this is capturing them. So we are talking a lot about noise, and population, there is the sort of environmental damage to the community dimension, we've not talked at all about wildlife or any other noise related issues around that.

MR You need to be aware, you obviously are aware, that we are talking about the airport being between two of the most heavily polluted roads in Scotland. Queensferry Road and St John's Road both going out of the airport (... central Edinburgh all the way out? 00:45:48-00:45:50). Everybody knows that they are the most polluted roads in Scotland. What the communities are on about is better infrastructure, trying to alleviate some of that traffic issue and I suspect any big change to the airport isn't going to make it any better, in fact, it is going to make it worse. Substantially worse, and that's what is on the minds of the communities.

M So you are saying from [REDACTED] perspective, you are as worried about air particles and emissions from vehicles going to the airport as you are from [laughs] the planes themselves?

MR My community is directly between these two roads

FR Did you read the comment as well, about noise vs pollution? was that something...

MR Well, from my perspective, where I live, our community, they are flying down just the other side of the Pentland Hills...

MR yeah

MR and you'll hear a plane going past and it is well up. It is not until they get out over the Forth that they suddenly dive. I have been on several flights. It is not nearly as bad as I remember the (VC10? 00:47:14) on the old runway, it used to take off and it would shoot between the groove in the hills. A great stream of reek behind it.

FR [laughs]

MR so there is not a fraction...

M We have talked a lot about in some of the aviation groups around turning cycles getting better. Make things better or worse because they turn very tightly and go over the same house for a long time, in a way that they (00:47:43-00:47:45). So the whole range of issues. Now, just as you say, things might go better, we can make them better again but we have got to capture, which is better or worse? Things like, the noisy aircraft that is less polluting, or an aircraft being less frequent over you for longer. This sort of stuff we are trying to tease out how... all difficult trade-offs and there is no right or wrong answers but general sort of feedback in that space?

MR In my area, a lot of the noise comes from the military helicopters because we have got (Draycorn... So you get Chinooks flying over and what not? 00:48:19 – 00:48:28). This helicopter makes a hell of a noise and it seems to be elevating an awful lot. And it's got all the flights coming from the airport going to the golf courses up North and what not. Helicopters themselves make an awful lot of noise, a lot more in my mind than an aircraft.

M We are talking about regular, scheduled transferred airport vs traffic noise we're talking about, or other noise from helicopters? On a scale of one to ten, relatively speaking where are we with the airspace and noise from the scheduled aircrafts?

FR If you live in Ratho Station and flights are taking off, it doesn't matter really what size the plane is. If you are towards the end of the runway, you will duck anyway.

M It is quite clear then the scheduled aircraft make as much noise if you are in the area of Ratho.

FR Everyone is. The mail planes are just as bad, if not worse because they are at two in the morning

MR If you have visitors to your house, you will immediately... people become immune, they see it all the time, they hear it all the time. Certainly I think, we become a bit immune, because we stay there. But if you have visitors they are all like 'what?' And that is telling, I think, the more it happens, the more you get used to it. What we will never get used to is the real early morning ones when the roar wakes you up. And we get that quite often

MR Five o'clock ones yeah

FR Five o'clock

- FR You were talking about the road noise. I do not think the road noise is the problem, it is the emissions which are the problem. There are different problems, and they are trying to introduce a new road coming in off the Gogar roundabout (that public exhibition will come out in about 2 months time. I don't think...? 00:50:18 – 00:50:25). So this is very important.
- FR From my communities point of view, if the road is built it is far better because it is out in the East, it is right on the edge, so (00:50:36) suffer. We don't mind but the (00:50:38).
- MR And then we use Gogar right away because that is where it is coming out.
- FR Well yes but that is a nightmare anyway
- MR It won't make any difference because it will be the same number of cars coming from the East, because it will be controlled by...
- FR But it is keeping them to the East so we are happy though.
- MR With all due respect [REDACTED], the traffic noise is palpable in our area as well. We all get awakened in the morning by the traffic because they are all coming into Edinburgh (00:51:13-00:51:18).
- FR That is slightly different.
- MR Maybe Just doesn't get that. There is the noise pollution... (00:51:23 – 00:51:25)
- FR CO2.
- MR As a principle for defining that route, would it be better routed above an area that already has noise pollution from roads? Or would it simply compound that issue?
- M A very good question, yeah.**
- MR There is a phrase somewhere in a document, I think it's a CA document where they are talking about if aircraft noise is seen to be an issue, it is an issue. So if people who live where already there is lots of noise but they still find aircraft noise an issue, then that is an issue. Obviously, if they live somewhere very quiet, aircraft noise is an issue then it's an issue.
- MR I was taken by the come over the Forth job. The more I think about it, and the more I've thought about it, it just seems like an open door we should be using that [laughs]. And if we can use it, fine and dandy but if we have to use another line, another route, because of weather or whatever, there should be one route and that should be it.
- MR (not with the ... I know? 00:52:40-00:52:50:00)
- M Anyway, I am wondering if the principle is almost, you're wanting the designers to ask, to think about. I think it is in some ways what you are capturing here as you say 'we haven't got an answer ourselves, but we want you to think about this issue in this way' Is that what you are saying? I.e. when you have a lot of road noise (00:51:09) here is the issue. How strong, what do we know about the concerns of people in that area? Is it something like that, that we are capturing there?**

- MR I am not sure if it is. People up the road here... If it wasn't in their area, then they would probably be happy. But the simple facts are, it needs to go somewhere. I think we all get that, we all understand that. What we are trying to do is make the best of a bad lot. We are trying to make the best out of it, I'm not sure if we are picking up the principles.
- M A principle is something like, there should be no new flight paths over land where an alternative over water is available.**
- MR Yeah, if we are going to that already, let's make sure that, that is written down yeah?
- MR I'm not sure that water isn't a red herring because as you're landing, you're coming from the East and you are on your 10 mile flight path. You are quite high over the water, you're quite low when you get to Cramond and Barnton, so, and with take offs, only fifty percent of the traffic is taking off in that direction and you are quite noisy when you are taking off and tend to go over the water when you are quite high. So water is a wee bit of a red herring. Let's use it if we can, but it will not solve the problem, it may alleviate slightly.
- MR I think the point is...
- MR We need to have lots of other opportunities which will avoid routes flying over communities on the ground
- MR Exactly
- MR I think the point about water is it can affect the route further out, whereas at the moment the more use cannot be made because of MOD or other agencies restrictions. If those restrictions were then entered into discussion and got up to date first so that air space further out could be utilised then it could change the routes successfully to use the water which would effect less people on the ground. That is the point, not necessarily where it is leaving the airport and the water roundabouts - further out.
- M Absolutely. There are lots of wider issues that will permit this sort of to happen. I think on balance are we hearing a 'use water where we can?'**
- FR Yeah
- M You're generally supporting that. Yeah**
- MR Yes, but if you are thinking about the (the fauna that's in the water, the Forth, fishes and stuff like that are already at stress from...?00:55:53 – 00:56:00) so adding more pollution is not going help them is it? So yes it is great for us, but it is not great for them.
- M Any other natural environment, birds or...**
- MR The next one I've got is, with the increased flights you'll need to offset the carbon footprint somehow, therefore there needs to be some sort of effort rewilding and that needs to happen in this area, not in Canada somewhere. An investment needs to be here, not somewhere else
- M Right**

- MR Maybe not around the airport, because they can't have birds nesting too close to the runways, but you need an effort in rewilding somewhere in the region I think.
- MR I can certainly agree with rewilding, not necessarily on the Forth. The Isle of May has a certain area where they are protected
- MR A conservation area?
- MR Well it is for flight as well, but it is only to a certain flight that, that goes to. Can I also pick up the point that, it gets banded about, I have heard the airports say it. And that is that they are restricted by the MOD on the Forth. The MOD used to have restricted areas, but I think they got rid of them. This is the plan I printed off just a few days ago that shows all the restricted areas with the red bits all around Britain, and there is nothing in the Forth now. Because Leuchars has closed down but it keeps getting mentioned and I don't think its correct, except that way out there in the North Sea there is a limit there but that is it. People can look at this afterwards if they want to because I just need to be told. I have heard it so many times, but when you look at the actual map, this is what pilots download, real pilots to fly their planes, there is nothing there.
- M And some of these things, as we all know in life, can take years to change but what we are trying to get is that the designers are all well up for stuff. They think they know what they can change, how fast they can change it. Some of these difficult things around... your point around investment from the flights from aviation and how close it is to the airport. A really important community issue around... there is current consultation around the National Policy Framework which Edinburgh are operating. A consultation around carbon offsetting at the minute, part of transport holding. There are the sorts of things, there might be a lot more money coming from offsetting locally around the airport so I am not saying any of this will happen, I am just saying that the sorts of things you are saying. What would you spend the money on? Would it be better infrastructure to get to the airport? Or rewilding? What as communities do you see... is it those that suffer the most should get the most investment back? Any principles in there around how we manage the money?**
- MR I have written that
- M You've written? So do you want to say a wee bit more about that?**
- MR Basically if you are going to increase the flights by a certain percent, you need to offset it by a certain other percent that come from increasing them
- MR I want to pick up a point we have covered at the beginning that you have just taken on board; increasing the flights. I seriously question whether or not flights need to be increased.
- MR Yeah
- MR I have done... I was going to do it for today, and a year ago today and a year beyond that, but obviously today has not quite finished so I did it for a week back. So for the last Thursday in September in Twenty Nineteen and in Twenty Eighteen and in Twenty Seventeen, there actually was a drop in the number of ATMs, that is Air Traffic Movement, landing or taking off. There was actually a drop this year compared with last year. There was a three point two percent increase in twenty seventeen to twenty eighteen, but now it's levelled off and it's going down. [REDACTED]

(01:00:18), the CEO of the airport, talking to the Edinburgh Airport Consultative Committee back in May, reported the first drop in passengers in ten years. They are levelling off. You may have had a thing called Flight Shame, '[Swedish]', it comes from Sweden, the home of Greta Thunberg, and in Sweden people are now cutting down the flights they take. So I seriously question whether we should be accepting, at face value, the airports' totally undocumented claims that they need to grow.

M **Okay, so I'm trying to capture that in a principle. And the principle is...**

MR It's not really a principle, that one, it's just a coincidence. It's a fundamental question underlining this whole process.

M **But equally I've seen plans across Europe that see a massive increase in the number of flights with electric airplanes or shorter hauls, so many more flights are on renewable powered electric air. But we've only got one thing in Scotland that's got (01:01:20). But that's growing all the time and what I'm saying is an airport has to look and say, what's the future in aviation, what are the potential scenarios, can we have a robust business regardless of what happens, and so that might mean more aircraft, it might mean less, but Edinburgh Airport (01:01:39) must plan for any eventuality and I think that's had its own (01:01:42).**

MR It has to be, it has to be a reasoned eventuality and they haven't supported their claims with any data and a statement of need. It's just a thing, we think we're going to grow. We think there's going to be tourists coming. Well, they haven't said what increase in tourists. And they've sort of shot themselves in the foot slightly, well, it just happened, that between submitting their first statement of need and when they met with the CAA, the Scottish Government decided not to halve air passenger duty, and they built a lot of their case on the increase in tourists because air passenger duty was going to be halved. Then suddenly when it wasn't, and it was actually if you look at the minutes of the meeting, because actually the CAA had said you perhaps need to address the fact that air passenger duty is not going to be halved, so they went away, got and re-wrote (01:02:29).

M **So, I mean all this history stuff is interesting background, but as I say we are starting with a clean sheet and we are kind off saying what's the best we can do in the future. We are getting into, I don't know, we've exhausted environmental and health stuff. Before we get onto the sort of economic stuff around tourism, is there more?**

MR Can I just sort of come back to the one you've just sort of paused over, you had four points and one point of noise. And just in case you get the impression by the numbers, I think community councils are really one hundred percent, bar maybe about half a percent, about noise abatement, we really don't actually mind that much about the effect on biodiversity because it's not that noticeable. Fine air particles, CO2 commissions, as you say they're nothing compared with traffic and the airport contributions, that is very small indeed. So I think I'd like to sort of make the point that if you go away with the impression that we're interested in anything other than noise abatement procedures, you're mis-going the whole thing.

M **I think that is a really good point.**

MR If there's an equal weighting to that and biodiversity, then I think that the whole consultation will be on the wrong basis.

M Well we'll certainly give mark to some more of our priorities later, but in terms of, starting off with general capturing as many points as we can, but I think it's really interesting. So while we're all on this list of priorities, I mean I think we have heard that quite clearly, that noise is, you know, everyone's saying that if you were to prioritise something then it would be that. Does everyone agree with that or?

MR I think that's a really short-term view that we as older people can enjoy, but no, we are not the only people that's going to be here. We're talking about generations, our children, our children's children, our grandchildren, so for me I'm afraid that is a really, that's a luxury that a lot of people who are of a certain age can enjoy but our children can't. Our grandchildren can't. And the effects of these are not going to end in ten or twenty years' time, we've got to look to the future and that's the reality. Unless we just say, well we're okay Jack, in the twenty-first century, but what about our children and our grandchildren? I'm sorry.

MR Can I just agree with that whole?

MR It's just a really short-term view.

MR But part of this exercise is purely about air change and your concern probably is about volume and the efficiency of aircraft engines and this sort of thing, it's probably not as relevant to this particular exercise as noise.

MR No but we make decisions for the future.

MR Yes, but the questions you make are really about how to impact on the number of people that are going to fly and types of planes they're going to fly in. This whole exercise is about air change, not about the future of aviation.

M The design principles, the design principles are...

MR The design principles are only about routing, they're not about the number of planes that should be in the air. I think I'm right in that.

MR I think we have a contra-view from (01:05:34).

MR It's whether it's long haul, short haul, the aircraft type, there's got to be some incentive so I'm making that aim towards being...

MR Can you clarify that? What this exercise is actually about?

M This exercise, I'll say, is about can we secure an airspace change that is consistent with all of these wider things like the future of aviation. So Edinburgh Airport has to plan for the future, has to ensure that it's modernising its airspace. The first part, the (01:06:10), core part that introduces this is 'We must modernise our airspace'. Now modernising could include a lot of different things, but yes, absolutely right, this is about airspace change, and yes, you're absolutely right, this is about the future of aviation. So, the question is, as communities and representing your communities, it's a fascinating discussion, and the clearer we can unpack this, down to what really matters on the ground is that we deal with, and that's why I'm saying is it noise to the people at the minute, or is it actually people are saying the approach we take to aviation emissions, we should go the shortest routes to use as less fuel as possible

to merit noisy as possible, there are different ways of looking at this so what actually would be the driving principles within your communities, and that's kind of what we're trying to dig in. So what's it's really asking, what's the nub of the question? I'm saying that's the nub of the question that we're really looking at, we're trying to get a feel for what is it you think is really driving this.

MR Can I offer a possible clarification here, which is as communities, by and large we would all wish to see the amount of unnecessary travel reduced, that is short term travel, put on railways, things like that, to minimise the amount of aircraft use at all. But, for any given amount of air travel that is going to occur, then at that point we are principally interested in the routing being conditioned by noise abatement issues.

MR The routing though is all tied up because Edinburgh airport are trying to get more routes because they say they need more aeroplanes, so they need more flights. And the big question is they need to justify that, and I don't think they do, but if they do then they are going to fly over more people, they are going to create more pollution, and aircraft are major contributors to greenhouse gases, there's no doubt about that. And the Scottish government has declared a climate emergency in Scotland and they will be looking very hard I think, except I don't think aviation is a devolved issue, but there is the Committee on Climate Change that reported recently to the Westminster government and they're talking there about limits of aircraft on airport expansion, and if the third runway at Heathrow goes away, goes ahead, that's going to virtually use up all the allocation for airport expansion that they've allowed for in this CCC recent report. So if the third runway at Heathrow goes away, there's very limited expansion can happen in any other airport in the country because they are trying to control the number of flights. And interestingly, the French government I understand now is seriously looking at banning flights between cities where there is good alternative, or alternative such as (01:09:20).

MR passenAnd therein lies the parochiality of Community Councils Act, I believe. Quite bluntly, if you're (staying closer? 01:09:29) noise will be up there, but I'm telling you now, people who don't stay as close as you do to that airport, their big issue, big issue, won't be noise, it'll be the environment. And it will be the environment. There's one just adjacent to here, who are huge on environmental issues and that's (01:09:56). So I disagree with noise being the only...

M ...increases value. This exercise is drawing on the views of people from all, a wide community of people so that all these views can be reflected.

MR But that also has a correction back the way though about the need for the flights, because, let's face it, at the end of the day a lot of this is commercial between different airlines competing for routes. And the airport even competing against Glasgow for routes. So there's a lot of duplication and overlap there and planes flying half empty in a lot of cases. Or the seats sold at rock bottom prices to get them filled. And there's no need for that. And so you're creating extra journeys when you don't need to. So therefore the demand for the airport to need the extra capacity can be cured and reduce the number of environmental impacts. It's a bit loose and woolly that, but you'll get the drift.

M A wee bit wider, but certainly in terms of air space arguing that inter planes pay more tax than the, in terms of linking the taxation more closely, could be related to the route they go and stuff like that, so it's not completely out of scope, but you know, I think we've covered the noise, the noise and stuff.

FR Not covered the causes.

M We haven't covered that, but in terms of... To get on to some of the wider social issues around, I'm going to say we touched on the diversity around rural-urban, we've touched on that, I'm just trying to develop. What other community groups have we not specifically talked about? We've talked about schools and hospitals, are we missing something? I always think I leave the sessions and, oh we've forgotten about X, surely somebody would have mentioned that, and so just rack your brains and think of the communities. You're the experts in your communities, you know what's been discussed around the table and in community council meetings, what would be the issues that are the top, at the top of people's agendas?

MR The first point you've got there, the (01:12:24) one, I've been thinking about this and I don't think it's really a design principle, it's more of an operational thing, but I don't know how we do it, but how about a ban all overnight flights. They did at Frankfurt airport. Frankfurt airport is the biggest one in Europe, just about. And from eleven o'clock to seven o'clock or six o'clock, six o'clock or seven o'clock, there are no flights. Planes timetabled to arrive just before eleven, if they are delayed I think they are allowed up to midnight to land, but if they can't land by midnight they have to go somewhere else. And it's as harsh as that. And that came about because every politician round about Frankfurt airport all signed up to the concept, so they now have that. Now, it's not really a design principle.

M No, it's absolutely a design principle. Airspace design principle is hours of operation which relate to a certain issue.

MR Hours of operation.

M Absolutely, core issue, get it down. The question would be, what are the hours, specifically, is it best to manage with a complete ban, or as the airport do at the minute, charge a bit extra, so is that an economic approach to it, is it a regulatory approach, what I'm saying, what do you think?

MR There are official hours, well not official, but there are hours defined by the World Health Organisation and I think they're eleven to six. All I know is that the Edinburgh Airport have a different, they have their own version which, surprise surprise, is shorter. And they do charge planes a bit more, but I heard from a colleague who was, a gentleman who runs all the Royal Mail planes, was that it's thirteen pounds to fly normally, but it's twenty pounds to fly at night time.

MR But that can change.

MR They say they charge them more, but it's.

MR Can I ask a question?

FR No [laughs].

MR In terms that this top end, looking at hospitals, schools, stuff like that, in my neck of the woods I think we've got five new care homes have been built within the last year. My question is, is that criteria built in that the airport would have to look at that sort of thing?

MR Well, how many hospitals do you go?

MR Do you think there should be, that there should be?

M Yeah, write it down, let's make sure we don't miss that sentence because actually it's not a group that we've mainly discussed, and actually it might be.

MR How many schools, how many hospitals, how many care homes, and any other thing that I can think of.

FR If I could interrupt with care homes, and planning permissions, plans vary now with our new developments in that are stationed near the airport, you know they're not getting planning permission so too close to the airport, but that's something I wanted to raise. We've got great pressure to build more houses, but then you've got areas where you can't build, we found out we can't have houses built because they're too close to the airport. So there's awful pressure from local authorities to build houses, but then they are refusing to let them build houses, so you can't have it both ways.

M So can we turn that into a principle? The principle is, don't let the airport flight path constrain our ability to build new homes? Is that what you're saying?

FR Well, you have to consider cross winds, which I'm sure you're very aware of, which is on the airport, and they want to build houses there, but now they've also put in the International Business Gateway, which is adjoined to the airport, and that's transport and environment. So they are pulling in these bits in the area which could end up making the houses which are there being ghettos because no-one wants to live there, and then the people who do live there can't move.

M So was that right? In design principles we've got housing needs, exactly, so the airspace must take account of those housing needs.

FR Take account of.

M Yeah, yeah, yeah, something like that we just capture that.

FR Just taken into account.

MR Certainly one, last time there was some criticism of the approach taken to the population overflow and the way in which that was worked out, which I think was based on a twenty eleven census, and there was obviously significant development in I think both the City of Edinburgh and West Lothian Council areas, so I guess that maybe as a design principle you could consider maybe a closer relationship with the plans or develop a type of developments that maybe (go hand in hand? 01:17:37). I'm not sure exactly how that can be done (01:17:41).

MR So each region must produce for the Scottish Government a local development plan. West Lothian for instance produced one that was ratified I think in twenty seventeen?

MR Subject to change.

- MR It was approved by the council executive, so that actually identifies the area that's been laid aside for housing development.
- MR There will be a zone at each end of the runway where you can't build because that's, if it doesn't get off the ground, now I think the west end of the runway you've got the M Nine, think it's something like that.
- FR It's actually between the end of the airport runway and the M9. And the other end is, the new housing's being built at Castle (Goga? 01:18:38), which is before the Goga roundabout. So whether you want to buy a seven hundred thousand pound flat on the end of the runway is your choice.
- MR There was always a restriction on the aircraft leaving, particularly going out in an easterly direction, because the runway wasn't quite long enough to take a fully-laden Seven Four Seven. Now that may have changed because we've now got ACAs and we've now got the airbus.
- MR Eighty pound land owner.
- MR Yeah, but it flew over I remember seeing that one. Well that's not a bad thing [laughs]. We saw that the plane's bigger.
- M We've talked about...**
- MR Sorry Sir, can I cut in again? Is there an algorithm between use and experience rather than actual noise level, because it seems to me that you've got a huge difference between somebody that's been hit by about seventy decibels and somebody who's being hit by about forty. And when you actually talk about numbers of people affected and everything, you've really got to look at both of these things together, and presumably you should be getting up with some sort of flight pass which actually minimises the overall nuisance effect over the whole area, rather than just...
- MR (01:20:00) They have models...**
- MR (01:20:00-01:20:05) ... that they used to have the noise measured by noise and number index but then it changed to decibel but I'm not sure that actually the noise and number index was perhaps a better representation of noise pollution. But do you actually have...an algorithm?
- M [REDACTED] was going to explain.**
- MR So, the government specifies lowest observable adverse effect level (01:20:29) below which, or above which, they consider there can be adverse effects to human health from noise. So, for the daytime flights, that's 51 decibels, so that's based on the summer, an average summer of 3 months data, a 16 hour day, and they set that on a summer because the air is thinner, aircraft don't climb as quickly, therefore the lower (01:21:01-01:21:03), and so noises are considered to be worse in the summer than in the winter, so 51 DBA for summer, 45 DBA for... for day, rather, 45 DBA for night, so that's based on human response to noise and standards, and that's where they've sent all those numbers (01:21:27).
- MR Is that a peak or an average or...?

- MR It's an average of a 16-hour day, so within that there'll be peaks as an aircraft goes right over your head, and then there'll be quiet periods in between the aircraft. The (LAQ? 01:21:45) 16 hours which is for the day, takes the average, so you will get peaks above that noise, but it's deemed to be representative of noise exposure over that 16 hour period, of 8 hours during the night as well.
- MR Would you like to comment on the actual noise level over Cramond, I think it's about 64 or something, isn't it? And it's an exponential scale, so there'll be 3 decibels double the noise, so the difference between 51, 64 is about 4 times the amount of noise.
- MR Yeah, so that would be peak, but in between you're (01:22:22)
- MR So, is there any other thing that's like, at 51 we're starting to get a nuisance, and then maybe at 58 we're getting a lot of nuisance, 64 people are going a bit bananas about it?
- MR [REDACTED] is trying to... I mean, well done, noise is a really difficult thing to do because if a plane comes over very, very quickly, very, very loud, is that worse than a slower plane coming over much slower so you hear it for much longer but it's not quite so loud? And it's how you measure that, and I'm trying to oversimplify it but I'm not the expert in this at all, on the noise board but there are some people who do, and there are so many ways you can measure noise. It really is difficult.
- MR I mean, the assessment will also look at (L-Max? 01:23:14), so the noise maximum level as an aircraft passes over certain places. It would also look at different aircraft types as well.
- MR But with these difficulties, trying to do this exercise without some sort of medical evidence on the effect of various noises on sleep for example, you're not really conducting a credible exercise.
- MR There will be a health impact assessment done.
- MR So, we've got...
- MR And there has been work done on the health impact of noise. It was presented to the conservative committee back in May I think it was, so it has been done.
- M So, [REDACTED] and his team and others, we've got the best top down view of how professionals think using the best research available on health and all these things we've got. What that doesn't capture is the specific issues, you say, oh yeah, but that doesn't work for us in Cramond because of, or whatever. So, what I'm saying is if we can add anything else in there, that's fine. Let's think about... because I mean, all of these factors effect things like house prices for example. All of these things effect the ability of business, so, I mean... and the whole range of wider dimensions, there's just... (01:24:33)**
- M Yeah, what are your views on the economic impacts? Do you have (01:24:43)?**
- MR One of our members in the trader's association is an estate agent, it's a family run business, it's not part of a multi-national. They noticed a marked increase in the number of enquiries to get their house on the market, the houses then took much longer to sell and the values were lower. He has proof of all this. This is during the last consultation.

M Which community specifically is that?

MR (Roxburn? 01:25:16)

MR (Roxburn? 01:25:17), right, yeah.

MR We're having conversations at the moment about the new developments in (01:25:24) and places like that where we are having serious discussions about the standard that's having to be applied to these houses because of the closeness to the airport.

M In terms of noise insulation and building fabric?

MR Yeah. And that sort of thing is now coming up more and more often, and I suppose it always was going to come up. So now we're looking at environmental type filters, standards of glazing and et cetera for noise pollution. All these sort of things are being built in and of course they all come at a cost, so...

MR But if they lie within a set sound contour, the airport will pay for it, but it's where that contour is drawn.

MR Is that well known? I'm not sure.

FR (01:26:13)

MR It's not well, but it depends where this contour is, and this is what was wrong with the previous consultation, the contours weren't designed around Edinburgh, they were based on Gatwick and then just assumed to (01:26:26).

M There's a key principle to where you want that contour drawn. What I'm saying is that is what we want to capture, to say, here is where we think the airport should be investing... I mean, you know, let's take the (Roxburn? 01:26:37) radius out, it's a really interesting point because is it Winchburgh, should we concentrate them all on (Roxburn? 01:26:44) or should we have... you know, splitting up and so we're sharing the pain? There's all sorts of questions in here.

MR Actually, when you mention Winchburgh, this was a different effect because during the consultation they changed the flight path at a late stage in the consultation to then over fly Winchburgh with one of the routes and all these new houses and the new town that they're creating there, a lot of the people immediately put their house on the market and wanted to move out.

M So, we're in the process of trying to design this, so the thing is there's no what might happen, everything is possible, this is the process of airspace change, you're helping us to come up with the principles that will help us decide which of these options we go for, and I say, this one about, you know, would all house prices be suppressed by 10 percent or is it better to have a few houses suppressed? But all I'm saying is here's the basic economic principles we're trying to understand where, who would be affected, how much would be affected. What can you tell us in the other principles we should be...?

- MR But as a principle, any business that normally has an impact on its neighbours would pay to negate that issue that it was causing to the neighbours. If the airport is proposing a new flight path route change that effects people, then maybe the principle is that they also consider what they're doing to the community below that aircraft, and then address that issue.
- M (01:28:27).**
- MR Yeah, there needs to be something like that. If you're going to make a change that affects a lot of people and perhaps a lot of properties, then maybe there's a principle in... to apply that change you have to consider who you're impacting on.
- M So, it's who and how much.**
- MR Yes.
- MR Yeah.
- MR And if you have a house that's, for example, an older property that hasn't got the correct soundproofing or whatever, then the principle might be that you pay a proportion of pay for that (01:29:07).
- FR They did do it in quite a few areas pre-1996, but the problem with that is that you got your double glazing in 1996, is it still working? It's probably fallen to bits, but they don't pay for replacement double glazing, so you've got your one-off payment a long time ago and you're stuck now.
- M But CAA could say today, yes you can go ahead with this providing you do the following things, so what I'm saying is the principles we're trying to design at the minute are the principles which determine which of these things happen, so it's not about you get or you don't get, what we're saying is it's a case of, you know, this is what we're trying to do.**
- FR But are builders going to want to build under a flight path? Basically, builders are building for a profit, so if they know there's going to be problems with noise in a flight path, they would choose another area to build.
- MR Change the value of the land. (01:30:03-01:30:05)
- M ... is there a consensus on that? That actually, just killing the economy of house building if you spread the airspace too much.**
- MR No, the conversations we have to be having are more targeted at the developers and the planners there, they don't need to build to that standard because we have this issue. What I was referring to was existing properties, so the new developments have to built to a certain standard, the existing properties may require a payment as a principle.
- M So, you're experience with the developers, they're willing to build and there's a cost to mitigation.**
- MR Yeah, they're not going to move from (01:30:51), put it that way...

M That's the site that they've fought for for long enough to build there.

MR There's thousands gone in. The questions that are being asked now, though, are to what standard are you building these houses because the airport's (01:31:04)?

M So, therefore we're looking at that (01:31:06) principle then...

M The cost of mitigation...

M ... that the cost of mitigation is a key economic principle, and ensuring that's captured fully in the design and the economics of the design that that's a cost to society built in if you go over, you know, new houses that are already existing, in terms of (compensational? 01:31:25).

M And then there's a second principle about mitigation for existing properties.

MR Yes.

M How and if. If and how.

MR Yeah. Is that what we're saying? Or does someone violently disagree with that?

MR But this is already covered in law under the land compensation act and other acts, and this book lies right across the whole country. To suggest that this could be imported into a local consultation like this is a bit disingenuous.

MR Well, the emphasis and priority by which, as you know, from any design issue there are trade-offs be made, and the thing is the priority that one's putting on any particular issue varies. Obviously national legislation lays down lowest common denominators, one can always do better than the lowest common denominator, the process we're under here is trying to say how can we do better than most common denominators, lay down a national statute, and that's why local communities can say here's what would be best for us.

MR That brings us back to the point of the contour, if you like. The principle being, we should probably address where that contour is now. Like that, that's a principle.

MR Yeah, not just where the contour is but the level of noise that compensation applies. I mean, when I looked at the last set of guidelines, you literally had to be at the end of the runway to get any money out of them. Now, it doesn't matter if you're 5 miles out, you're still going to notice if there's a new flight path, you're still going to notice (01:33:04) noise.

MR So where do you think it should be? Do you think it should be 5 miles (01:33:07)?

MR No, it's not a question of distance, it's a question of the noise level, the noise level was far too high at which it triggered the payment. It was ridiculously high. It should be a much lower noise level and it should be based on real mapping and noise measurement and not the desktop one that they used the wrong models for.

MR That's absolutely right.

MR Thank you.

MR We need accurate noise contours based on Edinburgh data and not based on Gatwick data.

MR Yeah, and based on the actual flight paths, not the mean flight path theoretical because the (T070? 01:33:56) report shows the vast number... in fact, even the map you had up here, where it went red, orange, green, blue, that shows the variation of these planes, that's a variation on noise, and that is hidden in the airport's noise figures when they do a consultation. Even the proposed new flight (loops? 01:34:18). A good example is when they changed the flight path at the last stage, to go out over Winchburgh, the one I've mentioned earlier, they showed a noise chart alongside that, but also, getting back to the centreline route, they showed two dotted lines which is the variation, allowed variation on that route. But the noise chart didn't show that. It showed the deviation from the mean.

MR Quelle surprise.

MR So, if you're a way out in a 30 DB zone, you will actually potentially suffer 60 DBs if the plane is skewed to that side.

M So, what's the principle you want to (01:35:04)?

MR The principle is that when they produce data for people to consider, it should be accurate, not misleading.

MR Okay, and can I just say, just to be fair to the airport, it's not really their fault, they were doing what the CAA had told them to do, it's the CAA's model that is used ridiculously in every airport around the country, it's all based on Gatwick, and it was a couple of people in the noise board who did a lot of work on it using (T070? 01:35:33) to do the analysis for them, and they showed that what had been done before was wrong.

MR Now, back to the first point on that previous slide about reducing delays because one of the things that we see over at our area, sometimes for hours on end is planes going round and round and round it's the same planes, you can tell by the light configuration on them that it's the same planes. I suspect that's what they call the (01:36:03) area in the document. Surely, if the airport can't cope, then it's got half a dozen planes buzzing around 30 miles out, waiting to land, what's causing these delays? I don't understand what's causing delays when we hear that the airport's only running at... what was it, 60 percent capacity or something?

MR Yeah, I mean, that might be a delay because they're actually busy and there might (),

MR You mean busy as in the terminal, or...?

MR As in the runway, take offs and landings, so usually what they do is stack them so they can control the approach.

MR And I think part of the problem is because the approach, more for departures... because the existing flight paths were quite long before flights turn off, we have to have a certain horizontal and vertical clearance between each aircraft and so that's why there's capacity constraints, because you can't set the second plane off on the runway until the first one has turned off the flight path or reached (01:37:13).

- MR In terms of airspace design, if they do turn off the flight path sooner, we can get more planes through and therefore less planes stacking, so these are keen design issues, like, is the stacking a big problem or is the more flight paths closer a bigger problem? This is just trying to get a... what matters most.
- MR Do we have limits for stacking?
- MR I couldn't say, but they tend to stack in 4000 feet upwards in 1000 feet inclines.
- MR They wouldn't be allowed to take off from the airport of departure unless they can more or less get in, and the stacking will usually be because there's an issue. I've only seen one issue, one time there was an aircraft going round and round and there was an incident at an airport... I don't know where it was, but...
- MR This is a weekly occurrence (01:38:07).
- MR Go back to the number of aircraft that can take off, they have to avoid the turbulence that follows an aircraft taking off because there have been incidences where aircraft have crashed because they've gone off too soon behind and got caught in the turbulence, so there is that, and that'll be the reason why we've got the spread, particularly going off west where you're going off one way, going off another, some going straight. There's going to be a spread of aircraft noise on the west side, not so much on the east side, but still, I've seen...
- M But this is what has been designed, it's not a pre-determined 'this is going to be', what they're allowed to do in terms of airspace design and when (01:38:53), it is determined by the exercise we're going, yeah (01:38:56). And if we can reduce stacking by getting more capacity at these peak times, then there is at least a potential in terms of the way that the analysis is done of reducing that. Is that something that people think...? Which of the parameters within that do you like or not, does a principle you can capture say, yes if we could get stop the stacking, then that would be fantastic, or is that...? I don't know...**
- MR Stacking only applies to aircraft arriving, where they'd have to be told to hang on for a little bit, and then you're quite right, they go round, and it does happen almost every day, and if you look at the airports noise website, you can actually see what happens in a day, and you're quite right, they do go round and round. And the way to deal with that is to find alternative arrival routes whereby the time that has to be taken up because they've got there too early or whatever, you can do that on a slightly... there are different ways it could be done if the will was there, and that's hopefully something that might come out of this consultation, but the stack is purely arrivals, it's not departures. The departures problem is that just now planes take off and they have to go in a straight line, apart from the ones that turn seventeen degrees to miss ground. But they have to keep climbing on that until they reach a certain altitude, and that's where they turn. What the airport I think want to do is to make it possible for them to start turning sooner, because that means they can then get the planes off quicker. So that's what they're trying to do, and it all depends on whether they really need to have planes taking off quicker. Is the need really there? It all comes back to what I said at the beginning, is the statement of need accurate and correct, and to me there are a huge huge questions in it.
- M Well, it's not going to be complete because part of making it more complete is the process we're in now, the airport has said here's what we want to do, what we're trying to do is say how can we serve everybody's needs, including yours, and so are there any other economic**

business issues around how the airport, what changes made could better serve your needs? Obviously we've talked about some of the obvious economic issues like house prices, but what are the other economic issues that might arise around the availability of the airport to deliver airspace changes?

MR I think, sorry to go back to this, I'm not a green person usually, but I'm going to go back there [laughs]. I have a car and a motorbike, a gas guzzler, however we need to start changing the way we think about flying. We are flying, all of us, far too much in general, and this is historical, but we need to stop doing that, and I think this is a fundamental design principle that everybody in the Scottish Government, everybody needs to rethink this thing about travelling by cheap airlines. It's not viable, it's not something that we should be able to do any more so freely. I mean, it's great to be able to travel across the world, but the problem is it's opened up this world and all that, great. However, this is not sustainable. Period.

M So is it reasonably foreseeable that Edinburgh airport will significantly change taxes, charges, they'll have experience in the coming decade of some very big changes in that policy environment. And as I say, some of those could lead to increases in the number of aircraft, and some could lead to decreases, so in some ways, one thing is pretty certain, is that there will be more money to spend on mitigation projects.

MR Mitigation projects are not enough. It's not enough.

M Exactly, so I think coming from this it's very hard to see that we won't have stuff in that space. The question is how do we therefore manage the economics of that to be the biggest economic advantage to the community.

MR So Scotland slash Edinburgh Airport need to invest in alternative methods of transport that are not the plane that can take you across the world.

MR While also cutting average CO2 emissions. I'm a bit vague as to how they are calculating average CO2 emissions when they're also increasing the long-haul flights.

MR ...from the community, when we should be saying, look that has got to be a priority.

M So let's say that a policy goes out saying net zero. Flights from Scotland must be net zero. So i.e. it's offsetting somewhere, is it offsetting the commercial carbon budgets at the level of the individual, or is it offsetting within the city of Edinburgh, or is it offsetting within Scotland, or is it? What I'm saying is the way the discussions in last year go...

MR This is saying reducing too. There's two aspects there. You can offset it, but you're still sort of emitting. You've got to reduce it.

MR Yeah, the thinking behind that is that if you can design more accurate flight paths with fewer usage of (01:44:30) for example, and more direct routing, you'd use less fuel, you'd generate less CO2 per flight. So that's the thinking behind that. So there are opportunities, but it's a balancing act between noise and direct routes, and (01:44:51) reducing population, versus, perhaps longer tracks of CO2 impact that would be greater than otherwise. So it is a very complicated balance.

MR When they say CO2 emissions, is that over the whole flight, or just in the area?

- MR It's in the airspace that they can control.
- MR So if they've got a long-haul flight with twice as much fuel on it, they're going to be burning a lot more as they're taking off, under a like for like scenario, we have that flight already, but it goes on and does a twenty mile detour to avoid some communities, that adds CO2. If you can turn that flight earlier, a lot of community get a noise benefit, but also that will reduce the fuel that they use to get to altitude. So that's where you're coming from, and also long-haul flights will be less polluting of CO2. This is how can they optimise the current flight path.
- MR I'm perhaps more, I'm concerned about the lack of (01:46:02). We've been speaking about all night new developments, infrastructure, CO2 emissions, the whole lot. We built a forty million quid train station next to the airport, and nobody uses it. And it's supposed to be another great travel system within the city. If the airport were really conscious they could free trains to that station and see what they get on with, to the city.
- M Well this is what I'm saying, if you think that would be the economic priority, relating to a way of living, then that's the sort of thing I'm saying let's get this down. What I'm saying is what would be the principles around, what I'm saying its we can trade off principles here, we can say the flights go on the shortest route and save the most money, or save the most fuel, or we use a bit more fuel but we charge them more for the carbon emissions, or we spend that on reducing carbon on local transport to the airport. Obviously there's a whole range of issues in here.**
- MR We have an issue though, that we've put all of these new blue and white buses on serving the airport, they brought to the communities some massive issues. People won't go to the airport and pay twenty quid for parking or whatever it is for parking now. What they're doing is parking in the communities on that bus route. So cars are sitting there, double parked, wherever they like, inappropriately parked for up to four, five, six weeks because people are away.
- MR Even the car park at St John's Hospital gets used for that.
- MR All I'm saying is if we had a fully-integrated bus, er, travel system, we're getting buses.
- M How do we get buses. What's the design principle then, that each new flight or whatever, each additional new growth of the thing must be accompanied by investment by the airport in the need to make it net zero carbon impact from all the...**
- MR The airport need to (01:48:12) their expansion details of whatever it is they're doing. Ways to get people in and out of the airport that don't impact anywhere else. And that's a classic example. Forty million quid we paid for that station, it's got trams going through it, trains going through it, but it ain't got buses arriving at it. No buses go through it, and that's just madness, absolute madness. Anybody going to that airport actually, quite bluntly, they should be dropping off at that station and getting on a tram and going to the station.
- MR And they'll probably use all their money for parking.
- MR Correct. Correct. And that's a decision, that's a commercial decision as well. All I'm saying is, the people who don't do that now, are parking in your communities on the way, on these bus routes.

MR ...and get out our way, Park and Ride from (1:49:06).

MR I get that.

M So how would you solve that? That's what we're trying to capture, if you've got a good idea of how we solve that, then let's capture it, let's. In my nightmares we've been here and we've not actually got here. You go away with an idea in your head and we've not shared it.

MR Pay for the trams to that station. Pay for the trams to that station.

FR Well the prices are put up so much to go from there to go to the airport that it must be a disincentive to local people more than it is to visitors who don't realise. I think the phrase you used earlier on about integrated transport, that's why they're doing integrated planning for it, they are capturing now the unintended consequences of some of their transport policies.

MR And looking at connections and airports that I've visited all over the world, and you get off the plane, you jump on, it's a wee fast bullet train and it takes you to (01:50:10) centre where you. Now why our airport isn't doing that and using that as an incentive.

M You can help ensure they do.

MR Maybe they should go and look at best practice elsewhere. We talked about coming in over the sea. You go somewhere like Auckland in New Zealand, every flight comes in over the sea. And I know the sea is, this is maybe wider than before, but, you know, they need to go and look at best practice elsewhere rather than focussing narrowly on what policy in and around Edinburgh. But there's best practice all over the world.

M Have you agreed to look at relationships, are you happy we've got everything?

MR Can I just add one more economy type thing? Because really the bottom economy driver that makes an airline put on a flight is if they think there will be passengers who want to fly on it. And that's the driver for the whole thing. And I'm not sure if passenger demand is going to keep up at the same levels as we've come to know. As I've said before, the airport had its first drop in passenger numbers. Interestingly all these things don't get trumpeted by the PR department as other things. Take a flight from China, that's quietly in the drawer. If you don't want to fly from Edinburgh to China, you have to do a feeder into Manchester or somewhere else. So the demand, I sound like a stuck record, and really I'm not convinced that this increase in the airport are hoping, and I'm sure people know, the owners of the airport will invest in a partnership, a New York-based finance group, are trying to set it off to get their profit known. So they're trying to make it look as attractive to a future buyer, as they can. And this, I really think that when we're talking about the economy, that's what drives it, it's passenger demand and the passenger demand. Even the routes to the Middle East which don't get boarded a lot, one of the carriers, I forget which one, withdrew their flight from Edinburgh quietly, no one, Etihad, because they weren't getting the passenger numbers. So all the new routes get trumpeted and they're wonderful, the airport's expanding, expanding, expanding, but the reality is maybe slightly different.

MR Can I just say one final thing? Just come up afterwards, talking about flights going the most economic way, this is a flight ring I tracked about six weeks ago, Edinburgh to Copenhagen, it

took off Northeast, went out over the Forth, then it turned left, went over Dunfermline and headed up towards Stirling, at which point it turned right, headed up towards Perth, at which point it turned right and headed down over Fife and then went out over Fife and into the North Sea. In other words, it flew round three sides of a square. If that had gone straight down the Forth, it would have saved a huge amount of flying time, a huge amount of CO Two emissions. And for some reason, goodness knows why, air traffic control routed it round.

MR Is that not to do with the (01:53:26) and what not?

MR I've no idea.

MR I don't fly so I don't know.

MR It's just one example of things that do sometimes happen.

M Best to find out, I just want to check that there are no other economic issues, we've got a few other things up there that we've not touched on, possibly the bottom one which is very close to some of the issues that you were raising about sustainable economic growth within the city and in terms of transport.

MR I think the access to family and friends is a very important one, because I've children who've graduated here but couldn't get jobs so they've gone to live on the other side of the world, and if I want to see my grandchildren I have to go, I have to fly so that we can go. So it's definitely an important thing. I don't know, I've never flown from Edinburgh on a long-haul, I always go to Newcastle because it's easier, more accessible for us on the borders, but for the first time in December I'm going to be using the Emirates from Edinburgh, so I'll be looking over at all you...

MR Well certainly proximity to your post at certain point, if certain people are marketing their property.

FR Well people talk about long-haul flights, I mean I had to go down to Devon. Now they stopped the night sleeper down to Devon which they stopped about twenty years ago, I'd be delighted to go by train, but I'm not going to spend eleven hours sitting on a train which doesn't actually go anywhere near, whereas I can fly and be fifteen minutes from the airport.

MR The highlands and Islands is a classic example of that. If you've got Scottish people who find it very difficult to travel, I'm not sure if the flights are there for the Isle of Wight, but if you get stuck and you're on the Isle of Wight, I don't know how we address that because what we've kind of been talking about is how we travel a more competitive or cheaper, or use an alternative. Maybe the airport wants to have a look at something like that as well.

M So, priority for our mobile? Airspace for the domestic flights, the Islands and Scotland? Is that a principle here we're saying?

MR I just think, we're a wee nation, we're always fine, but we're all very parochial, we're in the area where the airport, but we're not really giving enough consideration to juries and friends of family and they're our own people in the sky and I don't know what we do. I'm not an expert at that sort of thing, we might want a pay off price, something like that as well.

M So the main principle is not what we do, but you're saying there's a principle there that this must be a key design criteria, that we actually look at where the flights are going in the way we prioritise their space. Is that what we're saying?

MR I would have thought so.

M Does everyone agree with that?

MR Not really. I think the issue is, to those of us that live round the airport, all of these economic factors are important and are equally important and the trouble is squaring those against a new model where, say, we can't fly as much. So these are really nothing to do with the present problem, these are a much bigger problem to deal with and I think to say access to family and friends and then to promote a large number of flights to the Islands would then say well at that stage you're actually probably damaging the economy of Edinburgh, if that's at the cost of domestic flights to London, for example. So I think you have to be very careful before you start prioritising within that, except for the fact that the economy is a major driver.

M Okay, so prioritising the access needs that have the greatest economic benefits for Edinburgh over the whole of Scotland, or?

MR No, I don't think that's what I'm saying. I think they are all important, they're all equally important, I think you do a disservice if you select one of these out of them all, and say that's the most important of them all...

M There's no key principle other than this is an important issue, this is an important thing that should be considered in the airspace redesign around priorities for who gets use of that space.

MR Right, consider it.

M No, that's fine, I'm just trying to unpack what the principle is that we're on now.

MR I'm not understanding how that prioritisation might take place. Basically, if you've got air ways in the sky, that's what the planes fly along and I don't question how you can say, well this plane will fly, that one will not. I'm not quite sure, I can see why you might want to encourage certain flights, (01:59:08) but I'm not sure prioritisation...

M It's all across the world with completely different tariff rates, hugely differentiate economically between which flights get priority over airspace and... But the principle is about should the flights be restricted? Or saying, well, maybe not? I mean I'm just trying to make sure I really understand the points to talk about, I mean no-one's saying we should restrict the capacity, is that, have I heard that right?

MR And no-one's saying...

FR Certainly some people have said it.

MR I said we should totally rethink a strategy within.

MR Not use, not use, I think in Edinburgh...

MR I don't think it's going to be Edinburgh Airport that does that. It's going to be the Scottish Government, the UK Government, the EU, they will make that decision for us.

M As an introduction, we've got to think of the decisions at the right level.

MR And passengers will as well. The planes will stop flying.

MR This 'Flight Scam' I think has been, I think a lot of people have been flight-shamed.

M Okay, I think we've probably run out of time. And that's been hugely interesting and informative and useful discussion. I would thank everybody ever so much. If anybody's still hanging onto a post-it note that's not made its way to the board, we'll collect that from you, and if you've got any other thoughts that we've not written down, feel free. You've got a couple of minutes, you can pop them up.

M Sometimes we give people these red dots and they go round and say yeah, I really agree with that, I really agree with that, (02:00:57 – 02:01:00). You might see a lot of red dots, but totally up to you, we can just go away, but I think we've had a really good session so it's.

MR We'll let you do that [laughs].

M Yeah, I think the message on priorities is clear.

MR If anyone wants a copy of the chart I did it's on the table, I've got one or two spare ones here, just come and help yourself.

M So thank you all very much.

MR Thank you.

END

Focus Group 1 – Currently overflowed within noise contours

Details: 7 October 2019 6.00 - 9.00 pm Hotel Novotel, Edinburgh Park

Moderated by: [REDACTED], Progressive Partnership

Attended by: 11 residents from –
Pumpherston
Newbridge
Cramond
Livingston

Mix SEG:
6 were parents of children living at home across a range of ages 1 to 11yrs old
4 male, 7 female
Ages ranged from 20 to 66
4 with protected characteristics
2 retired, 1 unemployed, 1 working part-time, 7 working full-time

Observed by: N/A

104002 Overflown within contours
Smart Verbatim Transcript
TauRho Transcribes
File Length: 62:55

M **Moderator**
FR Female Respondent.
MR Male Respondent

M **OK. So, I'm going through a little presentation first of all. This will take about 5, 10 minutes. So...the UK government has required all airports to modernise their navigational system. Currently, they use what is called beacon technology. Which is beacons on the ground, talking to airplanes that talk to control towers. This is going to be changed to satellite navigation. It makes flights much more accurate, and it also diminishes the need for the control tower to talk to the pilot. And it diminishes the need to change the routes, just because of its high level of accuracy. So...the airport is doing this airspace change programme. So, whenever they change any of their space, then they absolutely need to consult with members of the public. Members of the public and also people who represent large groups, so stakeholders. And this is because the Civil Aviation Authority tell them they have to. And the Civil Aviation Authority set the procedures for how they engage. This is the first stage of engagement.**

So, the airport has actually submitted what's called a statement of need, to the Civil Aviation Authority. They said 'OK, we've got that. We've noted it, go ahead. Do your engagement space.' And so, that's where we are. And the idea that there is in this statement of need, is that Edinburgh needs to modernise its airport airspace, and it needs to increase movements per hour on the runway. So, in other words...increase the number of flights.

I don't want to get too technical here, but it's kind of interesting. This is the bandwidth of where planes can fly. So...the red one is where most of them fly. And then these outer-areas are where a few of them fly. So, it goes from here...right over to here. And that's called quite a dispersed flight path. With this new navigation, you can really narrow that down. Really pull it down. At the moment it's about 5 nautical miles. You can pull it down to between one and two nautical miles. So, it makes it much, much narrower. Does that make sense?

This is the (West Edinburgh? 03:08) operations, and this is where 70% of the flights actually take off, because they take off into the wind. And most of the wind in Edinburgh comes from the West. Where we've got the beast from the east, it changed tack. And then you've got this kind of pattern coming in. You can see the areas, and maybe you'll recognise where some of you live on this. And I'll ask you that in a minute. But you can see that it affects different areas, and you can change the effect you have on areas by using this new navigation system. This is the process I was telling you about...we're right up here. Right up here in the defined space. So, what we're doing is asking people what are the rules that Edinburgh airport should use to govern the design of the airspace change? So...they have run an airspace change before, in 2016 and 18. I don't know if any of you remember that? Or if any of you were involved in it? Or filled out a consultation online or anything like that? OK, well they did that, way back when the request was turned down by the Civil Aviation Authority, because of technical reasons. So, that's quite a lot of information to take in, but it kind of sets the scene for you. Can we now...before we get on to questions and thoughts, can we just take your first names, please. Tell me where you live and what kind of house you live in, and are you affected by noise at the airport? Can we start here?

FR My name is [REDACTED], Cramond. It's quite noisy.

M I was going to say...do I need to ask you if you're affected by noise...but yes, you are. How long have you lived there, [REDACTED]?

FR Uh...15 years.

M 15 years, OK. Fantastic. Great. Thanks, [REDACTED].

FR [REDACTED]. I live on [REDACTED]. So, also Cramond area.

M OK.

FR Yeah, it's noisy. I've just had my windows done to get less noise...

M Have you? OK. So, double, triple glazing.

FR Yeah, exactly. But to be fair they were very old in the first place, they weren't helping.

M And how long have you lived there?

FR Coming up for two years in that particular house. But in the area for my entire life, so.

M Oh, have you?

FR Yeah.

M Oh, so you pretty much know what...what it is like living in Cramond.

FR Yeah.

M Great, thanks [REDACTED].

FR Hi, [REDACTED]. And it's [REDACTED] It's right underneath the runway, so it's very noisy.

M OK. And sorry, which area was that?

FR Cramond as well.

M Oh, is it Cramond? OK. Brilliant. Right under the airway...how long have you lived there, [REDACTED]?

FR I'm the same. I stayed in that house...I think it's four and a half years it's coming up. But I've always stayed in the area.

M So, you've always been there.

FR I've always been there.

M So, again, you're pretty used to it.

FR Yeah...if you can get used to it.

M If you can.

FR Yeah. Yeah, I know what you mean.

M Yeah. No big surprise to you, is what I mean?

FR Yeah, exactly.

M Great.

MR Hi, I'm [REDACTED]. I'm from Cramond as well. And I've lived there 16 years.

M OK. Great. And how are you affected by the noise?

MR I'm affected.

M Yeah, OK. Great. Thanks, [REDACTED].

FR Hi, I'm [REDACTED]. I live in Livingstone. Just along the M8 sort of way. I've lived there 8 years, and I'm aware of a lot of planes flying over us...but not affected by noise.

M Not really? OK. Cool. Thanks [REDACTED].

MR I'm [REDACTED]. And I'm affected by noise. But mainly when I'm outside, rather than inside.

M OK, so you don't hear it inside but you hear it outside?

MR A wee bit. When you're right outside you hear it and when you're in bed. But when you're inside during the day, you don't really hear it.

M Great, OK. How long have you lived there, [REDACTED]?

MR I lived in (07:37) for four years, now.

M Four years.

MR But I've lived in the area since I was eight. So, 28 years.

M OK. A pretty long time. Great, fantastic. Thanks. And next to [REDACTED]?

FR [REDACTED]. I've lived in the Newbridge area, which is right underneath the planes. I've only lived here for a few months. But before that I lived in Corstorphine, occasionally...it has changed for whatever reason, but there used to be noise going over there as well.

M So, you're used to noise in Corstorphine.

FR Yeah. Occasionally. Sometimes it changed, I don't know why that was.

M OK, alright. But you've lived in Newbridge for a few months.

FR Just two months.

M Did you expect to hear noise when you lived there?

FR Yeah.

M You did? OK.

FR [REDACTED]. I stay in (Corstorphine? 08:30). Terraced house. Occasionally I'm affected by the noise, but I was aware I was going to be moving to that area. I've only been there for five months, and I'm (08:40) going to be involved in that part. It doesn't really bother me that much, to be honest.

M It doesn't? OK.

MR Hi, I'm [REDACTED]. I live in Ratho, [REDACTED] in Ratho. In a single glazed house. I can see the planes. They don't fly directly over, but it doesn't massively affect day-to-day life, but you can certainly hear them.

M You say you can see the planes?

MR It must be about a mile and a half.

M OK. How long have you been there, [REDACTED]?

MR Two years. Just over two years.

M Brilliant. Brilliant.

FR Hi, I'm [REDACTED]. I also live in Cramond. Directly on the flight path. I live in a terraced house and I've been there for 15 years.

M And how are you affected?

FR Oh, it's noisy. There's no getting away from that, to be honest. It's noisy. I've got double glazing. You can still hear the flights, but you kind of get used to the noise of your own house, so that's just part of the noise of the house.

M Just part of the background.

FR Yeah. However, in the summer if you've got windows open or patio doors open or anything...it's very intrusive.

M Is it?

FR And if you happen to get days where you can be in the garden, you can't speak when there's a flight going over.

M Really?

FR You have to stop the conversation you're having until the flight's gone. And then take it up again.

M OK. Sound familiar? How many people?

MR Yeah.

FR Yeah.

FR I can tell you when it's 6 in the morning. Because it's the first plane.

MR Usually it's just before 6 it starts.

FR I was going to say, I hear it a bit earlier than that.

MR On a Sunday evening. It's a classic, as well. They come firing in. Then, obviously during the summertime, when the flights are coming in from holidays, etc. They're coming in on Sunday nights. And if you've got the windows open, you can't hear a thing on your television. You can't hear if you're speaking to somebody.

FR You're on the phone...if the phone rings, and the window's open or the patio door's open, I have to get up and go and close it.

M So you can hear.

FR Yeah.

M Next to [REDACTED]?

MR I'm [REDACTED]. I stay in Livingstone. I stay in a block of flats. I've been there for about 8 years. I'm not in any way affected by the noise.

M You're not affected?

MR No.

M Very cool. Fantastic. OK, so let's just have an instant...what are your thoughts about everything that I told you about now. About the airport doing this consultation. And looking to change.

MR I wonder if it's just lip service. I don't think they're going to make any real changes to it. I think they're just going through the motions.

M Why do you say that?

MR Because I've complained to the airport in the past. I did tell the lady that told me about this meeting. Just in case it meant I wasn't allowed...I have complained to them before. I've been to

meetings before. I've sat and listened to what they've said. I went to the Cramond (11:51), a meeting there. 2016...18...the last one I went along to as well. They just go through the motions. I don't think they'll make any changes. I don't think they have any real interest, and I don't particularly like Edinburgh airport.

M OK. I'm sorry to hear that.

MR Previously I lived in Braehead, prior to that. 15 years before that. Stuff happens. I've lived around that area for most of my life, and it's getting worse, obviously, with regards to the noise. But it's their approach and the aircraft that are coming in. And the times that they start. So, that's why I would say that.

M OK. Understood. Thank you. And can I get opinions from everyone else?

FR I don't think they've got an interest in the people. It's just about the aircrafts, personally. I don't think they've got an interest in how it affects people's lives.

M And why do you say that?

FR Again, because they have been through the motions before, and nothing comes out at the end of it. It's just they've said all this before, and then a big thing...deal gets made of it. They get everyone's opinions and this and that. Put surveys out. Then it just goes all quiet again. Then you're just back to square one.

FR It's only going to get worse as well. With the fact that they're expanding the airports. And they've said already that there's more and more...

MR Increasing. Increasing.

FR Increasing the volume. I know. I suppose they've got to land somewhere, that's the thing. We all go on holiday. But we probably only use the airport or use an airport that's affecting somebody else, if it's not necessarily...

MR Surely (13:34) for housing and developing as well. They could have used or developed a second runway that they had. But they sold that. And they want to build on it. Because that's all they're interested in, is to get the money. I mean...they're a company. They're a business, so that's fine. But I don't think they're nicey nicey company. And not too many companies are.

M Right, OK. Views of other people?

MR I'm interested about the impact on the larger planes that are coming in now. Of what goes out. The likes of going to go Doha and Dubai and whatnot. Which I'm interested in. I quite like the fact that they are going to more far strung places, but what impact do those bigger planes have on us?

M OK. And why do you ask that? It may sound like a silly question.

MR Because I'm relatively young, but I remember when the airport was quite small. You could go to Mallorca, but you'd never think you would go from Edinburgh to Doha or whatever. So, I think that's quite a massive jump in the last couple of years.

M Is that a good thing?

MR I think it is, yeah. I'm very for it. I think it's a good thing for Edinburgh, personally. I'd rather go direct from Edinburgh, rather than going down to London or whatnot. So, it doesn't bother me in the slightest.

FR I agree with that. As I say, I'm directly affected by it. But I bought my house knowing that the airport was there.

FR So did I.

FR So did I.

FR So...it's not something, as far as I'm concerned, that was 'Oh, my goodness. There's airplanes.'

M Shock horror!

FR Yeah. If I bought my house and there's a railway at the bottom...

FR ...providing one of the best services for people that used to travel. And we've got so much in Edinburgh city centre as it is, you know? Tourism-wise, that we should, to be able to have flights coming in more direct from further afield.

MR They are like...double in size. Compared to a RyanAir flight to whatever it is, they're three, four things as big.

FR Qantas or whatever it is.

M What are your thoughts about the airport expanding?

MR I'm more particular about...there's this big noise about climate change and how it's affecting the planet and stuff like that.

M OK.

MR So, I'm more interested in how does this actually impact that? If making it bigger would then have an adverse effect on...

FR Yeah, I think they're going to have to be careful to manage both the people aspect and the environment aspect.

MR And the environment.

FR And their business aspect. And they're never going to keep everyone happy.

FR No, they never will.

FR They never will.

FR In Cramond primary school, the windows don't open.

M Right.

FR So...they never have.

MR But Cramond primary school accept money from the airport. And as far as I'm concerned, it's hush money. I don't think they should accept it.

FR Oh, well they do. Because the airport has helped them to provide facilities for the kids in the playground, etc.

MR Why?

FR Sorry?

MR Why?

MR They're part of the community. Cramond is part of Edinburgh community...

MR They're affecting the school. They're affecting the school.

FR But again, the school was built after the airport.

MR Children's education suffers with the aircraft noise that goes over it. I don't mind the Edinburgh airport existing. I want it to thrive. But I think that they could well be improving their flight path. That's my big problem. It's the flight path.

FR They have to go over somewhere.

MR Absolutely. Absolutely. It should be on the other side of the flight path that they can come in on. And the other side that they aren't.

FR I would agree with that.

MR That's all my problem with them, is they're coming further and further over towards Cramond, and going over the primary school, daytime. And affecting the children's education.

M OK. I'll tell you what we're going to do. After this, I'm going to ask you to put up some kind of key rules. These are the things they should take into consideration. But before we do that, I'd just... [REDACTED], please. You were going to say something.

FR I just remember where my parents live in Cramond as well, I'm trying to think when, roughly...you've got quite a large lump sum...

MR 70s? 1970s.

FR 70s for living there, because of it. Because of the complaints.

M **OK. Right, let's just do a quite call out. I'm going to do this completely balanced, but I want to hear. What are the positive aspects of having an airport there?**

FR Holidays.

MR Employment.

M **Holidays, employment?**

FR Direct flights.

M **Direct flights.**

MR Plane spotting.

M **Plane spotting. Are you a plane spotter?**

MR No.

FR Got a three year old who is.

M **We'll put that on the list, anyway. Diversity of ideas, all good.**

FR Industry.

FR Good for the city in general.

MR Economy, yeah.

M **Yeah. OK. OK. And how many of you use the airport regularly?**

FR Yeah.

FR Yeah.

MR I was there the other day. 5 o'clock in the morning.

M **How so?**

MR (18:53).

M **Right, OK. Interesting. Right, negatives?**

FR Noise.

M **Noise.**

FR It affects the environment. Over the schools and things. The infrastructure in the airport is struggling.

FR Education. Rammed infrastructure.

FR Housing seems lovely there, though, lets be honest.

MR When you come off the dual carriageway...

FR That's a nightmare trying to get into the airport, when Highland show is on.

FR Pick people up from the airport when the Highland show is on, now.

MR But even the Park and Ride, now. It's becoming a bit of a farce to even get in and out, there. Just because it's so, so busy.

M Yeah, yeah. OK. So, Park and Ride.

FR So, you Park and Ride, and then there's not enough.

MR It can take forty minutes, half an hour to get back out of Park and Ride.

FR Yeah.

M You mean to drive out?

MR Yeah, rush hour. To get out of the Park and Ride itself....

FR So, at the end of the day...

M So, actually what you're doing is increasing pollution...

FR Yeah.

M By having your car parked and just... yeah, okay. Interesting. Right. Okay, here's some ideas about design principles. Brilliant. We've gone through that; we know what we're here for. So, we are here to look at, I want to go around the room - we're going to use, post-it notes, you've all got pens, I want you to put down ideas of things that Embraer should take into account. We're going to go through this sequentially, so we're going to talk about community, environment, health, economy, all of those kinds of things, and anything else that you can think of. But, I invite you to kind of take a helicopter view if you like. So, this is an example of a potential design principle, design principle rules, rules that the airport should take into account. Operations are safe, that's the, you know, that's a very big one, everything they do is safe, that they meet the aviation guidelines set up by the Civil Aviation Authority. Another big one, that they use routes that minimise fill-use, might be another one. So, there's some examples. Does it make sense what I mean now, about design principles? Those kinds of ideas. Let's kick off, if we can, by talking about... let's start with talking about communities. So, the design principles, for example, might be about noise. So, noise is a really broad topic, so it might be, control night and early morning flights. For example, it might be always penalise planes that are old and make excessive noise, or It might be generally reduce all of your flights, or it might be reduced noise. Don't fly over, might be another one because the noise affects them. So, anything you can think of, and I know there's a difference between the noise

you hear that's above certain frequencies and below, and I know it gets even noisier when it's four-thousand feet or below and especially when things take off. So, ascent is noisier than coming back in. So, give us ideas, we will stick them up on here. Leah's going to collect them from you. One idea per post-it note, because that's much easier for me to analyse then, and it saves me having to re-write them. Then what we'll do is we'll stick them up, and then we'll have a wee chat about it, and then we'll move on to something else. You're allowed as many ideas as you can think of. Grand, thanks. Thank you. So, does this mean avoid Armand Country...?

MR Yeah.

M And, avoid river Almond?

MR Yeah, those sorts of parts.

M Okay. So, if I were to make it into a design principle it would be reduce.

MR Yeah.

M Reduce the impact on green space.

MR Yeah.

M Cool. Fantastic. I'm going to put that under environment. What's under environment, there? That's places, that's time.

FR Yeah.

FR Yeah, that's just...

FR Yeah.

M Anymore? So, let's have a la bit of a collection of thoughts that are going through your mind, because you're thinking about communities in general. Great, thanks. Fab. Okay, so, I've got number of flights here. So, I'm assuming that's reduce the number of flights when it's dark.

MR Got that in my head just now.

M Okay. This is reduce. That's reduce.

FR There we go.

M That's about time

FR Thank you.

M That's time. Schools. Where's schools? Schools. Okay, that's population in general. Ah, okay, yeah, older aircrafts. Great. Fantastic. Okay. Shout out, what are the things that you've thought about?

FR Thank you.

M Why are they important?

FR I just think in general for people, I'm quite a heavy sleeper so that doesn't affect me, to be perfectly honest, but I think if they could sort the times that they had planes coming in and landing, stuff like that, if it can be helped. It's a catch twenty-two, because, you know, we're trying to increase, increase everything and make Edinburgh a positive place and let people fly from Edinburgh, because it's an easier option for us and things like that. But then, you know, it's about getting the balance, right, I think, for everything. You're never going to please everyone.

FR People have also got...

FR Yeah, they've got night shifts. Yeah.

FR Yeah.

FR Yeah, okay.

FR It's between one in six, nothing comes in really, or goes out.

M Okay, one in the morning...?

FR Yeah, I mean you come home on a late flight.

M Yeah, would everyone agree with that as a time?

FR Well, I was just going to say...

MR Nah.

FR I'm a shift worker, so I could say, oh, don't fly during...

M The night, absolutely.

FR I'm a night-nurse, so it's...

M Right.

FR Yeah. It's just getting the balance right, I suppose.

M Yeah. Okay.

MR It's the flight that come in at all hours, isn't it? They come in early in the morning, so it's hard, obviously...

MR What's that?

MR Similar to that...

MR Americans for example...

M Yeah, okay.

MR There's an old cargo plane. I think it's west pacific or something.

MR I was just going to say...

MR I know exactly what...

M Yeah.

MR Time it is, because I've got a tracker on my phone. It's about half past eleven, it's always specific, and it makes an almighty roar...

FR That's what...

MR Before it takes off and when it takes off, and I know exactly what time of day it is for that one.

M Okay.

FR I was just going to say there seems to be cargo flights that come over late at night.

M So, would you...?

FR And, they are noisy.

FR Yeah.

M So, in that case, would a design principle therefore be reduce cargo flights at night?

FR Yeah.

MR I would say, it's probably...

M Could you write that down? Can I capture it?

MR I would say that they're probably more older planes, because (28:54-28:56) converted into

FR Yeah, one of my ideas was increase investment in...

M Yeah, we've got lessen noise emitting aircrafts. Shut down older planes, older aircrafts. Too much noise. Reduce the number of old aircrafts. So, that idea has come up.

FR Yeah.

M One of the other big ideas here is time. We've got quite a few comments of that. So, anything else to timing?

- FR The thing that I would say with restricting it, is that might then become annoying when we go to go on holiday or have to travel somewhere, you can't get where you need to be at a certain time. So, again, it's you're winning in one sense but you're losing in another.
- FR I know yeah.
- FR Yeah, I think I look to see if I can get an early morning flight.
- FR Yeah.
- FR Because, you want to get there and enjoy the rest of your day, but then, here we are, all sat around the tables, saying we don't want the flight taking off too early because it's too noisy.
- FR I know.
- MR You're also going to have more frequent flights during the day because...
- FR Yeah.
- MR You're cutting out six, eight hours during the night.
- FR Yeah.
- MR So, you're going to have...
- FR So, when you're sitting in your garden....
- MR Then you're going to have...
- FR It's a problem isn't it.
- MR So, when you're fast asleep you only hear half of it. Would you rather no flights there, rather than waking you up and being aware of it.
- M Oh, that's why I'm asking you.**
- MR It doesn't bother me, flights during the night, at all.
- MR If the flight path is working and going to minimise effects to everybody, that's the main important thing. Whether it's an early morning flight, or late evening flight, or a night-time flight, if the flight path is away from the population.
- M Did you write that down?**
- MR On a post-it note?
- M Flying over low populated areas.**
- FR Oh, that was...

MR Well, if the flight path was corrected...

M Yeah.

MR You'd have so many more happy people.

FR Yeah.

MR A lot of these things would be taken out of the equation. The environment would still suffer, obviously.

MR What if you're not in a city with a coastline or a river Forth going through it? I think we're relatively lucky with Edinburgh, that we've got the Forth and we've got the coastline. If you flip it to somewhere else, what if you are in a densely populated place, where are these flights meant to go?

M Okay.

MR I'm not (31:01-31:03)

MR Some things are never going to change...

MR ...Minimise. Edinburgh has the chance to come on the other side of the river...

FR Yeah.

MR And, it won't affect Cramond to the same extent that it's doing just now.

FR Okay.

MR Move around...

MR It's not going to be affected.

MR It is affected.

MR Not by a flight coming in from...

MR I can't speak about Livingston, I don't live in Livingston.

MR But where's the flights going north, they're not going over Canada, because that's when...

MR The other side...

MR Where is the other side? I don't know.

MR Sorry, it's just on the other side of the river Almond, Cramond is on the river.

MR Yeah, I know that.

MR And then, on the other side...

MR Down the estate.

MR Right (31:50-31:52)

MR (31:50-31:52), you might get upset by a few sheep or something...

M Okay.

MR My idea was greenspace. I think I disagree with flights going over green space, because I think it's the point of the green space is meant to be a relaxing place for...

M It's a really interesting topic about the (32:16-32:18), isn't it? Because some would argue that if you fly over rural areas, then actually the impact is greater because you don't have that background noise, and so you will hear it more. Others will say rural areas because you're affecting fewer people. So, where do you come up as a group on this?

FR I would think, yeah, I want to go to the greenspaces more to relax, and again it comes down to that, when you buy house in these places, you know that there is going to be noise from that, whereas, yeah it's nice to escape to the river-land where it's nice and quiet and calm.

M Okay, that's a good point. Thank you. Who would comment on that?

FR I'm in agreement, I think. Probably upset a few people with my comment, but I think if you're living in an area under a flight path, you're going to expect noise. Flights are going with...

FR Yeah.

FR Planes flying from Edinburgh now, so it's only going to get bigger and noisier.

MR Yeah.

FR So...

M Okay.

FR Take that into consideration when you buy your house.

FR Us, as human beings, are the ones that get on flights to go on holidays as well...

FR Exactly

FR But sheep don't, so we can't be flying them over their green space. You know what I mean? It's like... [Laughter]

MR I think we're lucky enough to have...

FR It's that route...

- MR I think we're lucky enough to have the (33:30-33:33) These places are a stone throw away from our city centre. Why do we want to destroy them by fifty, forty-two flights or whatever it was fights over every day?
- M Okay.**
- MR I think that could probably destroy it.
- M We've got a difference of opinion here, and that's okay.**
- MR Well, the headings of the community, the one I'm talking about it Cramond. That's a community. That's what we're talking about.
- M Yes.**
- MR We're not talking about taking away from the community...
- M Well, can we talk about communities in general?**
- MR (34:00-34:02) country park, I think that would destroy it for myself.
- M Yeah.**
- MR I would prefer that they weren't over populated areas, I think most people would think that.
- MR No, I disagree...
- M Well, that's interesting. Let's have a show of hands. Populated areas or unpopulated areas?**
- FR I would say populated.
- FR If I wanted to go...
- MR What was the question? Sorry.
- M So, should the airport think about design, in terms of flying over populated areas? So, urban areas or rural areas? So, who would say keep to urban areas and populated areas?**
- MR I would...
- M Show of hands.**
- FR Yeah.
- MR I would say keep it to (34:41-34:43).
- M And you would?**
- FR Yeah, sorry.

M Don't say sorry. Please. We're allowed to have different...

FR Okay.

M A difference in opinion. So, it's looking fairly evenly split actually.

MR Is it?

M I saw five hands.

MR I don't know how people are wanting to go over the fields, rather than the populated. I would rather it went over the fields on the other side.

M Right, so do it that way. Hands up for those who would like it to go for fields.

FR Probably, yeah.

M One, two, three, four, five, six. So, half and half.

MR The thing is that peoples' houses are around there, so people will be affected anyway (35:26-35:30).

FR It's like what you said about depends, when you're going to buy a new house. You take that into account. It's on your own shoulders.

MR The flight path doesn't change then...

FR True.

FR Yeah, exactly.

MR (35:47-35:49) You know what I mean?

MR Yeah. It's a lining problem.

FR Yeah.

M Okay, what other things have we got here? So, we've got restrict time, that's a clear one. We've got not fly over schools. That's a good one. Are there any other areas, buildings, points of interest that we should avoid flying over? I don't know.

FR I've said hospitals or these cancer centres and things where people don't really have a choice to be there and it's ruining their care or something.

M Please jot down any ideas, any areas that should be avoided, or buildings that should be avoided.

FR Yeah, I think I'll jot that down as a main thing.

M Great, okay. Okay, what about other areas, like, I don't know, Grange Mouth or the bridges?

MR Focus more on industrial, like Newhaven or...?

M Areas to avoid.

MR Avoid. Sorry.

MR I think that's restricted anyway, restricted airspace.

FR Yeah.

FR Yeah.

MR (36:53-37:01) That's one of the things to look for.

M Okay. Alright, so this is an interesting one, use the Forth as much as possible. Why would that be a good idea?

MR Fix effects, very little people use the water.

MR Some people out there having a nice time in the water, you know. Few islands out there. I'd like to go out there, myself over the Forth.

MR Okay, so it can work both ways.

MR No, but this is completely different, because the problem...

MR It's not.

MR Hundreds and hundreds of dog walkers that go through these green spaces per day, like myself, or a handful of people (37:47-37:49).

MR I'm only here...

MR No, but that is...

MR The flight over the Forth is so much higher than it is when it comes down into...

MR Can it not go further along the Forth and then come in, rather than... Would that not bring your...

MR I don't mind it in the Forth at all. It has to come in and the Forth is where it should come in because it's a less populated area and that's why it should come in on the Forth. It might then come in along the river Armand. I just want it a bit to the left. The right is...

FR By shifting it, we're not just shifting the problem though, because...

FR Tell the people.

FR The people in this area. In a focus group, five years down the line...

M It's not like pandemonium. It'll just be affected less, and more like what it was affected previously.

FR It's just shifted it...

FR One from...

FR Shifting.

FR Yeah.

MR I'm putting it onto the sheep.

FR No, they don't use the planes . They don't go on holiday; you can't do that.

FR The planet's getting destroyed enough without shifting blame to...

M Okay, and are there any more environmental? Can I just get a show of hands of ideas, people in favour of using the Forth...?

FR I think it's a great idea.

FR Yeah.

M Okay. Great. What other environmental factors should be taken into account. We've got reduce the impact on green space and we've got an issue on pollution. So, taking into account the effect it has on the environment and the people breathing in pollution.

MR Yeah. Health.

FR I put that one down too, just because the cost of the airport has grown massively, more flights, obviously more pollution, but I'm all for the airport expanding. I don't want to travel twenty miles...

MR Get a train down to Manchester.

FR Yeah...

FR Or, travel over to Glasgow to...

FR Yeah.

MR It's more money, it's more emissions going down there to get a flight which goes to exactly the same place.

FR Yep.

M Okay. So any other points that you'd make about environment?

MR I think they're developing battery hydrogen planes anyway, hopefully so, so with all them.

MR 50 years, it will be here.

MR So, we'll be dead anyway.

MR Aye.

M No other points on environment? Talk to me about health. How does it affect people's health?

MR Asthma

MR Asthma

MR I think it's (40:40).

FR Stress levels for some.

FR Yeah, disrupted sleep.

MR Yeah.

M So if there were any principles that Edinburgh airport should take into account with regard to health, what should they be?

FR Cleaner.

FR Yeah.

FR Get rid of the old aircraft.

M Get rid of old aircraft. So that's coming out again. Would someone jot that down, so I could just reiterate that point?

Okay. In terms of the social benefits of efficient air travel, what kind of points should we be taking into consideration. Like for example effects on employment, I think that's one of the things you mentioned earlier.

MR Positive elements.

M One of the positive elements from employment. I mean, effects on businesses that are using the airport. Any ideas on that front?

MR Businesses (strive? 41:45) around Edinburgh, don't they, around the airport.

M Yeah.

MR I don't know, it makes the area around the airport more desirable, such as, I'm sure you said earlier.

FR You've got RBS.

- MR RBS and even the developments out towards East Calder.
- FR The Gyle, yeah.
- MR More desirable place to work, because there's more flights and because you can commute to Manchester, London, daily.
- M Okay, I want you to know think about... When I say economy that can mean anything from pay or take tourism into account, take industry into account, continue to support (Edinburgh? 42:37). Can you give me any ideas that you might put down on the economy slide? Good examples. So this might be, this is businesses. So for example there's a massive bottle neck early in the morning for those who are getting the red eye for businesses often using that very early morning flight. One of the considerations might be to try and get rid of that, so give more capacity or get rid of that bottleneck, reduce delays.**
- FR If you try to stop red eye flights, then you're affecting the (banks work? 43:53).
- FR Yeah.
- M Of course you are. Well if they had more capacity, more movements on the flight path, perhaps there wouldn't be that back-up, possibly. I mean, it's just an idea. So yeah, while we were talking about tourism, employment came up.**
- FR Yeah.
- M Good for the city in general was a point. Can anybody expand on that at all?**
- FR Making Edinburgh so much more accessible to anybody in the world, so you can get here, because there's more flights coming in here now.
- M Okay, terrific. So what have we got here? Increased tourism, yeah, improved routes, great stuff. Okay, now here's one. We recognised that people might be impacted differently because of issues that impact on equality, like for example people who are in hospital and can't move away from the noise. The elderly who maybe can't get away from the noise so much. Or I can't think of any other issues.**
- MR Retirement homes.
- M Okay, yeah.**
- FR Back to what yourself said about the schools, again the kids can't decide "I'm not going to that school". It depends on their catchment area and stuff as well.
- M Okay. So can you give me ideas on equalities then. What should the airport take into account in the context of equalities?**
- FR Don't fly over retirement homes.

FR Did somebody say at the start that the second runway been (closed? 46:33) and they've got planning permission.

MR Yeah.

FR Well what are they going to build on there?

FR Is it not houses that are getting built?

MR I think it's offices is what they're doing.

FR That's probably going to cause these...

MR It's the one by the Gyle roundabout, from thereon in going down that way. It could have flown over the road coming that way.

FR So are they going to put houses or anything there?

MR I think it probably is houses, yeah.

MR That was for the smaller runway.

FR Is that out on Turnhouse road?

MR Yeah.

FR The field, yeah.

MR (It's the original? 47:07) airport runway.

M Have we got any ideas that we can capture on equalities?

FR They were all green belt areas, never to be built on...

FR Things change.

FR But things change, they said that would never happen. It did on one side and now they're going to start on the other side.

M Infrastructure. We've kind of touched on that and we've talked about, you know, the feeder roads going into the airport and so forth, what would your views be on that one?

MR I think if there's more flights and more customers coming through the airport, that means the Government will need to spend more money on infrastructure such as the Gateway station that they've built, which now connects obviously the North Aberdeen line to Edinburgh airport and the trams and everything that they've put in the last few years. They work, they just need to improve the customer and get more money in so that they can keep improving it and correct what's going wrong at the moment with the roadworks.

FR Definitely something better with the roads in general round about, because you can't expect everybody to be taking trams and one road.

FR Yeah.

FR Yeah.

M Please if you feel strongly about this, write it down so that we can capture it, because I want to get a sense of...

MR The Gateway Station I use that; it is a good network.

MR Is that the one that's very rarely used?

MR Next to the Gyle.

FR In fact it's a really good hub.

MR Twenty-seven million it cost or something.

MR But it needs to be improved, because it is fit for purpose.

FR I don't know if people know that it's there.

M So in what way does it need to be improved?

MR I think it needs to be maybe advertised better. Do people actually know about it? There's certainly no parking next to it. The only way really to get to it is either by tram or if you're really in that walkable distance around it, if you're maybe in (Corstorphine? 49:06). But it does, it connects the North, it connects Aberdeen, Fife and whatnot to the airport rather than getting a bus. I think that's a positive.

M So actually we're talking about public transport infrastructure as well as road infrastructure aren't we?

MR It's been improved, it just needs to be publicised, because I don't think it is very well publicised.

M Yeah, okay.

MR Do you use it?

MR Yeah, I've used the Gateway.

MR Where do you go?

MR I've used the park and ride at (Ratho? 49:36), I go from the park and ride. Sometimes get it back at the Gyle and get a train in to town.

M Any structure ideas?

- MR But the main use for that station is for the airport for the north, but I use that station.
- MR I thought it was for like Fife and things, you'd get off there and go to the airport.
- FR Yeah, you could do that.
- MR Well that's what it's for, but I use the station to go into town, because it takes six minutes or eight minutes rather than getting a bus. But I can see the stations there and it's fit for purpose, but it's just not being used.
- FR Nobody using it.
- MR Is it five percent use or something its getting?
- MR It is quite...
- MR That's tiny.
- MR But that's what I mean, it is quite annoying, because it is fit for purpose, but it's just not being used. So why is it not being used?
- FR I didn't know it was there.
- MR Exactly.
- FR Never use it. Didn't know it was there.
- MR You can drive past it and you wouldn't know what it is.
- M Right, okay. That's a big one.**
- FR My office used to be at the Gyle, it's now moved, so coming from Cramond, I would drive over, park in the old Turnhouse road and then I walked up and down the walkway to where the station is and then through the underpass, through the Gyle and went across that way.
- MR Is there an underpass over there?
- FR Yeah. There's an underpass right under the road. But you would have expected at the time that I was doing that and the time that I was coming home from work that that place would have been buzzing and it just wasn't. There were very few people using it. But Edinburgh Park's not much better. It's used a bit more, which services Glasgow, just behind Hermiston Gait.
- MR Is that the one just here?
- FR It's literally there.
- FR Yeah. Again it's not busy and it should be.
- MR Is that train or tram? Is that both?

FR That's train.

MR The tram line (probably is better? 51:26).

FR The tram line comes just past it, just alongside it.

M Of all of the things we've talked about so far and we've talked about supporting the economy, we've talked about improving the infrastructure, we talked about supporting jobs, supporting tourism, getting rid of old planes, don't fly over schools, restrict the time and so forth. Which is the most pressing issue do you think?

FR I think as long as they're going to keep expanding the airport, I think infrastructure is probably quite a big one, personally that's what I think.

FR I would agree with that.

MR Yeah.

FR I think it's going to put people off using Edinburgh airport if there's not the proper...

FR If they're not going to do anything about it.

FR Not going to do anything about it.

M Okay, so this is the big thing with this issue? Infrastructure.

FR That's just my opinion.

M No, but I saw lots of nodding heads going around.

FR There's no point doing all this if they're not going to fix the original problem, if they're going to expand, then they're going to have more problems.

FR Absolutely.

MR All the buses they're putting on. I think there's three different buses going to Edinburgh airport now, but they're still not improving the roads to get to the airport.

FR No, they're all still stuck in the same traffic as everybody else.

MR There's more traffic on these roads to go to the airport.

M That seems to be a quite critical problem.

FR Yeah.

MR Yeah.

FR But I think it's the same all over. You know, wherever you stay, it's not just at the airport, it's everywhere. I mean you drive through to Glasgow and I think Glasgow's road infrastructure is far

superior to Edinburgh's, you know what I mean. You know, the Gogar roundabout and stuff itself can just be a complete and utter headache. The bypass is a complete nightmare as well sometimes.

MR Glasgow (mad always? 53:03) traffic jams.

MR I don't like Glasgow.

MR Edinburgh council don't like cars.

FR Yeah, they're trying to push (it out? 53:11)

MR (That's why they brought the tram in. They don't hate cars. Even the council are telling us they don't want more cars, every time of year? 53:12-53:20). That's why they're making a lot more of the streets pedestrianised. They don't want any more.

FR Yeah.

MR They've got the services on the back of it like the buses and the trams and everything, but they need to improve the infrastructure so that these services actually thrive.

M Great, fantastic. Is there anything we've not discussed so far, that you think is important that they should take into account?

MR Disabilities.

FR Safety.

MR People with disabilities.

M Okay. What are the issues with disabilities?

MR Well if you've got severe autism then any noise can affect you.

M Okay. So that's kind of with equalities isn't it.

MR If you don't know where it comes from, it makes it ten times worse.

M So how would you advise them then to take that into consideration?

MR (Show them? 54:11), it's not very nice to look at, because they' don't know what going on. So that's bad enough. Even when you go out walking with people with severe autism, if a car goes past too quick or it beeps its horn, they just totally freak out. I know, because I've been (with this? 54:30) at a crossing and it wasn't very nice to look at.

M What could the airport do to support or alleviate that?

FR My sort of thing about considering where they're going, I don't know where there's care facilities or something, considering that.

MR Only one thing they can do about that and they're not going to do it.

M Which is?

MR Stop the flights, but they're not going to do that, it's an airport. There's not much they can do about the noise. They won't do that.

M But they certainly could take this into account.

FR Yeah, just discuss it with autism groups. Just to show that they have thought about it. I don't know what they can do.

M They do in fact, I can't remember the name of the school that they support, but they do actually do that as far as I'm aware. So it was autism, but it was also disabilities in general. Okay, anything else that we should think about, that we should take into consideration?

MR I think they should do more about community engagement.

M Look, that's my next one, yay.

MR Because you mentioned about changing the path, but it could be technically impossible for them to do that. I'm not saying that it is technically possible. It could be, but by them not engaging in the community, to make them (aware of the flight path? 55:52), 'look, you want the flight to move from this path to this path, however, because of some technicalities we might not be able to do that'. So I think it's all about engagement and again when we started we did mention about most of these are (people? 56:10). We don't tend to believe in it. It's going to start off and we don't get to hear anything about it. So I think by them engaging people, they more believe in things.

M Right. Other issues. So if you could say engage more with the community. How else should the airport communicate with people about this?

MR I follow the airport on the likes of Instagram and Twitter and that sort of thing. I think they are good at engaging, for their own sake, engaging with these new routes and the American flights coming in, look we're all singing, all dancing, but yeah, I think they are good at the social media side of it, but how does that help the community. I don't know. But I think that they are good at engagement on social media, because they're very vocal of what they're doing and how they're expanding.

M One of the arguments might be, 'so they're good on social media, but maybe what one of the arguments might be is that they should get out into the community'.

FR Yeah.

FR Yeah.

M Meet people. If I could have that. So come out and meet people.

FR Yeah.

FR They could do groups like this.

- FR (How many people turn up to? 57:20) meetings?
- MR I went to the Cramond Kirk, the whole church was full on the ground floor, but it was pretty pointless at the end of it.
- FR As you say, they've got to follow through and actually do something. Like if they did this two years ago and it all got called off on a technicality.
- FR I've seen people ask what's the improvement?
- FR I think that's down to, they need to manage the expectations as well.
- FR Yeah, they can't promise the world.
- M Manage expectations. Great, fantastic.**
- FR Yeah, be realistic, don't promise things that you can't put into practice.
- FR Yeah.
- M Brilliant. Any other points on communication? No?**
- MR I've just put something about going into schools and talking about where they're going to and can they explain the cultures on the back of that. When I was thinking that, they are doing groups for school children about engineering and whatnot. So they are engaging with youngsters in school. That is on social media, I looked at it the other day. So I think they are doing it and if they can get into schools and focussed on that, they want to pull kids into that sort of industry. I think it is good. I think they are engaging with the schools. I'll write that a wee bit better.
- M If you just leave that open [REDACTED], I don't know if there's anyone out there, is there?**
- FR I wasn't sure if there was some coffee, but it was a man with a trolley in the other door.
- M There is coffee there actually, but we're pretty close to finishing actually. That's taken me to the end of my list. I mean we've got lots of stuff here actually. We've got some good ideas here. So before we close the session up, anybody got anything else to add to this?**
- MR Sound monitoring station.
- M Sound monitoring, oh, let's hear.**
- MR They've got a sound monitoring station. It's kept at the back of some trees behind the manse and its much lower than where the planes will be flying over ground and its nowhere near. It's on the flightpath, because the flight path is about a mile wide. So the flight path being a mile wide, they have it in the kind of middle area or down the bottom, but the planes don't go near it. The planes are all over the side of it. They cut the corner as much as they can on the flight path, so the sound monitoring station in my opinion should be moved to the primary school, which would give a truer reading to what the children have and also the community have to listen to.

M So if I was to capture that as an idea [REDACTED], if I were to write accurate...

MR Yeah, move the sound monitoring. Yeah, move it from where it is.

M That goes into noise.

MR That's brand new, they've just put it up. The church accepted it (as well? 1:00:46).

FR But if it's shaded by the trees as well.

MR It's behind the trees.

FR Yeah, guarded by it, it's not going to get a reading of anything.

MR It's not a true reading at all. It's in the flight path, which is a mile wide, but it's nowhere near where all the flights go. They've got it down here hidden behind trees.

MR But what's wrong with the likes of the church or the school engaging with the airport with these sorts of things though?

MR I'm pretty sure the church would have gotten money for it.

MR But what's wrong with that though?

MR I don't mind the church getting money, but I think the church are meant to be for the community and they're not looking after the community by accepting it there. They should have said 'yes, we'll accept it, but we would like it somewhere where it's a little more realistic', because it's not in a realistic location. So that's my problem with it.

MR I don't know what the (mans? 1:01:36) are that area, I'm not sure.

MR I do and its way down from where the flight path is and I think that should be moved.

M Interesting, we had a representative from (Cramond? 1:01:50) Kirk a couple of days ago and that particular one wasn't picked up, so it's an interesting additional point.

MR It's hidden, you see, that's why.

M Okay, great, good point. Any other points? That was a nice addition, the sound monitoring one. Any other points to make?
No? Brilliant.

M Well I think that's us done, brilliant, fabulous. That you all very much for coming and thank you for this very good hour, it's very much appreciated. Lovely to get your ideas.

FR Thank you.

MR Thank you.

M Take care, bye-bye.

I'm quite warm, but then I'm kind of jiggling about and talking rather a lot, so...

END

Focus Group 2 – Currently overflowed outwith noise contours

Details: 8 October 2019 6.00 - 9.00 pm User Vision, Castle Street, Edinburgh

Moderated by: [REDACTED], Progressive Partnership

Attended by: 11 residents from –
Queensferry South
Queensferry North
Davidson’s Mains
Newhaven

Mix SEG:
6 were parents of children living at home across an age range of 3 to 17yrs old
4 males, 7 female
Ages ranged from 34 to 66
3 with protected characteristics
3 retired, 7 working full-time, 2 working part time

Observed by: [REDACTED] Edinburgh Airport Noise Advisory Board (EANAB)
Edinburgh Airport Limited
Edinburgh Airport Limited
Edinburgh Airport Limited

**10402 Overflown Currently Outwith
Smart Verbatim Transcript
TauRho Transcribes
File Length: 83:19**

M Moderator

MR Male respondents

FR Female respondents

M There's sandwiches over there, grab something. And then we'll take a seat. [REDACTED], can you whip all the clingfilm off, please?

FR Yeah sure!

M Thanks. Thank you so much for coming! Help yourself to sandwiches. If you come straight through...

MR Yeah!

M Do have a bite if you feel like it. You need the energy! We're going to work you really hard! Hello!

FR Hello!

M Thank you so much for coming. Do grab yourself a plate of sandwiches and a drink before we kick off, to keep you going!

FR Oh, sorry!

M We were just about kind of getting here.

Right I'm really pleased you all turned up, thank you so much. We put so much effort into recruiting people, and despite the fact that I've been doing this for 25 years there's always a point just before meeting where you think, will someone not turn up? When I know how much work I've put into it I always kind of get the jitters, so this is fantastic to see faces! So my name is [REDACTED]. I work for Progressive. And this is my colleague [REDACTED]...

M Nice to see everyone!

M ... who is helping me with this project, and we're working for Edinburgh Airport. So, tonight it would be really good to have a nice open chat about your experiences, your views of the airport and then look at some of the ideas that we're going to share with you. And then put your creative heads on, we'll come up with some really good ideas that [REDACTED] is going to scribe on the wall.

There are a couple of rules to a group discussion; the first rule is if you wouldn't mind putting your phones on silent, that would be great. The second one, which is probably more important, is that every idea is a good idea. There's no such thing as a wrong idea. And the whole point of getting units of people in a group like this is that we bounce ideas off each

other. One person comes up with an idea that then fosters another idea and another one, and another one. And so, please speak up. That's the biggest thing. If you've got something to say, say it. Try and direct it to me, if you would, rather than with each other because otherwise I'll miss what you're saying. So that's kind of where we are.

We are recording this session, as you know, and we have some of our clients from the airport sitting behind that mirror. They're a great bunch of people, actually, we've been working with them now for a little while and they're here just so they can experience and learn first-hand – that's the important thing – about the issues that are important to people who live near the airport, live in Edinburgh and use the airport. So it's a great opportunity for them. But the focus is on... The focus is on me! Just tell me what you think. So, can we kick off by going round the group and just tell me, first of all, your first name, where you are from, how long you've been living there, and are you impacted by the airport? Can we start here, is that okay?

FR Yep. I'm [REDACTED].

M [REDACTED]. And where do you stay?

FR I stay at West Granton.

M West Granton, okay. How long have you been there?

FR Over 10 years.

M Okay. And are you impacted by the airport, at all?

FR Yeah, no, it's sort of under the flight path, we can make out the logos of the planes from the back garden.

M Can you? Okay. And how do you feel about that?

FR You get used to it. My husband likes to look at them.

M Does he? Okay. Interesting. Fantastic. Next to [REDACTED].

FR [REDACTED].

M [REDACTED]. Where do you live?

FR North Queensferry.

M Okay. And how long have you lived there?

FR 32 years.

M Okay, a long time. Okay. Tell me, [REDACTED], are you impacted at all by the airport?

FR No, not really, not now. No.

FR Last summer you were aware of them going across.

M Really?

FR Not so much now, no.

FR Don't notice them at all.

M Okay. So that was unusual for you, when you did?

FR Yeah. Last summer. But nothing...

M Okay. Next to [REDACTED]?

FR I'm [REDACTED].

M [REDACTED], okay.

FR South Queensferry.

M And how about you, how long have you lived there?

FR I've had two spells, I defected to Fife for a year. So 1996 to 2001, then off in Fife for 2 years, and then back over in Queensferry.

M Okay. So quite a while.

FR Yes.

M Brilliant. Okay, great. [REDACTED], are you impact by the airport?

FR I think I'm acclimatised to it, now. Because there was a time when we were aware of the noise, but see now, it doesn't really bother me. I see them going over but the noise is fine. I think you learn to live with it, it kind of becomes part of your day.

M Yeah. Okay. That's interesting. So acclimatised to it.

FR Mm-hmm.

M So you are kind of fairly neutral about it.

FR Yes, it's like the birds singing!

M Okay! Next to [REDACTED].

FR [REDACTED].

M [REDACTED]. Okay. And where do you live?

FR North Queensferry.

M And how long have you been there?

FR 11 years.

M 11 years.

FR Yeah.

M Okay. Are you impacted, at all?

FR I would say probably not, I work full-time so the time that I'm at home, I'm not really aware.

M So what time are you at home?

FR Evenings, weekends, but I'm in and out, and roundabout – I've got a daughter I have to chauffer.

M Okay, right.

FR I don't sit still for quite a while! I would say the biggest impact for me, is that I work near the airport, so the traffic is a big one for me.

M Okay. And do you think that's traffic going into the airport itself?

FR Yep. Because I work on Eastfield Road, which is the road that goes into the airport.

M Do you?

FR So it's very busy.

M Right, okay. So that slows your travelling, I'm guessing. Right okay. Interesting. Thanks

MR I'm [REDACTED]. Live in Newhaven, just under the flight path, (08:31) flight path. Stayed there about 10 years.

M You've been there about 10 years?

MR Yeah.

M Okay. So, are you impacted by it?

MR You can see the planes, physically see them. Not far along for (the lady? 08:42). First lady there, you can see them, hear them. It doesn't bother me in the slightest. It's nice to see sometimes, cause it sparks a memory of holiday.

M Oh that's nice idea! Okay! Okay, that's brilliant.

MR But no noise, nothing. Just a plane in the sky.

M Just a plane in the sky. Perfect. Next to [REDACTED]

MR I'm [REDACTED].

M [REDACTED]. And where do you live?

MR In Dunfermline. And I've noticed the planes a lot more recently. 6 months, 9 months maybe?

M Really?

MR So I think they have changed, when they go out – is it westbound? They seem to bank right and then over the bridges now, so I've noticed. I'm quite fascinated, it's not an issue for me! I'm not... It's not an issue for me, really. If I'm out playing golf, as well, you notice it a lot as well.

M Where do you go, so you play golf in Dunfermline.

MR Yeah. So I've noticed that a lot, in the past year or so. But I think that's because of the change in where they actually depart from. So that's all. Approach doesn't impact me at all but depends on where they take off. I would say that's in the past 6 to 9 months.

M Okay. And how do you feel about it? I mean, I know you said you were quite fascinated with air traffic...

MR It's not low enough for it to have a direct impact.

MR You can still hear it?

MR It's really here nor there. As I say, I'm quite fascinated by it. So if I've got time, similar, my wife works at Edinburgh Park so we drive over that way. And then go on the airport road obviously, it is busy between the new bridge and (the stuff? 10:24) for the airport, do you know what I mean? And if there's any (pile-ups? 10:26) then it's okay, we'll just... The traffic picks up once you're past that junction, so I think my daily commute is impacted by it as well.

M And [REDACTED], how long have you lived where you live?

MR 11 years.

M 11? Okay. Brilliant, nice, thanks. And next to [REDACTED]?

MR [REDACTED].

M Hi, [REDACTED].

MR Live in South Queensferry.

M Yep.

MR Been there for about 27 years.

M Gosh, okay. You obviously like it there.

MR Yeah, quite happy there. Not impacted at all by the planes. Can see them banking over Dunfermline, as you say, if I'm down at one of the pubs in the front! No it don't bother me at all.

M Interesting, great. Thank you. Next to [REDACTED].

FR Hiya, I'm [REDACTED]. I live in Davidson's Mains.

M Okay. That's where our office is! And how long have you been in Davidson's Mains?

FR I've been there about 7 years.

M Yeah. Okay. Tell me, are you impacted at all?

FR I hear them – the only time I hear them is in the mornings.

M What time in the mornings?

FR Must be the first flights going out. Maybe half 6, quarter to 7, 7 o'clock.

FR Same here.

FR I hear them taking off, I'm like, ah, them lucky buggers.

M I'm interested to know, does the noise annoy you? Or do you just think, I wish I was on that flight?

FR I wish I was on that plane.

FR Doesn't annoy me, you get used to it.

M Yeah. Okay. Interesting. And next to [REDACTED].

FR I'm [REDACTED].

M Hi [REDACTED].

FR Hi, I live down in Newhaven.

M Okay, how long have you been there?

FR Since 2012?

M Right, okay, great. And tell me about your experience.

FR They don't bother me, if I've got my dogs out in Newhaven Harbour, I see them flying over the water. But from my garden... You can see them, but they're miles away. I don't hear them, my back garden is... Yeah. They don't affect me at all.

M Great. Okay. And...

- MR I'm [REDACTED]. I live in Southern (12:44). I've been there about 3 and a half years. Again, the only impact I get from the airport is actually in the mornings, as well. If it's like an early Qatar flight? Quite a big plane, that makes a bit of noise. But other than that, I don't hear them at all.
- M Right, okay. Interesting. And next to [REDACTED]?**
- MR I'm [REDACTED]. I'm... Quite a number people here from South Queensferry. And yeah, it doesn't really bother me. I don't notice when I'm in the house.
- M Okay.**
- MR ... the pubs along the front.
- M So you don't hear them in the house, but when you're sitting out in the pubs in front.**
- MR I sometimes go for a walk up into (13:24) over the (13:27). If you're going for a walk around there, you hear it. Doesn't bother me.
- M Interesting. Well, that's good to hear. Let's do a quick warm-up exercise, before getting to the heart of the discussion. Talk to me about the airport in general, what would you say the benefits of having an airport in Edinburgh are?**
- FR Tourists.
- M Tourists? Yep.**
- FR Brings in the tourists.
- FR Easy access for you to go on your holidays.
- M So tourists in, tourists out. Easy access to holiday, yes.**
- FR Yeah.
- MR It's a proper international transfer hub, now. Before, years ago, you had to go to Glasgow to fly out to certain... It's brilliant now, in comparison to what it was.
- FR I didn't know it was an international hub.
- MR It's not. In terms of where you can fly to and where it used to be able to fly to.
- FR If you wanted to go to the Far East you've got to go to London. Or Glasgow or Manchester.
- FR You can get flights to Dubai now.
- MR You've got Qatar direct from here to Dubai and then from Dubai...
- M Okay. Other benefits, shout out, any.**

FR Family. Because I'm from the Isle of Lewis and I can fly home from Edinburgh to Lewis in 40 minutes.

M Oh, right. Okay. Yes.

FR Because previously, if you travelled up north and then get the ferry from Ullapool, we're talking 8 hours to get home. You know?

M I do.

FR When my son was born, and my mother's up there, so the pair of us can't be going... 40 minutes. You know what I mean? And even then, when it's stormy flights it's coming over the fourth! I know all the times, and it's really good.

M Excellent. Okay. Any other thoughts?

FR I'd imagine they'd employ a lot of people.

M Yep. Okay.

MR Going by LinkedIn, on LinkedIn there's always interesting jobs at the airport. It seems to be developing more and more areas. And the team they have there...

M When you say the they're developing more of the areas – what do you mean by that?

MR There's a lot of commercial stuff as well. It seems to be they're expanding their team constantly. With the increased demand as well, I'd imagine. Because the airport is busier. Because of the services and the flights that they offer now. So there's always jobs on LinkedIn that I've seen.

M Interesting. What do you feel about Edinburgh Airport expanding?

MR I'm all for it.

M Why do you say that?

MR Because it's just a bit more direct flights, there's people saying Qatar, if you're going to America you have to go to London, Heathrow or something, or to Canada. So I imagine with a longer runway they'd do longer-haul flights, more jobs.

MR (16:14-17) in Boston, New York...

MR But yeah it'll definitely be bigger.

MR The only thing is the expanse of the whole infrastructure, because you have a kind of rush hour time. I fly to London quite a lot for work, and obviously going through security can be a nightmare.

FR Also coming back in can be a nightmare.

MR Security...

M Well, when you say... Sorry... Just...

FR When you get off a plane, going through immigration.

M Going through customs, yeah.

FR There's 2 or 3 airplanes all at once. It's quite a nightmare.

M Okay. I'm kind of interested in the airport in the bigger picture. I do understand those frustrations.

FR They'll have to make that better, they're going to have more flights...

M Okay. Interesting. So there's an issue about infrastructure. Now I'm going to ask you about the drawbacks of the airport.

MR One road in, one road out, isn't it. There's only one way out – you've got the tram, obviously. But there's one road in and one road out. And that roundabout.

FR What happened to the (17:26) at that time. It was totally flooded.

M Yeah, yeah, yeah.

FR There was no way out, you were stuck. Whereas if there was more, as you say...

M So access. Road access.

MR I would say so, yeah.

M Seems to be a big issue. What about access through public transport?

FR Excellent. The new buses, the airport buses.

M Are they?

MR The tram's really good as well.

MR Yeah.

MR Yeah, the tram's good.

M So public transport; buses and trams – good.

FR I would like to see a footpath on the other side of the road. There's only footpath... As you're going down to the airport there's only a footpath on the right-hand side. There isn't one on the left-hand side. And that's coming from a selfish point of view, but it would make it more easy to walk over to the airport on my lunch hour. But you see people trying to cross the road; there's nowhere to cross, there's no crossings. And as it's such a busy road, it can be quite dangerous.

FR I thought there was a flyover? Maybe I'm wrong.

FR I'm further up the road. So before you get to the airport roundabout, where all the motels are, that road, getting off there. People get off the tram and they have to cross over the road to go into the airport. I suppose if you go in the back road... But it's just so busy, it's an accident waiting to happen. Especially if people are not familiar with the place, and they don't know what side of the road they're meant to be on, and they're trying to cross over to catch a bus or...

M Mm. Okay. What other drawbacks might you identify?

FR I've had a really pleasant experience, actually, when I've been travelling through Edinburgh Airport. I've never had an major issues.

M Okay.

MR With the expansion, there's so many more places to eat, they do pub food. The departure gates as well, past the Wetherspoons.

MR They've got new Brew Dog as well.

FR Yeah.

[Group Talks 19:18-19:20]

MR 3 or 4...

MR There's a Wetherspoons... A Wetherspoons, there's something else. An All Bar One, Benito, there's loads of places now.

M What about drawbacks for the wider community? People living near the airport, what do you think they might be?

MR Noise.

MR Noise.

FR The loss of green areas as well, because there's quite a lot of green areas around about there.

M Yeah, okay.

MR Isn't that marked for development?

M I don't know.

MR Just past the airport...

[Group Talks 19:49-19:51]

FR Then the other side of the airport is marked as well.

MR The climate changers will go off their nut!

M And how do you feel about that?

MR I just think it's too little too late, you know? The planet's ruined.
[Laughter]

M Okay, that's fine. I guess, interesting. Okay, I'm going to go through a very, very short presentation with you now. It really is short. But it's about the airport's need to change. Now, the UK government requires all airports to modernise their navigation systems. So, to go to satellite navigation systems. And, Edinburgh Airport is using this opportunity to review its flight paths so let's look at some new flight paths in and out of the airport. So, we have established, at the airport and Progressive, an airspace change programme to help them determine the best way to do this. This is very governed by the civil aviation authority, so we have to do it the way the civil aviation authority wants us to do. So, we follow that, those principles absolutely to the key. Now this is, so the airport actually put in what's called a statement of need to the Civil Aviation Authority and so, it has a single runway, the runway 24 is used really 70% of the time and the other runway is 30% of the time, I've got some interesting maps to show you for that. It does, the airport does suffer from delays at peak time, so between six and seven in the morning. If you're a business traveller I expect you've experienced that. Anyone else who's used it first thing in the morning. And it has a declared capacity of 42 movements per hour. So that's, on the runway.

So, the master plan is to grow, over the next twenty years, and with a view to reducing those delays at peak times. And so, the idea, the whole proposal is to modernise, modernise the airspace, and increase runway movements. Any thoughts so far? [Pause] Right, this is an interesting map. This is the map that shows 70% of the flights. So, this is the Westerly operation, and this is an interesting thing to look at. This is the dispersal of the flights. So, they can go over quite a wide span of area. The red bit is where you see most of the flights. So, this is descending, and this is climbing. So, that's where the kind of core of the flights go, you can see they pinch tighter and tighter as they come into the runway. Interesting, isn't it? And they go that way because that's the way the wind comes, so they take off into the wind. And this is another map, that shows what happens when they use this 30% of the time, this is the Easterly one. But again, you can see really big dispersed flight-ways here. Now one of the things that satellite navigation can do is to narrow that down, so it can make them much more precise. So there's less control from the control tower, and the pilots, taking you know various routes. As you can see it could be different between there and there. But really pull them in, so concentrate the flight lines. Which is something you might want to think about when we get on to talking about what are the things the airport should do. Now this is...for those who are interested, you can go online, and you can see this process, it's called Cap 16-16. I won't go into the technicalities, but if you do love detail, the book's that thick [laughter].

So, we're right at the very beginning of this process, and it's going to take a long time. This is not an overnight thing, you know we're looking at like, at least another year's work on this, at least. So, we're right up here, at the start. Where we're just engaging with people. And we're really interested to understand what you think the airport should take into consideration when it's designing its airspace. So, if you like, it's the kind of governing principles, or the rules, that you would lay out for it. And I'm going to, give you some examples of those, as we go through. So, what do we want to get out of this group tonight? It would be fantastic, if at the end of our session, and I think we've got about another hour to go, we could come up

with a really long list of ideas that you think are important to you, in the community in which you live, and also if you personally, as users of the airport and as residents in and around Edinburgh, what we should take into consideration. And we're going to look at this by different themes, if you like. And we're going to look at it in terms of...so we might start with environment, we might look at kind of social things, then we might look at health things, and so on. So, we're going to kind of put it, narrow things down for you a little bit. So, here are some examples of what we mean by design principles, or these rules, or ideas, governing ideas. Well one of them, then, second one down there, is you know, everything should be safe. I guess that...we all want that. And that it should meet the guidelines set up by the CAA, and so on. And some of them get a little bit more technical than others, but we've got, various suggestions that we're going to go through. Has anyone got any questions about the process so far? Any comments about the idea that Edinburgh is going to go through this change process? What are your first thoughts about it changing?

MR Positive.

MR Yeah.

M Okay, why do you think it's positive?

MR Spinoffs for the economy.

M Spinoffs for the...

MR Because of the...

MR More people coming in.

M Yeah.

MR I hate being delayed, so if it's going to improve delays, then that's positive.

M Okay, right, okay.

MR Flights to more destinations, I think someone said you can't kind of get every destination, right.

M Okay, flights to more destinations, okay. Okay?

FR Something that's changed recently is there's a flight to Norway now, as well.

M Is there?

FR It's Logan Air.

MR Yeah.

FR Not that I've tried it yet, but...my family live in Norway. So that would be great.

M Oh interesting. So. any other, you know, immediate thoughts? Anything that comes into mind about what we've discussed so far.

FR Should have been done a long time ago.

M Should have been done a long time ago. And why do you say that?

FR Being the capital city of Scotland.

M Capital city of Scotland, yeah.

MR You shouldn't have to travel to Glasgow to fly anywhere, I mean, that is not (28:05) in terms of me staying, being from the east, I suppose, you don't want to travel through to fly somewhere. It could be an hour and a half if that to travel, do you know what I mean, so.

FR And also coming in.

MR Absolutely, yeah.

FR Flying to Glasgow. And it's good for business as well.

MR Of course it is.

M That's interesting.

FR And I think Scotland sort of...forgets its independence, I think that would be...

M Interesting.

MR Tourism is going to be way up there in terms of the...

FR Yeah.

MR ...the economy, so.

M Great. Any views from over there [laughter].

FR Just wondered actually, if they show up positives but, as somebody who would use the airport for the purpose of flying home rather than going abroad on holiday, is it going to cost us more to park, you know are the improvements or the expansion going to affect airport cuts, you know what I mean?

M Okay, okay.

MR (29:08)

MR Yes.

MR Sadly, but...

M Okay, so...and that's a legitimate question, it's not one that I can answer, but you know.

FR It's just because the last couple of times I went home, I got the bus. I got the 747-airport bus and that was brilliant. I previously used to park, and you know, I'd pay for it at the time. I don't think I would again, I think I'd just get the bus.

MR The bus was good.

FR I've been on it, it's really good.

FR I get the tube.

MR Yeah I think because those routes have (29:42)

FR (29:45) four hundred.

MR Certainly is, because (29:46) absolutely captive (29:48) base, isn't it?

FR Four hundred.

MR Yeah so, those routes are definitely (29:53).

FR Yeah.

M Okay, alright. So, a little bit of a question about, is it going to cost more to park, or is it going to cost me anything, at all, in any way?

FR Yeah.

M Okay, good. Good, interesting. Right, you have got post-it notes in front of you, as you will have noticed, and you've got pens. So, I want you to think, let's start thinking about the environment. Now, what we'd like you to do is to write, first of all we're going to have a call-out session, just to get us warmed up. And then we're going to write down ideas, and [REDACTED] going to collect them and stick them on those post-its over there. What are the key things that the airport should take into consideration in terms of the environment? So, for example, should it make sure that it always...that it tries to reduce noise, or should it reduce the effect on biodiversity? Should it minimise fine air particles? Should it reduce CO2 emissions? These are just examples of some of the ideas, or rules if you like, that you might apply. So, give us a quick shout-out. Environment, what are the key things to take into account?

MR Emissions.

MR Emissions, yeah.

MR Emissions.

MR In terms of noise, (31:19) and aircrafts, you know what I mean, so.

M Yeah, yeah, okay, alright. So, emissions, that's the big thing. So, what would you...rather than just writing down emissions, what would you tell the airport to do in relation to emissions?

- MR Well if they're going to increase the capacity per hour, per flight, there's less delay in aircrafts sitting idle. So obviously, they're up and away, so they're not wasting fuel and then very quickly so they're going to be up and away. On time. You don't have aircraft backed up, do you?
- M Yeah.**
- MR Or they could do something like, you know, try and offset the CO2 that the planes are making by maybe having like, solar panels or something like that, then have like carbon capture built into the ground, sucking in the air.
- M Yes. [REDACTED], that's a really nice, neat example of what might be a design principle. Offset your CO2 emissions. So, if you can write that one down. It's that kind of rule, or design idea, is that clear? Anyone got any questions about that? And again, as we're kind of thinking and writing them down, shout out to me what you're thinking about and writing down.**
- FR What do you mean by fine air particles?
- FR It's because I drive a diesel car. I don't know how else to explain it, they're just tiny particles.
- MR I think it's when the fuel burns, it's like dust or coal or something that comes off.
- FR Comes out in aviation fuel.
- MR So it can be fine particles, just like comes out of a car as it's driving past. Yeah, you don't see it, but it does have an effect.
- M So, ideas, what do you think it should take into consideration in environment? Ladies over here, let's have some.**
- FR It's difficult.
- M Let's have a shout-out.**
- FR Can I just say as well about the environment. Personally, I don't think it's just about the planes, because the last time I was at the airport I went into one of the coffee shops, and got a coffee. And half the bloody cup wasn't even recyclable. The actual cup itself was not recyclable because it had a plastic film to stop me burning my hand. So that to me is just as important as all this.
- M That's a good principle, let's keep that one.**
- MR You've got another hand after all.
- FR Sorry?
- MR You've got a another hand after all [laughter].
- FR Yeah!
- FR There's (nothing? 34:02) to lose.

FR You use your own cup.

FR (34:08) there's nothing like that.

M Okay, so, use recycling. Okay so far, we've got offset CO2, use recyclable, any other ideas?

MR I guess basically just plant some trees, or get somebody to manage the railway from the airport, because I know we've got quite a bit already. And just, that wouldn't be expensive.

MR The only drawback with that would be you plant trees you encourage birds and they can disrupt engines.

M Yeah, okay. But [REDACTED] please, do write your ideas down, we're going to capture them. Um... [REDACTED], any ideas?

MR The fine particles, to me because I think some...as some research said, idle planes, you can look at Edinburgh with four or five planes in front of you, and you're in a queue.

M So, how is that...yeah?

MR And sorry, just going on to say, we're now told to switch our car engine off kind, you know, from idle. You know, so I don't know if planes can do something to...

MR Stop, start...

M Okay, okay [REDACTED], how would you translate into an idea then? Could the idea possibly be, don't have planes idling on the fringe of the...

FR Or what if they increase capacity again, like you get at Heathrow, and you're circling? And going down and down and down.

M That's another good idea. So, reduce, I think that's called holding, isn't it?

MR Yeah.

M Let's have that one, reduce holding.

MR But surely that's all offset by expansion of the airport? If they're able to up the amount of aeroplanes they're taking in in a minute, that should reduce all this (35:40) on.

M It might, I don't know.

FR (35:42) it might block them more.

MR Aye.

FR I mean, Heathrow's awful, I'm not...sat maybe forty minutes on a plane going around Heathrow.

FR Yes. Just going down a thousand feet at a time.

MR You get stuck in cars on the road, they're the...I expect it, I expect delays, I expect to be kept in an aeroplane on the runway, but you should be...I don't know it's just, for me it's part of life, it's just delays are delays.

M We have to...I mean, we have to...let's think about the environment, what, you know, what other things we should be thinking about, in terms of the environment.

MR Traffic management as well, going into the airport, coming out, parking.

M Good point, there.

MR Public...I have to use public transport, that sort of thing

M So what that means is better road access, really.

MR Yeah.

MR Yes, sorry, I'll just mention better roads and traffic management. So, you want me to write that.

M Yes, please, yes, better road access would be terrific.

MR There's a route that goes right up to it. Right up to the airport. From (36:49).

MR (36:51-36:55) goes around the back way, the back gate's open. Get in the bottom end and the airport road next to it, the (37:04) on that road.

MR There's one on the other side as well that comes out the (37:08).

MR Yeah.

MR Yeah, because end of there, that's where like DHL and stuff is.

MR As to road access, there'll be no (37:20) I don't know how much you could expand that, because either side, the roads. It's used isn't it, park and ride there.

FR Better management when it snows. I've had flights cancelled on two occasions because of the snow. I went out to Krakow when the snow was about six-foot deep and the airport never closed. So, why is that? Always have heated runways, or?

M I have no idea.

FR [Laughs]

M I have no idea. And that's an interesting idea, but that's about kind of management of the airport. Rather than airspace and flights, and what we should do. Any other ideas on the environment?

FR I don't know, because in your head what you're thinking is, if you're narrowing the flight paths because they're going to be more...you know, that's going to use less fuel and...you know optimise emissions anyway, even if we're talking about (tightening? 38:19) the flight path.

M It could, they can do whatever they want with it. They could just build to...Okay, so what you're saying is less fuel usage.

FR That would, in my opinion, okay, a higher environmental issue regarding the noise. If you're narrowing that, you've got more planes going over certain people. So, then they've got constant, constant, constant. And that's not fair.

FR What about having peak times, or?

M Can I come back to that? Because this one is a really interesting one.

FR I just want to...put them under up here.

FR And I know we live in Edinburgh (39:03). And again, if you live in Edinburgh, you can't really complain about planes. We live in Edinburgh, there's an airport. But I particularly wouldn't like to be the person that lives in this bit that's getting narrower and narrower and narrower.

M Okay, so that's a very interesting point. If you were to advise the airport, which is exactly what you're doing right now. Would you advise them, to keep that, to spread the love...to have less effect...less noise but over more people, or narrow it, and more noise?

FR We're all sitting here from quite an array of areas. Nobody is sitting here, saying, it drives me insane, I'm sick of it.

FR No.

FR (39:50-39:52)

FR We're all living in the wider bit.

FR Nobody's sitting here saying (39:58-40:00)

[Group Talks]

FR It's not over towns.

FR They have to go somewhere.

FR That wide bit that you showed on the map...

FR It is quite low down yeah.

FR It's not over the town it's over the countryside further out where it was wider.

MR It's also higher up as well, I think it's at 7000

MR That's just made me think that I visit friends in London quite a bit and I was very aware sitting in the garden having a beer of the planes overhead. I always like that, they said you get used to it

however I was there the whole time thinking there's another one. So I agree with you, that intense going over...

MR I think you'd get outrage of the people who lived under where it's getting narrowed down, I know what you're saying but that's going to be impacting a lot of people and I think there'll be a bit of outrage.

M And that's great..[laughter]. So I'm hearing that actually you shouldn't condense the flights over one place, is that what you're...

[Group Talks]

FR They're going to have times aeroplanes, they are going to lift off.

FR Times that everybody is aware of.

FR The thing that was on that map, the really wide bit...

FR It's way high up.

FR (41:17-41:19) Edinburgh, it's over the (41:21-41:25)

M The two things that have cropped up that I want to pick up, first of all the issue of time, can we just open that one up a bit. Talk to me about time, what's a reasonable time to fly in and what's not?

FR I don't think 7 o'clock's unreasonable. It's a busy time in the morning.

M To when at night?

FR I don't know.

MR 6, half past 6 for work so (41:50-45:53)

FR That's hard for me because I actually don't hear it as things are so... I don't know what other people...

FR Can I ask what are the flying hours for the airport?

MR I'm assuming the earliest around 6 maybe.

FR What sorry?

MR 6 I'm sure the earliest flight is.

MR (42:06-42:09) yourself you can fly back at any time. I think the way with the wind that you were talking about, if you take off westerly that's where more houses are, the other end of airport has townhouse golf club and what have you so there's not many houses out there. But obviously the way the wind comes the majority of the time is from the West, we'll be taking off out towards the car garages and stuff so...

MR I take my wee boy to the (42:36-42:46)

M Can I finish this idea of time please, what's a reasonable time would you say? And I know you're not right under the flight paths but what is a reasonable time to stop at night?

MR Midnight.

FR Midnight.

FR Stop at midnight.

FR (43:03) watch these programs about airports and...

M Now I'm going to ask you another question, what's your opinion on flying over populated areas versus flying over more rural areas?

FR Better over rural areas.

M Why have you said that?

FR If a plane was to crash god forbid it would... [laughter]

[Group Talks]

FR ... in Amsterdam where a plane went into those blocks of flats.

M So rural for safety.

FR Our planes come in over the Forth rather than over the people.

M Do they?

FR Yeah.

M And what do you think about that as a route?

MR Lovely flight path, landing you've got the whole town.. beautiful flight path.

M So the Forth is a beautiful flight path?

MR Yes. Imagine if you're a tourist and you're coming into Edinburgh and you see that and it is a beautiful sunny day, you're going to be buzzed for your holiday.

M Let's go back to the rural-urban issue...

FR The noises as well I presume may be better coming in over rural.

M Why do you say that?

- FR Because urban is houses and people moan when there's loads of airplanes flying over.
- FR It could affect animals.
- MR This is going back to the environment now.
- M This is about the environment. I'm just trying to get an angle on... so you can fly in urban areas, there's background noise in urban areas and there's no background noise in rural areas.**
- FR It comes down to frequency as well because it's different if you've got one going over every hour compared to... I've never seen that many going over in quick succession. I've never been aware of that, I suppose we watch them turning around over the Forth and then coming back and we see them coming in.
- MR Plane flying... we would land and there's nobody there to hear us like if a trees falls in the woods, does it make a noise?
- M Hands up for rural. Okay and then urban. Great stuff. What are the benefits of flying up the Forth do you think? Apart from it being very beautiful.**
- MR Not flying over houses.
- MR You come up over (45:59-46:01), it's not like your flying through the centre of Edinburgh then back over, it is far out.
- M These are ideas that would be great for us to capture. We talked about rural, about urban, we've talked about times we've talked about flying over the Forth versus flying over the city. Please give us what we think the airport should be doing and then we're going to move on to communities. So write down the ideas that we've been chatting about if you think they're important. Let's not forget the issues are best fuel usage, traffic on the roads, all of those other things that we've talked about.**
- FR I sometimes here planes occasionally well after 12 o'clock and I wonder if they're maybe cargo planes.
- M That's interesting. I've collected all of your lovely ideas. Shall we move on to talk about communities. What should we be telling the airport to do in terms of its consideration towards communities? And there are some examples there, maybe it's something to do with noise, maybe it's something to do with minimizing the total population overflown, maybe it's reducing the population overflown below 4,000 feet where it gets a little bit noisier.**
- MR It would be interesting to know (49:16-49:18), the planes look to me below 4,000 feet but it could be higher, however I don't hear that much noise because you hear the noise of the cars in the street so... maybe 10,000 feet but with our perception looks like it's less.
- FR It seemed really low when I (49:35)... over Barnton if you're ever (49:40-49:42) and you feel like you can just reach out and touch them.

MR It's really strange though because when you go to Cramond, if you see a plane it seems so low but when you're actually flying in you've still got about half an hour more to go before you land so you think that you're almost there but you're not. Could that be higher, probably not.

M I'm going to press you on this, what do we tell the airport to do with regards to how it thinks about communities?

FR It has to be times first and foremost because people have young families...

FR Times that they're putting the flights out, their peak flights are... like there's more going out per hour.

M Would you say then have some respite, have some times where there aren't any flights or would you just say again, fly between 7 and...

FR It's a bit like peak times on trains and the buses, there are going to be times where there it is going to be busier and if people are aware sometimes they work their life around it almost.

M And that's all to do with (51:02) isn't it?

FR Yeah.

FR Just so people understand that when they live in these areas that they know what time the peak flights are. It's going to be a consideration before they move.

M It's stick to the flight times.

FR Make sure people are aware of them as well so that...

M Stick to times of flights and make people aware.

FR Mhm.

MR I don't think it can be too rigid though, if there's a flight (51:34-51:36)... Aberdeen airport and I think maybe the last flight is at 10 o'clock at night or something. They might have changed the specifics years ago now but it wasn't that late at night. And a plane that had been delayed and was coming in at something like 10:01 and they had to be diverted to Edinburgh, (51:54) because they were very, very close. And they were saying that they need to change because...

FR Because the (52:02-52:04)

MR If your plane is delayed, fair enough, maybe they should (52:07-52:10)

M So don't schedule flights for late at night but be aware in terms of delays. Again please write your ideas down. What are the other considerations that we should think about in terms of the mornings?

FR Could they offer houses under the flightpath triple glazing or something.

M That's a nice idea. Compensate houses under the flightpath, would that be your idea?

FR Yeah.

FR I think if you buy the house in the flight path you know that's going to happen so that's more money that they're having to pay out so where is this money going to come from?

FR If they did it once, that would be it.

MR I just think (53:00-53:04) I'm sorry to say this, deal with it.

MR What about people who've got a house and then the flight path changes and maybe it has an adverse effect on... I saw a property...

MR It's one of those things.

Group Talks 53:14-53:23]

MR ...that reduces the price of your property as well and in Edinburgh there's so much change going on you can't be certain when you buy a house now what's going to happen. Next door you never know there could be airport or a new shopping centre could pop up.

M I want to put that idea to the whole group. (52:41) actually make a comment about what if you bought a house that wasn't under a flight path and then all of a sudden a flight path comes over it. Some people might have the idea the airport should not put flight paths over developments that have never experienced a flightpath before. But then other people like [REDACTED] would say deal with it. So what side of the fence are we on?

FR Deal with it.

FR It's part of life.

FR I understand if you've bought a cottage in the middle of a field in the middle of nowhere and every 15 minutes you've got a plane going over you, that I can understand. But we are the capital of Scotland, we are in Edinburgh.

MR And if a flight is that low, you know, 4,000 feet, how far out are you.

MR Could be a (54:44).

[Group Talks 54:44-54:52]

M [REDACTED] what was that?

MR I think it points to development in modern life now, it's constant, Edinburgh's been a building site for years, we're used to that. When I first moved to new haven it was quite a quiet wee place and now there must be about 10,000 new flats all in a small area and to me that's more of a pain in the arse than a... so that's caused more impact on my life with the traffic, the people, the general noise than a plane maybe flying overhead. I have to deal with it, it's modern life now, especially in a city like Edinburgh.

FR Edinburgh's expanding and if it's expanding that's busier, that is more noise, that is more plane's overhead, more buses on the road, more trams, more trains, it's just the way of the world. When there's more of everything, there then becomes queues to things as well. Unfortunately it's the society we're living we just have to adapt.

M I'm interested in your opinion on this, I haven't heard your voice for a bit.

FR I'm just listening to every aspect.

M Your opinion of... the city's growing, it's bustling, it's hustling, it's more noise, it's more planes, it's more transport... do you go along with that idea, that's what it is to live in a city.

FR Yes, that's life now isn't it. Last year we had a bit of a scare in the village saying that we were going to have flights going over the bridges under the 4,000 feet and that it was going to be really, really noises but we haven't heard anymore about that. We all sent in our opinions of this.

FR I think the most noise is when they take off and maybe land but once they're up to...

FR This is what it was going to be because the take-off was going to come round over the bridges...

FR But once they get to a certain height I think the noise cuts off.

MR It's not something that'd grab your attention. It's a background noise thing so it's high by that point.

FR Around here the take-off, I think it's the take-off I can hear [imitates plane taking off] and then it just goes and I just don't think you can do anything else to reduce that.

MR The only thing I ever hear in the morning would be (57:20) is the big Qatar flights so it's a bigger plane, when it puts its airbrakes on, that's when you can hear the turbulent air and you can hear its engine straining a little bit but that's the only plane I ever hear.

[Group Talks]

M We've had some nice ideas, we've had ideas about compensate houses under the flight, ideas about for the communities just to accept, just carry on growing. Again I'm going to ask you to jot your ideas down please so that [redacted] can collect them and I can read them afterwards because what would be nice is to get a pile of ideas up here and then just look at them afterwards when we've finished to see which is the most important. So, jot down any ideas that you have in terms of the considerations for communities and then I'm going to ask you another question.

FR This one's on community consultation.

M Okay, so let's have one under communication then. So communicate more... actually we ran a group last night and they said Edinburgh airport should communicate more with people, let people know what they're doing. What do you feel about that?

FR I think it makes people feel like they're actually considering their... that this is going to impact on their life and taking their views into consideration when they're making decisions.

FR There was something last year or the year before about changing the flight paths and then you could go on the link to tell you exactly what they were going to do.

MR Was it something (59:42) a few years ago was it? Something... yeah.

M Between 2016 and 2018 (59:49)

MR What happens when (59:52-59:57) there's protests no, no, no, no, no, the general consensus...- I don't really care, and I think it's okay. But when you put out this public consultation, you get the people who are so against change in their cities, they will protest. But it's never absolutely... (01:00:15-01:00:17) because of protests.

MR That's the danger when you start arguing...

MR And you have to leave investment and... (01:00:23-01:00:25)

FR It's a generation that we're talking about who just do not want change.

M You think it's a generational thing?

FR They're called the (Colburn? 01:00:33) Society.

M The Colburn Society?

MR What's that?

FR I think that's what they're calling them, isn't it?

MR What is it?

MR It means they want to preserve the traditions of Edinburgh

M ...very elastic.

MR Fair enough at the World Heritage Site, but not for something...

FR Is this the thing you're talking about, with (01:00:54) build shop?

MR Protested and protested the development. 'Okay then, let's stop it', and there was an absolute mess with...

FR Oh, that's awful

FR It's those that are staying in the student flats. Was going to be a beautiful development and then....

M Can we come back to this? Sorry, very interesting chat, that. But let's think about the airport again. Are there any areas or sites of interest, or maybe even buildings that we should not fly over? What should we avoid flying over?

FR Edinburgh Castle.

FR Edinburgh Zoo, too.

M Please write that down. Why do you say the zoo?

FR Because of all the animals, I suppose.

[Group Talks]

MR (01:01:44-01:01:59) because they've got no idea about why that's there, because of, obviously...

M And it wasn't because it was a penguin?

[Group Talks]

MR (01:02:04-01:02:12) I have no idea about that, but there's something there...

M Why not the castle?

FR Edinburgh city centre is (01:02:20)

MR Yes.

M Why not?

MR Sheer population. It's a UNESCO World Heritage Site.

M Okay, so no flying over UNESCO Heritage Sites. Okay? Any other areas, buildings, places we should avoid?

MR Just the mountains.

[Laughter]

M What about bridges?

MR That's the terrorist thing, isn't it?

M Alright. What about health issues? What should we take into consideration with regards to health? I don't think I've got any of them up here. So, what's the idea then? Again, is that reduced emissions? Will that be the general principle that you put forward?

MR Mhm

FR They'd have to jettison fuel, if they did it over the river, every day.

M Right. Again, that's a brilliant one. Please don't forget to write that down. What we're saying is 'don't jettison fuel over population'. Yeah?

FR Mm mm.

MR Do they do that?

M I have absolutely no idea.

[Group Talks]

FR You'd think that's what (01:03:56).

M So, what can we do...?

MR (I'd just like if the town? 01:04:09)

MR What a way to go.

M Let's see. But seriously, what are the health issues we should take into account?

FR So, the sleep disturbance one: I think because the airport's not a full-time airport, it's more like a three-quarter... It stops between the re-established (flights in the night? 01:04:35).

FR ...The people there wouldn't have been affected then it would be night shift workers, I'm afraid. People who sleep during the day.

MR But there's other noise during the day.

MR Mhmm

MR It's a case of (01:04:49) basis...

MR Most people I know who work nights shifts have usually got ear muffs.

MR My mum works night shifts and sleeps right in the middle of the (street if she likes? 01:04:58).

FR Would it be okay to liken this to something else for a minute? You know around doing the Queensferry crossing, there was huge resistance. All kinds of pressure. Particularly South Queensferry was people protesting right into the bridge. (01:05:14) new school back there because they couldn't sell their homes; the values had gone down. It was going to be the noise, it was going lights, it was going to be that... And now you hear nothing. It's almost like people have just accepted it. The noise, and the change have become part of daily life. I don't know if it did block out anybody's light, or how bad the noises have been. I don't hear any more about it. Whereas, before, it was in the paper every day. This group... there was that Daily Mail piece.

M That's very interesting and relevant.

FR If you compare the two things, and you think how much that community has been affected, and expected to be affected... And it's almost like 'it's just normal life'. The Queensferry crossing has had quite a bad effect on South Queensferry. Again, I think because the traffic tail (relax? 01:06:04) is really horrendous, but...everybody's kind of accepted it.

M Okay.

MR I think that the unknown is almost scarier than what we've had in the past.

MR How are you trying to be different?

MR I've got to make this difficult phone conversation, as it were. Don't you find, when you speak to a person and...

FR I've had that, yeah.

M And so you think that might be the case for the expansion in the airport and any change?

FR They don't want change. Comfort zone. They don't like change.

MR And folks, if you're mapping it, folks that are positive about employment, if there is going to be an increase in infrastructure.

MR We've not got Edinburgh jobs; we're just regular Scots (01:06:46-01:06:50)

FR Yeah, yeah.

M So, that's a principle in itself, then, [REDACTED]; focus on the positives and talk about the positives. I'll put that under 'communications'.

MR What are they (looking into? 01:07:04), do you know?

M There is absolutely no objection at this point because we're at such an early stage.

MR I think if you're looking for a personal perspective. 10 flights an hour goes over my house just now. The noise is kind of second nature eventually.

FR Yeah

MR It's not like... I just think you live with these things. It doesn't matter what happened with the crossing... You just get used to these things, I think.

MR Didn't you say there is going to be up to forty-two?

M Forty-two currently.

MR (And all the take offs and landings? 01:07:49)

MR Not all of them go directly over (01:07:53).

MR Surely if you stayed there, you'd just be used to it.

FR There're not many houses out there.

MR (Ratho and towns got 01:08:05-01:08:05) ten, twelve, cottages, I think.

FR Cottages

MR It's not (major? 01:08:13).

M Okay, so, do you have any other thoughts that you would share on what we should take into consideration for health? Have we collected them all?

MR It's almost as if this comes with the territory.

MR It's not

FR This could affect health issues, chest issues, heart issues? If all the pollution is making me worse or not?

FR You'd just as well get rid of the airport. Just go! Just get rid of it, because everybody's going to worry; 'oh, is my health getting worse?' or 'are my houses getting damaged from the fuel...?'

FR My windows are letting in more air than normal.

FR Aye.

FR I just think that...

M Sorry, I'll chase you. You just think what?

FR I just think, can't you just get on with it? it's a busy city, the capital, they've got an airport, you can get away on your holidays, you can come back to Edinburgh; you didn't have to fly and go to Glasgow or go to wherever, London, whatever. Just get on with it.

FR Yeah, yeah.

FR Do you know?

M That brings me to... there's one more thing that I want to discuss. And this is a point about equalities. Some people might be impacted differently, for reasons of age, disability... And we want to make sure that we take into account people with other sorts of different characteristics. Any ideas on who we should be think about, who we should take into consideration?

FR Is this actually at the airport, or...?

M In general when it comes to design ideas.

FR It's an awfully long way to the further away gates now. I have mobility issues.

M So mobility within the airport, is an issue

FR Yes.

M Okay.

FR You go to a lot of other airports and they've got these moving walkways, the whole way

M Yes.

MR Real mobility issues, not all the...

M Let's pull this back down again now. So, mobility issues: (good? 01:10:34) in the airport. But are there any other considerations that we should take into account for the wider population, who have got different characteristics?

FR Quicker security. Getting through security.

FR Yeah, if it were possible.

MR (you and my work team? 01:10:53-01:10:55).

M Again, that's within the airport. What about outside? So, are you thinking about...?

FR Lamps, and things?

M I want you thinking about airspace, and when and where the planes go. Should we avoid schools, should we avoid people's homes?

FR we've got to have planes going somewhere. They can't just vertically drop in.

MR Yeah.

MR People are wanting immediate without any of the dropout.

MR Yeah

MR I think to avoid schools, nursing homes, hospitals...

FR (where they take back the pilots? 01:11:35) there's a school there, right?

FR That's going to use more fuel!

MR It's the classical NIMBY effect.

FR Yeah

M Okay.

FR If I was in a nursing home, I'd be quite glad to look out the windows and see something fly by.

M And why would you say that?

FR Because I worked in a nursing home, and daily life can be.... And it could remind you of happier times.

MR Yeah.

FR It could be quite therapeutic, couldn't it?

FR So could schoolkids.

FR (is it too much? 01:12:12) that I think we go right through dementia, or something? And they'll just quite happily sit and watch the planes go by, just like watching the traffic go by, people go by. I love people-watching. I'm a people-watcher.

M And an airport's a good place to do it.

FR (Oh, everyone does it? 01:12:27).

MR I cannot wait for Friday morning.

M Okay

FR What they need is a viewing platform at Edinburgh airport.

M I've got one final prompt before we retire. So, we've talked about this a little bit already, but let's do a quick summary. Talk to me about the social benefits of efficient air travel. What are the things to think about there?

FR See different countries? Visiting relatives?

FR Get to your work if you've got to travel to London for work.

FR Cargo planes.

MR Talking about efficiency, (I think it's 01:13:13) an inefficient process, (what this strike's done? 01:13:15). In terms of the whole...

M Less stress if it's efficient?

MR Yeah.

FR My friend, she has to go to London every so often for meetings. And she stopped using the plane. She goes on the train now, because she found it too stressful in the mornings. It's just a nightmare; going through security, turning in your bits and bobs. And people are just barging in, trying to get on a flight. She was like 'I don't really know if I'll get the plane anymore'.

MR I prefer to get the train down sometimes.

- M** Okay. We're back to social benefits. We haven't heard from you in a little while, what do you personally consider social benefits of efficient air travel?
- MR Again, I suppose just the opportunity to go to destinations, different countries. But it's more efficient... planning: less of an impact on the environment, possibly?
- M** We all should have less impact?
- MR Mhmm
- MR It's easier to plan, as well, if you were to fix your air traffic, you could plan the trains better, the trams better, the infrastructure in general, if you...
- M** Okay
- MR They're going to (get on and...? 01:14:16) to Edinburgh central. But if you've not got a plan in, and it's working well, you'll see once the people...
- M** So, you're saying you could interconnect more efficiently?
- MR Yeah, yeah. If you ever go to (01:14:25).
- FR Double decker trains.
- MR Amazing.
- FR You want to see Kuala Lumpur airport, now that is an airport.
- MR Is it?
- MR So (not? 01:14:42) Edinburgh, in Edinburgh. It's not quite like other airports.
- MR You go to Barcelona, Berlin, anywhere airport... It's just...
- M** Okay. Fantastic. Have I missed any prompts?
- FR There was the economy one, but I think we covered that.
- M** Yeah, I think we covered that. Is there anything more to say about economy, do you think? We talked about an increase in employment, you've talked about just benefitting the economy, generally; it could grow the economy.
- FR We touched on tourism.
- M** Yeah, and good for tourism. I think we had that right up front, didn't we? That's probably your key point. Everything that we've talked about...we've covered an awful lot of ground. What are the most interesting, or the most important things we should note of, that we've touched on tonight?

MR It's progress.

M It's progress.

MR But then there's more than...

FR If you asked how the people felt when the railway first came out, I bet there were a lot of objections.

FR Well, they wouldn't; they would just go ahead and do it by...

FR (There were no trade unions or...? 01:16:05)

M Now, [REDACTED] has contributed a big point up there and I want to get the view from the rest of the room. What do you feel about that comment right there?

MR People have (different opinions? 01:16:15). There was an article on how the human body can't take more than 15 horse power (and so, when the trains happen? 01:16:26)

MR In that sense, it is progress, and we're living in a modern society, and people want convenience of it. And we need to...

MR There's never going to be one set ... (I ken what it is? You can't please everyone as it is? 01:16:41-01:16:44).

MR It's necessary for Edinburgh Airport.

FR We'll get left behind if we don't.

MR Yeah

FR And people are always going to be worried about change, because it's a fear of the unknown.

MR Mhmm.

MR The other thing is, in this country we just love a good moan, you know. 'It's cold', you know... About everything.

MR Oh, the Scots are legendary moaners.

MR Yeah

MR I might focus on employment, as well. Decent employment numbers. Because that sounds like a big thing. Not even just for Edinburgh, the whole East of Scotland.

FR I'm sure you said the Airport. At the moment - I could be totally wrong in saying this - but I'm sure it employs over ten thousand people. I might be totally wrong there. But I'm sure it's (a couple of? 01:17:30) thousand people.

MR (and I'm one? 01:17:32)

[Group Talks]

M And why is that a good thing?

FR There's a huge amount of people, from one place to (01:17:46), because a lot of these people will be coming from area around the airport.

FR You've got people who'll be travelling half an hour over the bridge in (01:17:54). But the local community without that...a lot of the people who come from local areas, so....

M So, that's the first idea that's cropped up, and there seems to be general agreement with that. So, progress. Any other ideas that we've discussed tonight that you were saying, 'yeah, that's really important'?

FR There's one that kind of... I don't know if we touched on it as much. But, when you think about cars - they're going to have electric cars by whatever year, you talk about improving the trains, and how much more efficient they'll be, with less emissions. And same with buses; we've got electric buses. What kind of things can they do to improve air travel? I don't know if you can; if you can...

FR Make new fuels and develop...?

M So there's an idea there, actually: what you're talking about there is that...

FR They don't talk about how they're improve

FR (I can't see that technology? 01:18:57-01:18:59)

FR Everyone else does, and they explain how it's going to help the environment (01:19:05-01:19:11). And I mean that for the environment's sake.

FR Well maybe they just can't, then.

FR Well, that's what I was wondering.

FR I'd not heard that

FR I don't know

FR I'm not an expert, I'm not even a semi-expert.

MR (01:19:22-01:19:24) it's just getting them to fire, and they'll pretty much burn anything (if you challenge them? 01:19:29).

MR (and things do change quite quick: what we had to go through years ago.... before you flew, you had your ticket, it came through the post, you had to go and check in? 01:19:32-01:19:39) now you've got your own pass on your phone, you click through, you put your passport in, it automatically...

FR And you don't have to queue sometimes.

M Technology is absolutely an advantage.

MR Yeah

FR Yeah

MR If you're late, if you're there a little bit beforehand, you can still get your flight and check in so it's pretty smooth. Apply those principles to that. However, there are more intelligent people than me who are going to be doing that. Like those flow people in traffic.

M That sort of builds on your idea, [REDACTED], on an idea earlier about the interconnected transport.

MR Yeah

FR Why have you got a more predictable...mode of air traffic.

MR As long as they don't use the word 'blockchain', because nobody understands that. You just hear 'blockchain' everywhere, and you're like 'what the hell is that?'. And all the time, I've never learnt it.

M Listen, that's been a really interesting session, it's been terrific. We've talked about communication - we feel that the airport really needs to get out there and talk a little bit more about what it's doing and about all this change. Are there any other issues that you would comment on before we close up?

FR (I'm excited that it's about Tatty, isn't it? 01:20:59-01:21:01)

FR (01:21:03-01:21:12) you should come out in your arrival's doors, and....

FR It's concrete, it's even the big round bits that you're meant to sit on. They could just paint things up and just jazz things up a lot.

MR If you want to go in, you come out the terminal building, when you're leaving and you see a whole wall of people standing there smoking away (01:21:36-01:21:42). is that people's first impression of Scotland?

FR Yeah

FR Yeah

FR They charge you to leave the airport, to get on a plane, they charge you ten pounds.

M What, really?

FR (Which you don't even get in? 01:21:54) Norwich. (through to there? 01:21:56) they'll ask you to (01:21:57). And coming back out, we got hit with ten pounds each, for an improvement fund for the airport.

FR Woah.

FR Wow

MR That's disgraceful.

MR (wandering charge? 01:22:08)

FR You had to pay ten pounds if you wanted to depart from Norwich.

M Right, okay. Any more comments about airspace change at all? No?

MR No

M Fantastic. It's just left for me to say thank you so much for coming. It's been so good to hear chatty conversation, and we value that immensely. Take care. Safe onward travels.

FR Thank you.

MR Thank you.

M Take care, now.

MR Thank you very much.

FR Goodnight.

END

Focus Group 3 – Not overflown but potentially could be (outlying areas)

Details: 9 October 2019 6.30 - 8.30 pm Hotel Novotel, Edinburgh Park

Moderated by: [REDACTED], Progressive Partnership

Attended by: 6 residents from –
Clackmannan
Alloa/Fife area
Falkirk
Penicuik/Borders area

Mix SEG: 2 were parents of children living at home, across an age range of 1 to 18 yrs old
3 male, 3 female
Ages ranged from 38 to 66
2 with protected characteristics
2 working part-time, 3 working full-time, 1 retired

Observed by: N/A

10402 Focus group 3 Outlying Areas 091019
Smart Verbatim Transcript
TauRho Transcribes
File Length: 75:57

M Moderator

MR Male respondents

FR Female respondents

M A worrying moment for whoever's taking the notes, the recording doesn't work. Okay, so a few introductions before we get into any of it would be really helpful. We could maybe go round the table and just introduce ourselves. If we could maybe just say our names, first names is fine, and say where we live and how long you've lived there and how much you've noticed the airport at all, if you see the planes? If you hear the noise? Who's going to start?

FR I'll start.

M Okay.

FR My name's [REDACTED] and I live in the Scottish Borders. I currently live in Lauder, and I've been in the Borders for the last six years. Prior to that I lived in the North East of England, for five years, and then spent most of my life in the South East of England near Heathrow Airport.

M Very near Heathrow?

FR Berkshire. So fifteen miles from Heathrow Airport, yes.

M Are you affected by Edinburgh Airport at all? Do you see the planes?

FR No.

M Hear the planes?

FR Not at all. Not in the Borders.

M No?

FR No. Where I live I use both Edinburgh and Newcastle Airport. So when I was coming tonight, I know both airports have plans for expansion, I was pleased to see it was Edinburgh but do not see planes in the Scottish Borders, see Airforce planes, jets and stuff, but I never see a plane in the sky.

M Okay.

MR My name is [REDACTED]. I live in Falkirk. I don't see planes as in noticeable, if you know what I mean, they're too high. It's not affecting me in any way, they're not close.

M So you see them up high?

MR Yes.

M You don't hear them?

MR I see them up high, not like transatlantic. I can't really hear them.

M Okay.

MR Hi, I'm [REDACTED]. I live in Penicuik and I've been there for about thirteen years now, very much notice the planes over Penicuik. It's in the flight path. I travel a lot with business so I'm aware that you come over Penicuik as you start the descent. Cabin crew ten minutes to land, you know you're coming over Penicuik. So yes, very much aware of it. Especially at night time you hear it because the streets are quiet so you can hear the planes go over. It's not disturbing in any way.

M So you see them, you hear them but they don't disturb you?

MR Yes, it's not like they're all the time but you're aware of them.

M Is it mainly when they're coming in to land?

MR Yes, if they're using the east side runway so they're coming over Penicuik then they go out towards Musselburgh and then you go past Ocean Terminal and then the descent that way. Just because I travel all the time, I'm aware of the way you come in.

M Okay.

FR Hi, my name's [REDACTED]. I live in Scottish Borders in Kelso, lived there for forty-five years. I'm from Northumberland and don't ever see planes really in Kelso. We have (03:36) which is twenty miles from Kelso but there's more the army planes there. We hear them because they can be quite low, quite noisy, but other than that we don't really have any problems with planes. I live right in the middle between Edinburgh and Newcastle, same distance.

M And you're not disturbed by either of them?

FR Mm.

MR My name is [REDACTED], I live in Fife.

M Whereabouts in Fife?

MR In Dunfermline.

M Dunfermline

MR Been there for about seven years.

M Are you in the centre of town or you on the outskirts of Dunfermline?

MR No, the old... Just about...

M In the old town?

MR Halbeath.

M In Halbeath?

MR Yes. The only thing I notice is two planes approximately four o'clock in the morning wake me up and that's it.

M Okay. They wake you up?

MR They wake me up.

FR Do they?

MR Mm.

FR Really?

MR Yes. At four in the morning...I think freight planes or something.

FR Gosh. I didn't think they were allowed to have commercial flights at night.

MR Certainly most mornings. Two planes.

FR Huh.

FR I was thinking (04:58-5:04) plane, or something like that. They come in early in the morning.

MR But they don't sound like jets, they sound like turbo props.

M Okay.

FR My name's [REDACTED], I live in Penicuik as well. I live in, one of the high up hills and the planes go right over the top of my house. But they're high enough up that you can hear them but we're quite a family that like looking at planes and flight apps and things like that. My grandson loves it, to know all about the planes and that so he tells them what planes are come across. Obviously the ones... the Glasgow going to Doha, that comes over the top. That's the big double airplane. The A3380 Airbus. But we like the planes, we like to see them. They don't wake us up or anything like that but you can hear them because they go straight over the top of our roof. They're obviously not that low so like if you live in...

FR Yes, I live near Heathrow...

FR Yes and they practically feel like they're landing on you so it's definitely nothing like that. They don't bother us but we get a lot of planes. You get a lot of planes in Penicuik, don't you?

MR Yes.

M How long have you lived there?

FR I've lived there all my life and I'm 58 so... But I've lived in (06:23) for 35 years and, to be honest, we never really noticed them before but I don't know if the flight path had changed over the last five, six years? I don't know but we seem to be noticing them coming over the top of our house now. It's like they've changed direction but we're not sure. As I say, they don't bother us at all. We quite like watching... the grandchildren, they love it. They wave to the planes. They don't wake us up at 4 o'clock in the morning anyway.

FR Yes but that must be a freight plane or something.

MR I presume that it is. Some days one. Some days it's two. About ten to 4 and about five past four.

FR My son works for DHL and I know that the planes come in really, really early so it's maybe is, something like that...

MR That's me and I don't think I've totally switched off.

M There's always one.

MR I don't know.

M Is it on silent, is it?

MR Don't know...

M Side button?

MR There's one there I can press...

FR To switch off?

MR I think.

FR Yes, it'll be one there. It'll be one of those ones.

M So, while the technical bits are being worked out at the side there, I was going to ask you what people think the best thing about the airport, Edinburgh airport, is and the worst thing? What do you think the benefits of having an airport in Edinburgh are, and what you think the disadvantages are? We'll start with the good things about having an airport in Edinburgh.

FR Personally, I feel blessed to be equally located between Newcastle, which I've got a bias towards, and Edinburgh. It's so convenient to pick both airports.

FR Yes, we always choose Edinburgh airport when we're going on holidays. We've travelled to Newcastle and places like that but we always revert back to Edinburgh airport because it's so handy.

M So is that for going on holiday?

FR Yes, for going on holiday, for business, things like that.

FR Mm.

FR My family are down south of England so I fly down a couple of times a year so it's quite convenient.

M So for visiting family? Getting to see your family?

FR Yes.

FR Yes, I do. My daughter lives in Devon. Fly down four times a year. It is cheaper to fly from Newcastle than it is from Edinburgh.

FR Is it? Do you think so?

FR Yes, about twenty pounds.

FR Oh gosh, right.

FR I don't know why it should be, because it's the same distance from Heathrow...

FR I go to Heathrow, Newcastle airport have a British Airways monopoly that's why if I go to Edinburgh I have more choice, more competition.

M So more airlines flying out from Edinburgh?

FR Last time I was in Edinburgh, might be last year, I was so impressed with the size now...

FR Oh yes.

FR ...because since I was there, the last time before that, was much smaller but it's really...

FR Expanded over the years.

M So the expansion of the airport is a benefit?

FR Yes.

FR Yes.

MR Apart from the parking.

FR Oh, see I like the meet and greet... If I travel by myself I use the meet and greet service, I think it's fabulous. Just drive into the airport, hand over the keys and go.

M Alright.

FR Is that quite reasonable?

FR It's all relative isn't it, I mean if I'm travelling by myself and I'm coming back late at night I'd rather just be able to walk to the terminal and just pick up my car without having to get on a bus and go to a car park and stuff.

FR Yes.

FR So that's an advantage. I don't think they do that at Newcastle but that's an advantage for me.

FR Yes, I think they do.

M Hence the services are handy?

FR Yes.

M Anything else about having the airport in Edinburgh that you find...?

MR I travel a lot with business and it's just really handy. There's a decent selection of flights to go to Heathrow. I travel down to London and also down to Brighton and things like that as well. There's a decent selection of flights.

FR You fly to Brighton?

MR Down to Gatwick and then the train...

FR Oh.

MR It's dead easy for that sort of stuff.

FR Yes.

MR I also go Cardiff, so it's handy for that.

FR Yes.

MR Usually a couple of flights a day for Cardiff, it's good to get down.

M So apart from the domestic and international flights, is there anything else that strikes you about benefits for the...?

MR It's good for the economy, it's good for the tourism.

FR Oh definitely.

M Tourism coming in?

MR Yes, it's one of the benefits.

FR And it's great you can get the... I've caught the tram up to the airport which is fabulous. I've actually got the border train up to Waverley then come off at Waverly with hand luggage, walked across to Prince's Street and got on the tram and straight to the airport.

M So public transport linked in to the...?

FR Fabulous, it's good, yes.

FR Mm.

MR Yes.

M That kind of infrastructure's...

FR Yeah, don't have that Newcastle.

M So parking's not so good but some of the public transport links are worth it?

FR Yes.

MR We've got the 747 bus that goes from Halbeath.

M Oh yes, coming over from Fife, coming in so you can come in by public transport.

MR Yes, as a pensioner I don't get free trams so...

M Use the bus.

[Laughter]

MR I use the multi-storey and obviously you get the fast track for security and you don't have to pay for it if you use the multi-storey.

FR You don't?

MR No, so if you park in the multi-storey carpark on level 2, you go straight through fast track security so...

FR But don't you pay quite a lot for that carpark?

MR Yes, well I don't. My office does.

FR But would you pay for it privately?

MR Probably not but it's good for me at five o'clock in the morning...

FR Yes.

MR ...to be able to scoot through security and makes a big difference.

M So there are some exemptions then?

MR Yes.

MR (12:07) Edinburgh's not a big city so if they're coming back at an awkward time, it's not taking that long to get home as opposed to flying to Glasgow or Newcastle or... that's the attraction for me.

M Are there any disadvantages to having the airport within the city?

FR Just the bypass. The bypass can be busy to get to the airport. That's what put me off a few times travelling because you can get caught on the bypass.

FR Mm.

M So congestion?

FR Congestion, yes.

MR Eastfield road going into the airport itself is diabolical.

FR Yes.

M So the immediate congestion and knock on congestion.

FR Yes.

MR It's awful

FR Mm. That's probably one of the worst things, is all the roads leading into the airport are just jam packed.

FR Yes, so you have to allow... What could be an hour and ten minute journey... If I'm driving up to Edinburgh I'll always allow an extra hour just in case I get caught in traffic.

M So that's a particular...

FR So that's a disadvantage. If I'm going to Newcastle I know I can get down there in just over an hour.

FR It annoys me about the... Edinburgh's expensive to fly from, much... Like Manchester...

FR Yes.

FR Edinburgh's a lot more expensive if you like your holidays. Why they put the prices up so much for Edinburgh... But that's why a lot of people travel, go to Manchester or Newcastle. That's the only bit that I cannot get my head round, why it's so expensive to fly from Edinburgh. I don't understand it because obviously Manchester is a wee drive for someday living in Penicuik or Edinburgh.

FR Yes, and the train I suppose is expensive.

FR It can be a good bit, like a hundred odd pound more expensive per flight.

MR We were a thousand pounds more expensive to fly from Scotland to go to Mexico.

FR Really?

MR We flew from Manchester. I think the difference was the school holidays, the English schools hadn't started yet but the Scottish schools had so we flew from Manchester and then we saved over a thousand pound. So the price of petrol and the parking for the two weeks was nothing in comparison.

FR Mm.

M In terms of thinking about the actual airport itself, having an airport within the city, do you think there are dis-benefits to the city?

FR For businesses and things like that, there's a lot of big businesses in Edinburgh. But having the airport for people coming up from London, things like that, it's great.

M You think it's a good...?

MR I can't see any negatives by having an airport in the city.

FR No, definitely.

FR No.

MR I think it's cramped. I think it's almost reaching... It's sort of over-loading. If you could have moved it out, (broxborn or Basgate? 14:49) that would have...

FR You think it's reaching capacity, so to say?

MR I think so.

FR The actual airport?

MR I think yes, probably is.

FR Oh, okay then.

M Okay. What we may have a look at just now then is the presentation here, is just a wee bit of... Am I in anybody's way here? Do you want me to move the sign?

FR No. It's fine.

M The government is requiring airports to modernise their navigation systems, it's kind of like when radios when from FM to digital. It's the same kind of idea with navigation systems. All the airports are having to do that and Edinburgh's no exception but because of that the airport's taking advantage of it to see if it can use that as an opportunity to increase its capacity, in terms of its flight paths. In order to do that, is having, as I said, to go through this media transformation process and that's governed by the CAA and the processes and

procedures that the CAA's put in place. It's a big thick manual, which I think I've got a picture of it later on, but it's referred to as CAP 1616 Processes. We've got a picture of the flight paths... The airport's had to, as part of that, say where it is at the moment and where it wants to get to. At the minute it runs off a single runway with some of the flights coming in one way and coming in the other. Some of them, about 70% come in one direction and some come in the other. At the minute it's got a really peak busy time between six and seven in the morning and it can get hugely busy at that time with a maximum capacity of about forty two movements, flights going on that runway, per hour.

FR Fourty two?

M Fourty two.

FR That's in and out?

M In and out. The airport's really hoping to go over the next twenty years and the idea is to be able to expand on that, those forty two movements per hour, though it doesn't know how far it can push that as yet. Part of this process is to work out how far it can push that. It's proposal, at the minute, is to modernise the airspace and to increase the capacity per hour. It's too late.

FR Can I just ask a question?

M Yes.

FR You said it has peak capacity for an hour or two in the morning, why don't they stretch out that morning?

M No, that's just when most of the flights want to move and that's when things get busy. It's just like rush hour.

FR Right, okay.

M It's just like airport's rush hour and that's their rush hour, between six and seven. That's when all your business people are wanting to get to London for their business meetings at nine o'clock so they're trying to get a flight at that time so that's when everything comes to a head.

FR Okay. Congestion, yes.

M We can move on. So that's what the flight paths look like. This is the one that... this is the westerly, I think, right [REDACTED]?

FR Where's your house?

M Can you see yourself there? So about seventy percent of the flights come in this way. The blue arrows are the arrivals and the red arrows are the departures. Just stand up here. That's basically how they fan in and out, so most of the flights are with the red and then the green are just fewer and fewer, and it's the same on the way out. That's basically what it is. If you

live in... if you're house is underneath one of the red bit you're getting most of those flights going over your house and if you're under the flight path...

FR Where's the actual airport on the map?

M It's the end of that. Yeah.

FR There. Okay.

M Yeah.

FR Okay.

FR Yeah.

M And then we've got one for the eastern, sort of 30% of flights come in this way. So again, the arrivals are coming in this way. Departures going out that way. And it depends on which way the wind is blowing, really. Which is the most appropriate. So, again most of the ones that are come in, in this red bit and fanning out that way.

FR Yeah.

M So, once we put in this new navigation system, they'll be able to control it much more tightly. So, they will be able to pull them almost in a straight line.

MR Right.

FR But will that increase the noise level.

M Under that line.

FR Under that line, yeah.

M If they wanted to. Or else they could set it so that some of them go under that line and go under that line. You know, so they could replicate that pattern if they wanted to. If that was what people thought should happen. You know, so that's where we are just now. So, that's the process that I talked about. The cap-16 process, what the airport has to go through in order to get from where we they are just now, to where they get to at the end. They have to engage with everybody to move through this process. To start with, working out where they are at the moment and what they want to get to. So, the assessment requirements. And then they design a set of principles that will sort of decide, define the criteria against, that will set the principles for how they will decide; how they will move forward. And that's what we are going to do a bit of work on tonight. Each stage has to be assessed by the CAA, which is quite important. And each stage has to be consulted on or engaged with by stakeholders and members of the public. So, that's also quite important. So, the purpose of our focus groups. And that's what you are, the focus group. And we are here to explore the key factors that are going to influence the planning of this change in airspace. And these are just the kind of qualitative framework for the design and change. It's almost like, if you are moving house and you know the kind of features you would want to look for if you were moving house. You know, what type of house it is. If it's a three-bedroom house. If it's a terraced house. You

know, or if you want to have a bungalow. It's deciding what the different features of the house you will be looking for would be. Putting them down on a bit of paper. That's basically what we are doing here. Except, we are going to be talking about that in terms of an airport. That's what we going to be doing here. So, it's not tricky, it's just different. Okay. So, we want to know what you think are the important features about flight paths in Edinburgh. What's important to you?

FR So, surely it's going to affect the people who are under the flight paths. I mean, I don't live in the area. So, I don't know how I can contribute.

M Well, one of the things though, that might change is, where the flight paths are.

FR Right. Okay.

M So...

MR Now, there's a good chance of maybe going over the rivers.

FR Okay. Bring it on.

M We had a focus group with people from different areas. We've also done groups already with people who are directly affected, are currently directly affected as well. So, we are just getting views from wider audience as well.

FR Okay. Yeah okay.

FR Can we pop that one back up?

M Yeah. Now, this here. This thing here, tweed hold, which is in the borders. That's where the plane circle.

FR Right.

M When they are backed up in Edinburgh. You know. And sometimes people who live underneath that can hear the planes circling as they are waiting. It's almost like a parking area in the sky. That area might shift, and they'll also be another one up in five.

FR So, where about near the border is the tweed hold? Don't say it is over the tweed! I can't see, what's that A-road? The green...

M It's not visible on there.

FR No.

FR I've never noticed any...

M That's Galashiels.

FR That's Gala, yeah. Is that the A68? No.

M No, because that's...

FR Oh right.

M It's up here. So, its way up.

FR A7. No.

M Gala. A72.

FR Oh, A7...

M This is that here. That's A72.

FR Okay.

M So, it's....

FR Yeah. And that's Gala to the right.

M That's Gala there.

FR Oh right. Okay. Yeah. Yeah. Okay.

FR But these areas are not necessarily fixed.

M No, they aren't. I understand what you are saying, yes.

MR Can I ask, if you've got a river with nobody on it, why can't you bring them up and down the Firth of the Forth?

M Well, that is one of the issues and we can pop that up on there. And that's certainly one of the things, a number of people have suggested popping on. I mean, there are reasons why military installations on, at the side of the force. So, it limits how much it can be made of the force. But putting more flags up and down the force is...

MR Is one of the things...

M Is clearly one of the things...

MR Yeah.

M That could be being considered. And people might want to suggest.

FR There must distraction and noise that causes it. Because my son is in Barnton and he really hears. I got a flight when I actually went to his house for the first time, the noise that the planes make.

M So, what we were hoping to do today is to get together some principles. And the principles are, they are sort of ideas that help us formulate the next stage of this work. That will

eventually help the airport design the flight paths. And the sort of principles, are things like, ensuring that their operations were safe. That they are compliant with aviation guidelines. That they serve Edinburgh's destination correctively. That they minimise fuel use and so forth. Now, these kinds of things that we've got here, are the sorts of things that the technical people come up with. You know, and there are a lot of technical people working on this. I am sure you can imagine. But the point of the exercise that we are doing just now is to make sure that the principles also reflect what communities want. And communities may well, may have a very, very different set of ideas and principles, and needs. To what the technical wants are interested in. Like you were saying about your family in Barnton. So, that's where we are hoping that we can get through this process of engaging with forces, stakeholders and with the communities. So, what we are going to do is, we've got some headings to get you on track. And we've given you some post-its. So, the idea is that we will start thinking round these and you will be likely to start writing down your ideas on these and we will pop them up on the boards. Got lots of post-its. Big post-its around the walls. Right things down. But we will start with maybe having a wee think about the environment. Some of the issues that might impact you, and your community in terms of the airport as it is just now and how flight paths might change. And affect you. And I think the first thing you said there was about noise.

FR Noise. Yeah.

M And is that likely to be an issue for you?

FR I think it could be.

MR I don't think during the day so much. But I don't know if there is any, there used to be flights never come in or after a certain time. I don't know if that's the case anymore.

FR I thought there was. Yeah.

MR Because you also got, as you say, mail planes and freight planes and various other things. I don't know if they... I don't know the full rules or regulations on that. I don't know if that's still the case.

M So, you don't know the rules. Do you think there should be rules about what time they are there?

MR Well, there used to be.

FR I thought there was, yes.

FR Yes, I did as well. When I lived down near Heathrow.

MR I say I don't mind it during the day, I quite like seeing the planes.

M Okay. So, you are fine with it during the day.

FR As long as you're not a shift worker.

MR Well.

FR How would other people feel though?

MR At night you notice it more because obviously it's quieter at night. Less traffic. You are in the house more during the night. So, you're not necessarily in the house during the day, unless you are working from home or something. You will notice it. But I think, personally for me, the buses going up and down the street make more noises than planes do during the day. But at night you notice it because obviously the streets are quieter and there is less general traffic going about.

FR I think the noise could affect people. But I think it's the same as what you're saying, if you live in an area where the number of certain busses pass your door. You actually become oblivious to it.

FR Yes, I was going to say...

FR Because my son, he....

FR Yeah. Yeah.

FR ...He doesn't even notice. I jumped. Since they've been living there, they didn't even notice it at all. Totally oblivious to it. You know, I think it's something you do become used to. But I think if you were new going into that area, I think it can be quite; it's quite scary actually. Sometimes the plane is...

FR I've woken up at 4 in the morning.

FR So would I. So, would I.

FR That would be...

MR You know, funnily enough, I think oh it's an airplane.

FR Oh no, I wouldn't like that.

FR You're still aware 4 o'clock every morning.

MR Yeah.

FR 10 past 4. Whatever.

M So, in areas where it's already noisy. Sort of, there is a lot of ambient noise anyway, you don't think airports, airplane noises is such an issue. Is that...

FR Well, I think. I mean

M Used to people are screwing their faces up when I summarize it like that.

FR In that area, you know that there is going to be airport noise. So, if you are really opposed to it, you wouldn't live in that area.

FR You wouldn't. Exactly. Exactly.

FR You know. And they knew that that was going to happen.

MR Yeah.

FR And they were quite happy with it.

MR I mean, the capacity of the airport increases and there is more planes going off, you are going to notice it more. That's the only thing. If you've brought into a property, Pennycook thinking it's going to be quiet, and then the route changes and it goes over there. And every...

FR You're going to be annoyed, aren't you?

MR You're going to be annoyed. But now it's just...

MR Over your own backyard.

FR Yes. Yeah.

MR You don't mind the airport noises if its somebody else's.

FR Yeah.

MR What I noticed in Barnton, having a BBQ, is the actual smell of the plane.

FR What did you smell?

FR They were really low, were they?

FR They're really low. It's quite scary actually.

M Yeah. So, if you are smelling the planes, do you think....

FR That would be a worry, the emissions.

FR I don't think that can be good for the environment.

FR What is NOX emissions?

M Nitrous oxide and other nitrogen emissions.

FR Okay.

M Can I ask you write down some of the things that you've been saying. Because there's been quite a few things, noise we've covered. About the time of the flights. Whether it's more important for new people notice it more. Whether it should be covering...

FR Thank you.

FR Thank you.

M To try and capture all the things you've said there because....

FR Thank you.

MR I've written bigger because my handwriting is really small.

FR You hear things about stopping diesel cars and things like that. But you didn't really hear very much about airplanes and the effect, you know that has on the environment. You know, doesn't seem to be that loud. May be wrong.

MR Not a study carried out though. Because of the pollution in areas of the world, such as China and things like that. Even if they closed Heathrow, in its entirety, it would make no difference to the amount of pollution that goes into the atmosphere because of other parts of the world.

FR Well, that makes sense really.

FR No but does everybody know that.

FR Like China.

MR Yeah.

FR Yeah.

FR Poll... can't spell. Yes.

M So, do we think that there is not a great deal of (35:25)...

MR Especially if the capacity gets bigger and using bigger planes such as the double-decker ones.

FR Yeah. Exactly.

FR I think they are lacking knowledge though. I don't think we know what affect it has on...

FR Aren't manufacturers currently trying to modernise their planes to have less emissions. I thought I read something about that.

FR It's not a common thing. You might have read about it but does anyone else know the exact details.

FR No.

FR They keep that quite quiet don't they?

FR They should publicise it.

FR Yes.

FR Certainly make enough noise around diesel cars and things like that. So, it will be interesting if it was more public.

FR Some better information about emission on the world

FR Definitely, I mean the effect it has on animals and on everything basically. Barbeques!

FR I would not like that! I would not like to smell...

MR I was fully aware of that.

FR That would freak me out!

MR As in the fuel.

MR Yeah. Like, you know, fumes after a bus has gone past.

FR Oh, that's awful!

MR Kind of warm smell. Wasn't warm, didn't feel it. And these bigger, superior would go to Edinburgh. Run-way capacity. That's why Edinburgh, Glasgow is doing this.

M Right.

FR I would not like to smell. Increasing the...

M Linked to this better communication.

FR Better communication and letting the public know.

M Better measurement.

FR Yeah.

M Better measurements so we know.

FR Well, I think, because it's local, its Edinburgh. But I think it would be nice to know what effect the fuel and what not has got inside of it. What roundabout.

FR Biodiversity. You've got the peer effect of biodiversity.

FR Do we know what the thing is?

M On biodiversity?

FR One of my question s was, do we know how much pollution comes from a plane? And how do you measure it? Could you put that, how do you measure it?

MR They often publicise the new routes that they've got. But they don't actually counter that with this is how much, this is really good, we are doing routes to China, routes to America. They don't

counter that with the actual factual information. That won't pollute. They are not going to because obviously, it's a good thing for them to have all these routes for people to go in. But they should counter it, in some sort of small thing to say. Well, this is going to affect the environment in this way or there will be more noise pollution because of ten extra planes a week or whatever. But you don't get that information. It's not readily available.

M **So, they are concerns about the environmental impacts of the...**

MR Yeah it does. Because you never get a carbon neutral airline, do you?

FR Trying to list the information.

M **I mean, would we be looking for some kind of action to address any of this?**

MR The problem is, I am not going to look at it. It's a bit like you know when you get food. It's details of.... A restaurant. If you've got that, it's how many calories it has in. It's not going to put me off getting on that plane.

FR No, I agree.

MR You know, I want to go there, and I will get there in that way. But even if...

FR It's so shocking.

MR Personally, it won't stop me getting that flight. No.

FR You read in the paper that people aren't taking their family abroad to try and stop so many planes going out.

FR So, they are flight-shaming.

FR Yeah.

FR Well, maybe there should be better other options. Like, railways and you know, roads. We need to fly because we've got rubbish railway system in the UK.

MR I would much rather fly for business than getting the train. There are many delays.

MR And there are cheaper holidays abroad, people go abroad and stay.

FR I think you are right. I don't think it would stop me from going on holidays.

FR But if you have like food, you are talking about food and you've got like the calories and it's got green, yellow, orange and red. And you buy something that is red, you are not going oh my god. Then a flight and its red, train it was yellow. Would you not think about...?

MR Colour blind.

FR Okay.

- MR I suppose you would make that assumption yourself if you are flying to New York, it is going to be worse than if you're to fly to London. Because obviously the capacity of the airplane and the further distance you're going, and things like that. So, I think common sense, sort of tells you, that that's the red plane going to New York, but actually it's the plane now going to London.
- FR But I don't know how to measure emissions and what effects they have, no one has explained that to me.
- MR Per passenger, per passenger mile.
- MR So if you've got two planes going to the same destination, and one of them is red, and one of them is yellow.
- FR I'll get the yellow one
- MR Even if the yellow one's twice the price?
- FR I'll pick the yellow one before I get...Yeah
- M I think it shows...**
- FR If you can afford it
- M If I can afford it
- FR But, usually, you can't
- FR I know, no
- M And if we're here talking about actions that the airport could be taking. Rather than actions that you could be taking, do you think we should be looking for the airport to be implementing actions?**
- FR (00:40:48)
- MR There are a lot of initiatives that they could do, if they're aware of their bio-footprint, or the emission that they've got to be planting so many trees to counter the number of emissions, or.... For all the bad that they're doing, should they be doing something good? Should there be an initiative that's there, that shows that they're actually concerned about the environment and stuff, as much as they're aware that...
- FR I'm still looking for the airport to start offsetting.
- FR I'd quite like to know if that airplane's going to cross the top of my house day in, day out, if it's going to have an effect on the people that live in that surrounding area. I think that would be quite interesting. I'm not saying that it would stop the...it would make them move house or anything like that, but I think it would be interesting, like and an interesting fact, if that was maybe up in the borders, and it was a way for us, is that a better thing, or...?

FR A bit like the studies they've done with people that live near motorways and stuff, the emissions...

FR Yeah

FR Yeah

FR I think it would be interesting, I'm not saying it would be...

M So, you're talking about air quality impacts of...?

FR Like information about air quality impact

FR Yeah, pretty much.

FR Yeah

FR And that should be something that the airport should commission and make available in a friendly manner to the public so we can understand it

M Okay. We'll maybe move on... We touched on biodiversity, I don't know if there's anything else you want to say on biodiversity before we move on? For the environmental impacts?

FR I don't really know about biodiversity, all I know is that my council are making cuts to be biodiversity-friendly: they don't want to cut the grass, they want long grass because it's biodiverse to...

MR Yeah, I've seen it.

M Okay. We have a broad heading on communities now, so the effect on local communities. We've touched on noise, but I think there may be some other impacts of noise that we might want to.... We started to talk about it, then we kind of...

FR There are certain noise levels. At certain times of the day they have no-fly times between midnight and 04:00 am. And also, regulations on night flights. Although, other stuff undermines it.

FR Does the airport measure the noise? Do they have equipment to measure noise?

M There's modelling of noise. They're doing some more detailed work as part of this project.

FR But I'm wondering, does the noise actually affect...does it damage people's hearing? Does it upset animals and livestock? I don't know.

M Is that something you think should be taken into account, in terms of the way flight paths...?

FR Yes, I do!

FR The whole of the Scottish border is full of farmers, and (if there are no planes going nowhere?
00:44:29) ...

MR The RAF do it, I mean training flights.

FR Yeah, they do, (00:44:34)

M That's something I'm interested in - where should the burden of noise be placed? Should it be placed on populated areas, or unpopulated? One of the things we touched on earlier; you were saying over the Forth, where there isn't anybody living.... But, obviously, we can't just fly the planes over the Forth; it is going to go over land at some point. So, which bits of land?

MR Barnton.

FR It's like a firework for him...

MR Aye.

M So which bits of land should we be...

FR Goodness knows

M Should we be prioritising or avoiding...?

MR I think you're opening a can of worms.

M Which would be an easy way to look at it?

FR Other studies.

MR If you're trying to open up a new route and changed routes. Everyone's going to say, 'not me'. What are acceptable areas?. Maybe that's for efficiency and... musing.

MR It's interesting, because if that's across the board... So, minimise total population overflown below 4,000 feet, there's going to be easier for some airports to do that than others, depending on where they're located, and what the population is near them.

FR I doubt Edinburgh will be able to do very much about that, wouldn't it?

MR Well Edinburgh has got quite a lot of green space compared to a lot of other airports still. And, also that fact that...How are you going to ever reduce the population overflown at Heathrow and Gatwick?

FR But we're talking about Edinburgh, aren't we?

MR I'm just thinking about that fact...

FR You can't, it's...

MR In fact, that's part of the spec.

M But we are talking about, just for our programme...

MR Is that different, then?

M This is just for Edinburgh.

MR Okay, right.

M We're just talking about the principles for this airspace change project.

MR Sorry.

M It's a hard-enough job, just for us.

FR It's actually an example, though, it's not actually...

M Yes

FR It would be 'what do you think should be set up?'.
MR Oh, right, that's not a spec.

M Yes.

FR What do you mean by 'minimise population overflown?'

MR In Edinburgh, she probably means things flying over.

FR Right, so go for...don't have planes going over

M Don't have low-flying planes over highly-populated areas.

FR Schools.

FR Highly populated areas.

FR Yep, okay.

M "Overflown" is the word that the technical people need to use for 'fly'.

FR I don't like that word. It's confusing. A confusing word; "overflown".

M Just, 'flying over', yeah. It's basically, 'do you fly over more populated areas, or do you push the planes over to rural areas?'

FR Yeah.

M A lot of you people live in these areas that the planes might get pushed over to in order to avoid the Barntons of this world.

- FR One of my questions is: are there studies which demonstrate if noise levels affect livestock? A lot of my friends are farmers, etcetera... Does it? I don't know. Certainly, when the fighter planes come over it upsets the animals.
- FR I think it will.
- FR I don't know, because...
- FR I don't know, with the dogs. I mean, firework night is just dreadful for dogs.
- FR Yeah
- MR Yeah. And yet, you used to say that, because the winds turbines were going up, all the sheep would be terrified and...
- FR But they're not, are they?
- FR No, no.
- MR The carrot, stick. The railway doesn't seem to bother them, either.
- MR There's livestock right beside the airport. Right beside the runway well enough.
- FR Is there?
- MR Yeah. There're rabbits on the Royal Highland roundabout.
- FR Of course. Yeah. That's true.
- MR That's another nightmare. Going back to (00:48:50). When there's a Highland Show when you're trying to fly. Oh my god, just abandon ship.
- FR What, so the Royal Highland Show?
- MR It's just horrendous, trying to... Three hours to get to the airport. Move into the Highlands, (and out with you 00:49:08).
- MR So, the overflown bit - are looking to move the holding area?
- M There is nothing set in stone at the minute. What we're looking at is the principles, and...**
- MR So, would they make the holding area bigger so you're only flying over once? Or is it going to remain small so that it can... I mean if there's one, big holding area, so it's one circle, rather than five little circles of go-around. That would have an impact on livestock. Because you're flying over the same piece because you're in a holding area for five times, or five circles, compared to one, big circle, and it only goes over it once. That's obviously going to impact the environment, and the livestock, and people, and the noise and all that sort of stuff.
- M I'm not a technical person. I'm sure I've sat with rooms with technical people who have been there and said, 'we might not even need holding areas'.**

FR I was just saying, yeah.

M 'If we could improve efficiency' and blah blah blah 'you might not need holding areas'. But I don't understand these things so...

FR It's looking for you guys to suggest what you think the principles should be

MR Okay.

MR Upgrading so that you can put more planes on the same route, with better frequency. Edinburgh Airport is getting overloaded with one runway.

M The holding areas would only be for absolute emergencies, rather than regular use.

FR The amount of holding area, you wouldn't that flown across housing estates, would you?

FR No

FR You wouldn't, because there's a constant...

FR If it was only going to be used on an ad-hoc basis, I don't see any issue with that coming further south towards the borders, because it's not going to be a regular thing., is it? It's just going to be an ad-hoc thing.

FR I don't really expect... It might always be.

FR I use the airport, so I wouldn't see that as... I use the airport and that's one of the things I have to put up with.

FR Quid pro quo.

FR Yeah, yeah. Yeah.

FR If it's regular, then I might be upset about it.

MR Or the North Sea, instead of coming up the Forth.

FR Yeah, the North Sea. I know that we're talking about Edinburgh, but at Newcastle, a lot of the flights come in across the North Sea. Even so, it's not a problem.

FR Yeah

M Write these things down, put them in your own words.

FR (Is that Calder home, if you remember? 00:51:44).

M That's what we'll call it. You're led by a social researcher. Abbreviations expert. We've touched a bit on the sheep. Are there any other rural impacts that we've not captured in the discussion? I'm using sheep as well. A catch-all for all the sort of agricultural...

FR It's very difficult. We're not used to having anything. We don't have any traffic jams, or anything at the borders. No planes going over...

FR We have tractors.

FR You can be stuck behind one of them in Edinburgh for a while, but... Those are quite good.

FR As much as this is cruel, I'd rather that it affected sheep rather than human beings. I know that sounds...

MR Bloody fluffy things...

FR Sheep might stop eating anymore, and you won't have much lamb.

FR I hate lamb anyway.

MR It's funny how something that looks that nice comes out so greasy.

FR Where are we going to with this?

M I think that's one of the weirder tangents I've ever seen.

FR Okay. In terms of your communities, I'm also wondering if there's any specific groups or particular needs groups whose needs we've not taken account of? I am thinking of maybe older people, or people with disabilities, or....

MR Definitely, yeah. Like autistic people. More and more you come across places where they have a 'quiet hour' and things like that, and the lights are down, and the noise is down. So, that would have a huge impact on severely autistic people, I would have thought.

MR Totally aside, again, (00:54:12) used to live in (00:54:14) and they started using (00:54:16), just for coming in. And the residents complained that the pilots were flying past their windows to look at them.

FR Really?

MR This happened a bit higher up. But that's...

M Was the share home a...?

MR It was a residential, for older people.

M For older people? And they complained about that?

MR Yeah. But for balance, actually, I don't think they were bothering to look in, they were just...

FR Were they that close?

MR No. a bit higher than that.

- FR So, I think you may, at first, had a point, actually... I didn't think about that. So, concern about disturbance for older people and their (share? 00:55:00) homes?
- MR Yeah, I suppose. As you say. And, also, it's worth thinking about people flying drones and kites in public spaces. I know that there are limitations on these things.
- M How could we frame that in terms of our principle here for the airport, do you think?**
- MR It's a hard one, because it's... These categories are everywhere.
- FR It's a problem, to me it's a problem just around the airport. (00:55:33) and Barnton, areas like that. Because the planes are so low. Pennycook, they're not that low that it would disturb anybody with autism or anything like that. Because they're not that low. For perhaps an area like Barnton, where the planes are really, really low.... Because that's something that you'd have to consider: 'are these areas located?'.
- MR Here's a catch-all phrase: educate vulnerable groups.
- M Sorry?**
- MR Educate vulnerable groups. I think is a catch-all phrase.
- M Are there any specific or particular types of building that you think the flight paths should avoid?**
- FR Probably hospitals, things like that. If it was at all possible.
- FR Would it not be care homes as well?
- FR Care homes
- FR Hospitals
- FR Because there's that many care homes...
- FR I know, they're everywhere, aren't they?
- FR But in Edinburgh, there is really only the one. Well, there's Western General, and there's the Royal Infirmary. Big buildings.
- M I'll pop that down.**
- FR Surely places like Heathrow would have done lots of studies and engagement with their expansion programmes. Can't Edinburgh tap into that?
- M Well, no.**
- FR No?

M We're obviously aware of these studies, and you can have a look at them, but for our study we have to do our own engagement...

FR I understand that, but I just wondered... We're talking about how much pollution, and the noise, and it does...

M All the technical stuff, yes.

FR I just wondered if there is information out there that you can just tap into?

M For technical studies, they can be aware of it, and they can look at the methodologies that farmers... the actual data, the real data.

FR It has to come from the local area?

M Yeah. I think we've already touched on the economy quite a bit earlier on, but I don't know if there are any specific issues in terms of principles around the economy that we could have a wee think about. With the economy and business, things about...?

FR Can you give some examples?

M Some of these are things that you've already talked about. But how would we frame them, in terms of things that the airport should be taking into account? Focussing on improving the routes. Maximising capacity. As well as looking at how the flight paths were...

FR Personally, here, improving the domestic links. And tourism. I think tourism is vital to the Scottish economy.

M So, domestic links.

FR For the domestic... (communal role a bit? 00:59:42).

MR I'd like to talk about doing the airport rail link, and the top of the airport.

M Maybe I've been misunderstanding. Were you talking about domestic links; flight links?

FR Flight links between southern cities and other parts of the country; internal flights, yes.

M Sorry, I think you were talking about infrastructure?

MR Infrastructure yes, sorry.

M That's fine, it's another valid point, please carry on.

MR Well they don't use all of Turnhouse Airport, the RAF one, and the railway goes along the top of that, but they say it's too expensive to do a wee detour.

M Yeah, the rail line has proved time and time again impossible, to get a rail line into the airport.

MR I don't know why either.

FR Do you know why?

FR Sorry I don't understand what you're talking about.

MR ...goes by about half a mile away.

FR The railway?

MR Railway.

M There's not a direct railway link into the Edinburgh airport.

FR Oh I see.

MR You could get the railway to drop off passengers and pick up passengers.

FR Right.

FR That would keep delays down wouldn't it.

MR But it seems impossible for some reason or another to do it.

MR Is that not why they built the Edinburgh Gateway railway station, so you can get the train in get off there then get the tram out.

FR Mhmm.

MR Because obviously the rail line runs at the end of the runway.

M The problem is the runway is on the wrong side of the rail line.

MR Hm.

M So, the only way you could get the railway there would be to take it under the runway.

MR Yeah.

MR Not practical really.

FR So where is the nearest rail link to the airport?

M Do you know where the Gogar roundabout is?

FR Not really, no.

M Well that's where it is.

FR And how do you get from there?

M **By tram.**

FR By tram, ok.

MR Yeah.

FR And is it well used?

MR No. And it's only every second tram stops at the Gateway.

FR Well that's...

FR If the trams well used by them from the city...

FR Yeah the tram but this rail...

FR You need to get off that train on to the tram.

FR Yeah.

FR Did somebody say...

MR I think every alternate one stops at the Gateway and the other one stops at...

MR The tram costs to get into the airport.

M No the trams all stop but not every train stops.

FR Anyway...

FR But no...

MR Yes.

FR And what are the bus links like? I've never caught the bus to the airport.

FR Pretty good.

MR There used to only be one link and now there are three, I think.

FR Really good I think.

FR Yeah.

M **So, back to your point about infrastructure.**

MR I give up on the railway, sorry.

M **You've given up. I've talked out of that, that's not my job here.**

MR No you've talked me out of it...

M Are there any other points on infras...on the economy, wider points on the economy?

MR Well I think in addition to tourism, there's also freight. Funnily enough is often under-looked, and of course the business aspect of people going to meetings, things like that. But freight is a thing that...you mean there are dedicated planes for that coming into Edinburgh.

M So is that something that should be taken account of, promoting, building into their plans for...?

MR I don't know, I think they've got to get their costs right for running an airport otherwise they're going to somewhere (01:03:38) like Prestwick which is...

M Oh so it's a costing issue? Right. Would you like to pop that down, oh you've popped that down that's good.

MR Mhmm.

FR I know, the DHL flights they go in there every day and you can get a parcel from DHL within a day that's maybe come up from London because their airplanes are going into the airport every single morning at three, four O'clock in the morning. And the DHL they go and pick up their parcels and the parcels are delivered. That's great, that's a fantastic service.

MR Well yes, from Exeter overnight on that...

FR Mhmm yes.

FR I'm worried people, do they think about having the same DHL Because of the use of the Edinburgh Airport for that, you're getting really fast deliveries as well.

FR We get overnight deliveries in the borders as well.

FR Yeah that's what I'm saying, it's amazing.

M Have we got that up there as a kind of heading or have we got that, is that just a point?

FR It's just a point really, yeah, for business and things like that yeah.

M To promote it or take a kind of...

FR It's essential for business.

FR It's essential for business is what I'm trying to say because I mean you know every single day those parcels are getting delivered and if it wasn't for Edinburgh airport it wouldn't be, you know, you wouldn't get such a quick delivery service. Because if it went to Glasgow, if it went to Newcastle...

FR They wouldn't come the same day.

FR No.

M Mhmm.

FR That is important, for businesses, and people.

FR Yeah.

MR It's saves cost, when there's not very much in it. Do you know when they had to Prestwick and then running a lorry through to your distribution depots.

FR Hmm yeah.

M Ok so there's an environmental impact here as well.

FR Hmm yeah.

MR And a cost one as regards Edinburgh's attitude.

M Ok, we've looked at all of those things, is there anything that we've not covered, that we should be taking account of, that we haven't put up on our slides?

FR Hmm.

FR Don't think so.

FR I think the environmental issue is quite important, and I think it's something that we all need to find out a bit more about.

FR Yeah it shouldn't be a secret.

FR It's not a secret but I just, being here today it just makes me aware and I think...and I'm just thinking I don't want to know really, but I'm thinking, it's important.

FR We should think more about it yeah.

M So of the issues we've got up here would you be prioritising those...

FR For me, I just think that's key and I would like to know more about that.

FR Yeah, I would as well. I think it's important for the future.

M You want to know more about the...you're not...

FR Yeah no, I think it would be interesting but I'm like yourself it's not going to stop me getting on an airplane, but I think it would be interesting, particulars (however needed? 01:06:30) with the flights going over the house every single day. You know, what the effect, that would have on the environment, and us, my kids, my grandchildren. Stuff like that you know.

MR Yeah, it's like buses, when you're living on the main road.

FR Do you know.

FR Yeah.

FR I'm still horrified by you smelling the fuel, I mean that really worries me [laughs].

MR I'm sorry, maybe it wasn't fuel, it was a barbeque

FR Oh, next door.

MR (01:06:59) from the plane, but you certainly smelt it.

FR Well they're low enough, in that area that you're talking about it on the edge of (60:07:06) you see the planes are low enough that you probably would smell some sort of fuel.

MR Like a bus going past...

FR The problem is the barbeque layer.

MR It'll be the lamb on the barbeque.

MR Excellent.

M Just a couple of final things...from Edinburgh Airport taking us into account...how should it be communicating with you, is there, or consulting with you. What...

FR Maybe go to the public library, like for planning permission places like that, things like that.

MR Last couple of years there's been proposals, and knocked back, and revised proposals. So, they have been trying to tell us things, confused but yeah.

M So, information in the local library would be one way of...

FR Yeah, because I don't think I've ever known, or been asked can that plane go over your area? Do you know so, this is quite new isn't it.

Fr I don't think, I think, I might get into trouble here, but I think communication in the Border, there is lack of communications in the Border, particularly from the public sector, from you know, the NHS, or government. That's my personal experience, you know, and I don't know if there is a communications issue, here, in Southern Scotland. I don't know.

FR I think it's interesting, I think we should know, I mean they're building a new development of houses just around the corner from me, do you know, and it should get leaflets through the door, this is going to affect where you come into your estate and things like that.

FR See I didn't know much about this until I was stopped and invited to come to this focus group, I had a look online and I went "oh god they're doing all this work", you know, I didn't read about it in my newspaper or you know...

FR Or online you'd think. Because everybody's on their computer, probably that would be better than trotting along to the public library.

M But the thing is, it's online that you have to go find it.

FR You have to look for it...

FR Mm.

FR I didn't know anything about it.

FR No...

M So, what's the best way to get the information out to you, but you think people, there is an appetite for people to...

FR I think...

FR I think so.

FR Yeah, should advertise it in the airport

MR Yeah, papers, local media. Yeah local media.

FR Yeah, local media...

FR Social media, leaflets, posters...

FR Mmmh.

MR Doctor's surgeries.

FR You know, just, public engagement events, raising awareness.

M Ok. Because the next stage that we'll be doing is, there will be a series of options, at the beginning of next year, there will be further engagement with stakeholders...

FR Mm.

M ...and then towards the end of next year, there will be a big public consultation exercise

FR Mmhh.

FR Mmhh.

M ...which will be open to everybody. Everybody will be able to fill in a survey and say what they think about it. So, I do hope all of you will spot that.

FR Yeah, we'll look out for it, we have to (01:10:28) our city we should be interested in what's happening in our city, and what's going on around.

FR Yeah.

MR Yeah.

M You'll spot it and think that's the one that I was involved in.

FR Yes, absolutely, yes, yes.

MR I talked to the lady about it.

FR I mentioned lamb.

M I would be surprised if there was lamb mentioned anywhere. So, I don't know if anyone's got anything final to add before we switch the tape off. Leah did you have something that you wanted to...

FR The only thing I was thinking was that there's nothing up here about, there's something... forth, but there's nothing about whether they should be flying over (...or Rouilly? 01:11:09) or who's got a preference.

FR Well I did put down, I didn't mind the holding area being moved....

FR Yeah there's quite a lot about the holding area, but there's nothing about the actual flight path itself.

MR I suppose it makes sense to do both because they're getting a better respite over in somewhere rural as in (01:11:29) people. And then you take...

FR But how can you do both? You can't have flight paths....

MR Well it depends which direction it's coming from, if it's going over rural first and then...

MR And also I keep thinking you should actually go back a bit further and move the whole airport out to...

FR You can't do that though.

MR No, but the way Ryanair works you see (01:11:52) for Edinburgh. If you've got great big new shiny runways and everything, two or three runways, outside the (01:12:01). You can have everything you want, in a quiet area, with direct links.

FR Not going to happen.

MR No it's not going to happen.

M ██████...

M I noted down that two people mentioned that the environmental issues were the most important thing but I wasn't sure what the rest of you...I didn't note down what the rest of you thought...

FR (01:12:27)

MR Sadly I think everyone always looks after them for you.

MR Economy, you know, Edinburgh's expanded but it's nowhere near anywhere near a lot of airports I've been to. Even the new part, to me, it's not that great. It could still be improved massively.

FR The airport could be improved massively?

MR Yeah.

FR In what way?

MR I don't know, I think it's still very crowded even though they've got that new part on. I think it's still not big enough.

FR It can be can't it, I think it's just needs a bit more organization, logistics.

MR They've improved the trams to come in, but they've not changed the road network, so there's still a lot of areas for improvement I think in the airport.

FR Mmhh.

MR Mm.

FR Well I love the trams, I love the trams, I think that's great.

FR I've never been on one.

FR Have you not? You must try it, it's great.

FR Yes.

M **And how about you, what's your...**

MR I'd say the infrastructure is a big thing for me. Going home to the airport, it's a nightmare.

FR Well you're a business traveler so it's important you've got to get to a meeting.

MR Yeah, just to get in and out. And recently, there was that flooding incident that happened, and it was just like, I was in Cardiff, and by the time I got back you still couldn't get onto the Glasgow roads to get to Glasgow.

FR Right.

FR That's cutting the whole airport off didn't it.

MR Literally there was cars floating in it.

FR And that's ridiculous.

MR So you would think that that really needs to be looked at. The expansion of the airport's great, the new security area's really good and all that sort of stuff, and all the extra (stops? 01:12:07) and stuff, it's makes the experience good. But the actually getting to is a nightmare.

MR Yeah, especially with the (01:14:14) and stuff.

M ████, **what was your priority?**

FR For now that you're just saying that? I know, I know.

FR Persuasive.

FR No but, paying to get the airport is just horrendous at peak times.

MR Yeah.

FR So you know I would choose a flight that was really early in the morning, and that we do particularly because you're going to get stuck on that bypass. So, I think the infrastructure is probably a huge thing for me when I sit and think about it. You've kind of hit the nail on the head. But I do think the...economy as well, I think probably the whole emissions thing. As much as it would be really interesting it wouldn't stop me going in a diesel car or whatever just to save...you know, wouldn't bother me quite so much. Although it should probably, for the future generations. But, it's not going to stop...Unless they said that it was dangerous and it was going to kill you.

FR Here and now.

M **Well thank you all ever so much.**

FR It's been interesting.

MR Thank you very much.

FR Thank you.

MR Thank you.

M **It's been a pleasure to talk to you.**

FR It's good to be aware actually, we don't get aware unless you do something about it. Just toddle along in your own little world, you know.

M **Thank you, thank you all very much.**

END

