April 2020

London Stansted Airport: Future Airspace Research – Stage 1b Public Consultation Responses

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Background, sample and method

Introduction

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

- There were 115 responses in total. 71 from those taking part in an individual capacity, 44 from those representing an organisation.

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

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

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Question 1: Avoid change or fly over new areas

Question 1

Avoid change or fly over new areas

The Government introduced our flight paths after public consultation, and they have stayed the same for many years.

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

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

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

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

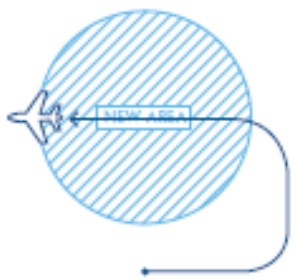
Option 1 ☐

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

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

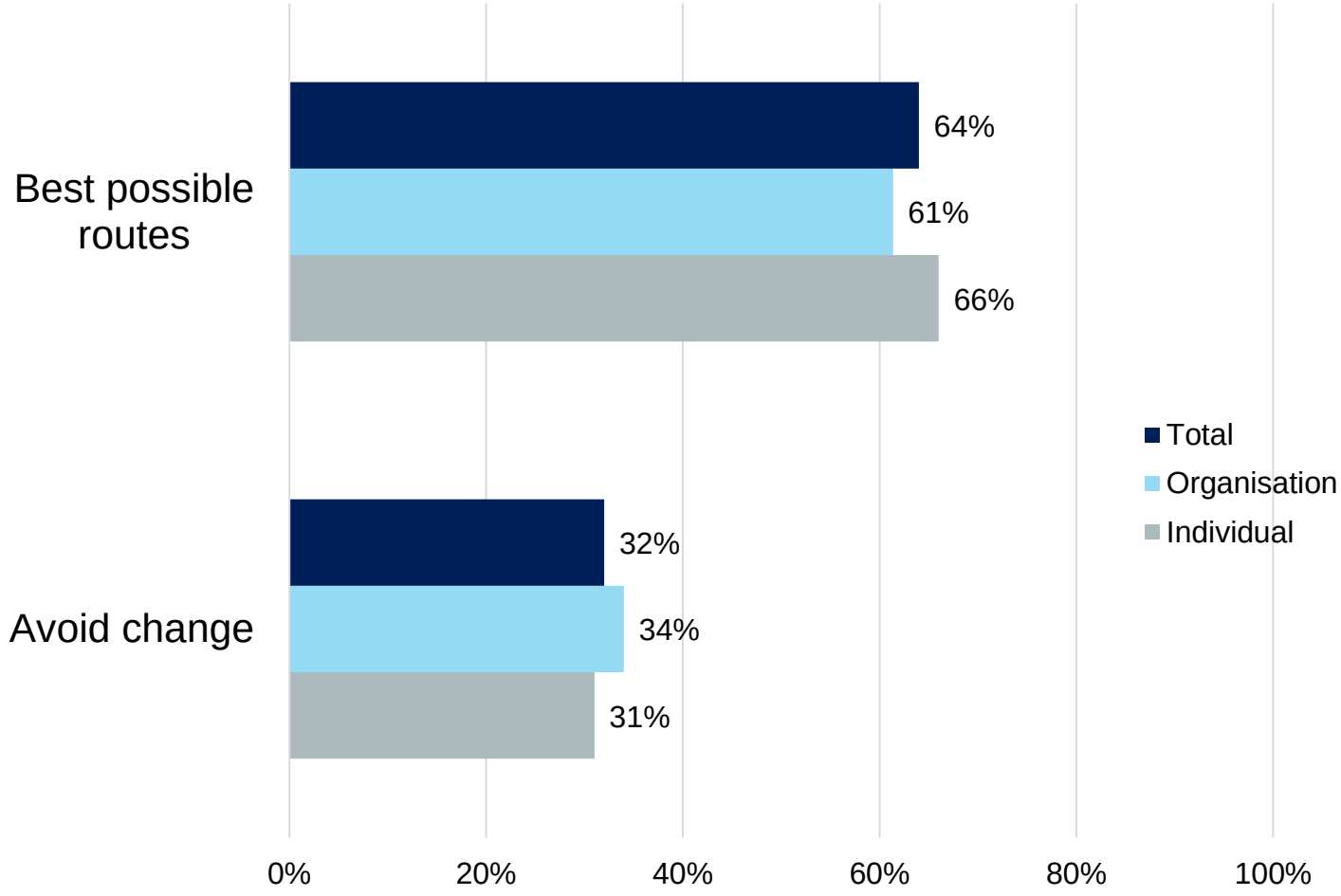
Option 2 ☐

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



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

Just under two thirds (64%) feel that designing the best possible routes is the best option, even if that means flying over new areas.



Slightly under a third believe that change should be avoided.

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

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Q1. *Avoid Change or Fly Over New Areas*
Base: 115 responses (71 individual, 44 organisations)
4 respondents did not answer (2 individual, 2 organisation)

Best possible routes (64%)

“Sharing the noise and pollution will inconvenience more people but for less time and therefore have less detrimental impact” (Individual)

“The most important principles are to reduce pollution and noise. With advances in technology and attitudes I believe to truly modernise the airspace you should start from a “clean sheet””. (Organisation)

“It's been around 70 years since these were revised. Reducing noise, cutting emissions and making use of new technology is a no brainer…” (Individual)

“Routes should be designed to share the noise burden rather than focus it in the unfortunate few.” (Organisation)

Many cited increased **efficiency** as a benefit of using the best possible routes, with the addition of **new technologies** they speculated positive **environmental** effects by limiting fuel and emissions. Others recommended improving the angles to improve efficiency of take off, **minimising noise levels**.

Many shared the belief that redesigning the flight paths would allow any resulting noise and pollution to be **evenly distributed** across communities, rather than it being concentrated on one stretch of land.

Indeed, some mentioned that current flight paths had been designed many years ago and so are **outdated**, and so did not **reflect the current local landscape**. Those who lived under current flight paths mentioned that they felt the noise had **intensified** in recent years due to **consolidation of paths**, so a redesign would mitigate this.

However, there were mixed opinions about the placement of new flightpaths, some felt that urban areas and **higher concentrations of people should be avoided**, while others believed that **rural areas needed to be protected**.

Avoid change (32%)

For the third who responded this way, many felt it was unnecessary to add noise to currently unaffected areas. Additionally, there was the feeling it would be **unfair** for those who had bought their property in a particular area, possibly at a premium, believing that it would not be affected by flight paths.

Some felt that as the current flight paths had been there for a long time, they were established and changing them offered **no benefits** to local residents. In fact, there were concerns that new flight paths could **'damage'** areas by impacting quality of life, house princes and possible tourism opportunities.

Furthermore, others felt that those currently living under flight paths would have assessed any possible negative effects and would have become **accustomed** to any noise or pollution.

"Currently no damage is being done in these areas, and people who live in there are unaffected, all that will happen is more damage is done and more people are affected."
(Individual)

"Rural areas should be offered protection - tourism & recreation are often the main source of income & employment for many people in these areas, so aircraft disturbance can adversely affect their quality of life and economic well being"
(Organisation)

"Changing the areas would cause more problems for people who purposely have moved to areas away from aircraft noise. More needs to be done to reduce noise for those under existing flight paths too"
(Individual)

Question 2: Concentrating or spreading out flight plans

Question 2

Concentrating or spreading out flight paths

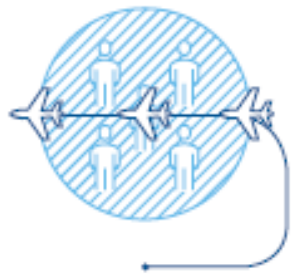
Modern aircraft can use satellite guidance to allow them to fly more accurately. This means flight paths can now concentrate aircraft so fewer people are overflown and affected by aircraft noise. However, the people who are overflown will be affected more than they previously were.

As an alternative, we can design flight paths that spread aircraft out over a wider area, perhaps using several alternative routes, and use varying flight paths on different days of the week or during different times of day or night to provide periods when there is less aircraft noise. If we take this approach, we will need to decide how long the periods of less aircraft noise last to create significant benefits.

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

Option 1 ☐

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



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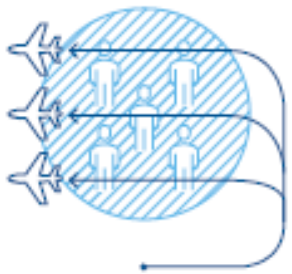
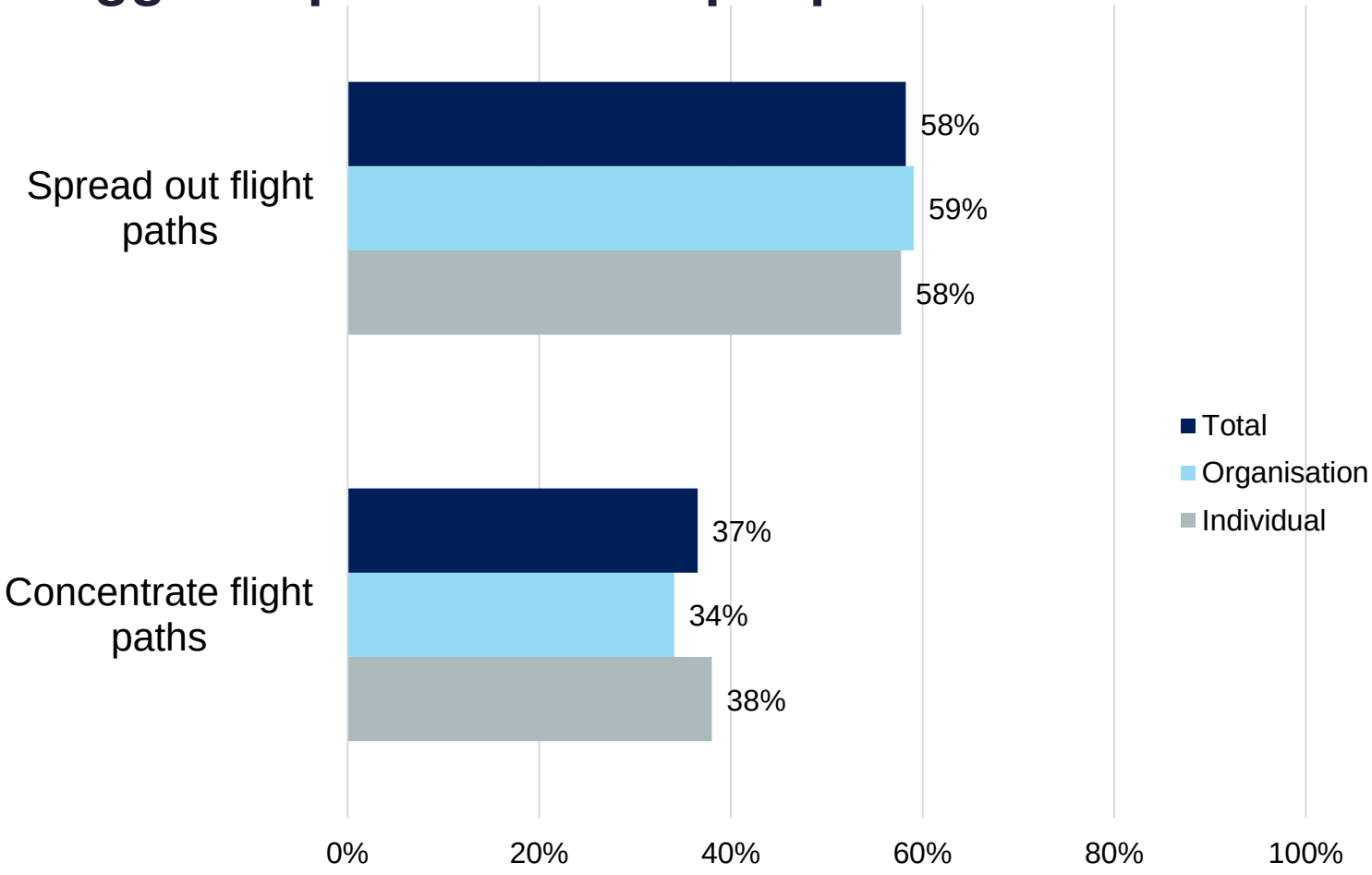
Option 2 ☐

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



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

Slightly less than six in ten (58%) support spreading out flight paths to potentially affect more people but to a lesser extent, rather than a bigger impact on fewer people



Nearly two fifths (37%) prefer the option of concentrating flight paths so that fewer people are affected, although those who are affected will experience a greater impact.

There is limited difference between organisations and individuals, with individuals being slightly more likely to support concentrating flight paths, although not significantly.

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Q2. *Concentrating or Spreading out Flight Paths*
Base: 115 responses (71 individual, 44 organisations)
6 respondents did not answer (3 individuals, 3 organisations)

Spread out flight paths (58%)

“I think it is grossly unfair for certain communities to have all the pain whereas if they are spread out that shares the noise pollution, stress, etc.”
(Individual)

“The benefit of air travel is open to all therefore the downside of air travel must be shared by all. You have to offer relief to people under the existing flight paths.”
(Organisation)

“This will minimise the detrimental effects in health and mental health caused by constant aircraft noise.”
(Individual)

“If the technology exists to facilitate variable flight paths, then I think the impact the airport has on the local community should be diluted by spreading flights paths out. But not at the cost of efficiency or reducing emissions. A flight path shouldn't be unnecessarily extended for the sake of making a variation”
(Organisation)

A sense of **fairness** drove many respondents to choose this option. Many felt that distributing the flight paths more evenly was a more reasonable suggestion, and meant that ‘certain’ groups of people weren’t disproportionately effected.

While noise was seen as the main negative to being under a flight path, many mentioned the **impact on health**, both physical and mental as well as damaging quality of life. Additionally, some referenced the impact **condensed emissions** could have on the **environment** and various wildlife habitats.

Others who lived **under a current flight** path felt they would **benefit** from redistribution. Although those close to airports were aware it might not make much difference, similarly, some respondents mentioned that the impact on the flight path will vary depending on the type of plane and the time of say it is flying.

Concentrate flight paths (37%)

Those who chose to concentrate flight paths mainly did so as they felt it was best to affect the **smallest area** and as **few people as possible.**

As examined previously, others chose this as it offered the **least change**, some believed that flight paths had already begun to spread and so were calling for stricter flight paths to be maintained. Many argued that people who currently live under a flight path made a **choice** to live under one and should be more used to the noise than others.

A small proportion argued that spreading paths would make it harder to predict any possible noise or damage made as a result, as well as putting put the **countryside at risk**. Similarly, some also argued that if flight paths were to be concentrated, they should be put over towns, where any noise disruption would be covered up.

"Less people are affected, keeping the area smaller and one which is already affected must be better than enlarging and spreading"
(Individual)

"Spreading noise and disturbance across a greater number of people does not make sense"
(Organisation)

"Provided they go over towns where noise will not be noticed and not open countryside and villages where flights will be heard."
(Individual)

"Don`t change - the vast majority of people will have made a choice over the last 30 years as to whether they are prepared to live under a flight path or not."
(Individual)

Question 3: Flying over built-up areas

Question 3

Flying over built-up areas

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

If we design future flight paths to avoid built-up areas, in order to minimise the number of people affected by aircraft noise, that would mean we could continue to avoid flying over local towns such as Bishops Stortford and that we minimise the number of flights over larger populated areas such as Harlow, Ware and Saffron Walden.

However, in areas with higher levels of noise from other sources, such as from cars, construction, crowds of people and so on, aircraft noise may be less noticeable so an alternative approach would be to consider flying over larger towns. This would substantially increase the number of people exposed to aircraft noise but might reduce its overall effect.

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

Given the nature of the towns and villages around Stansted Airport, when we design our flight paths, which option below do you prefer and why?

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

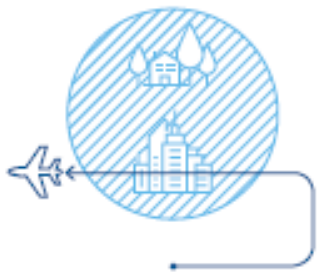
Option 1 ☐

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

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

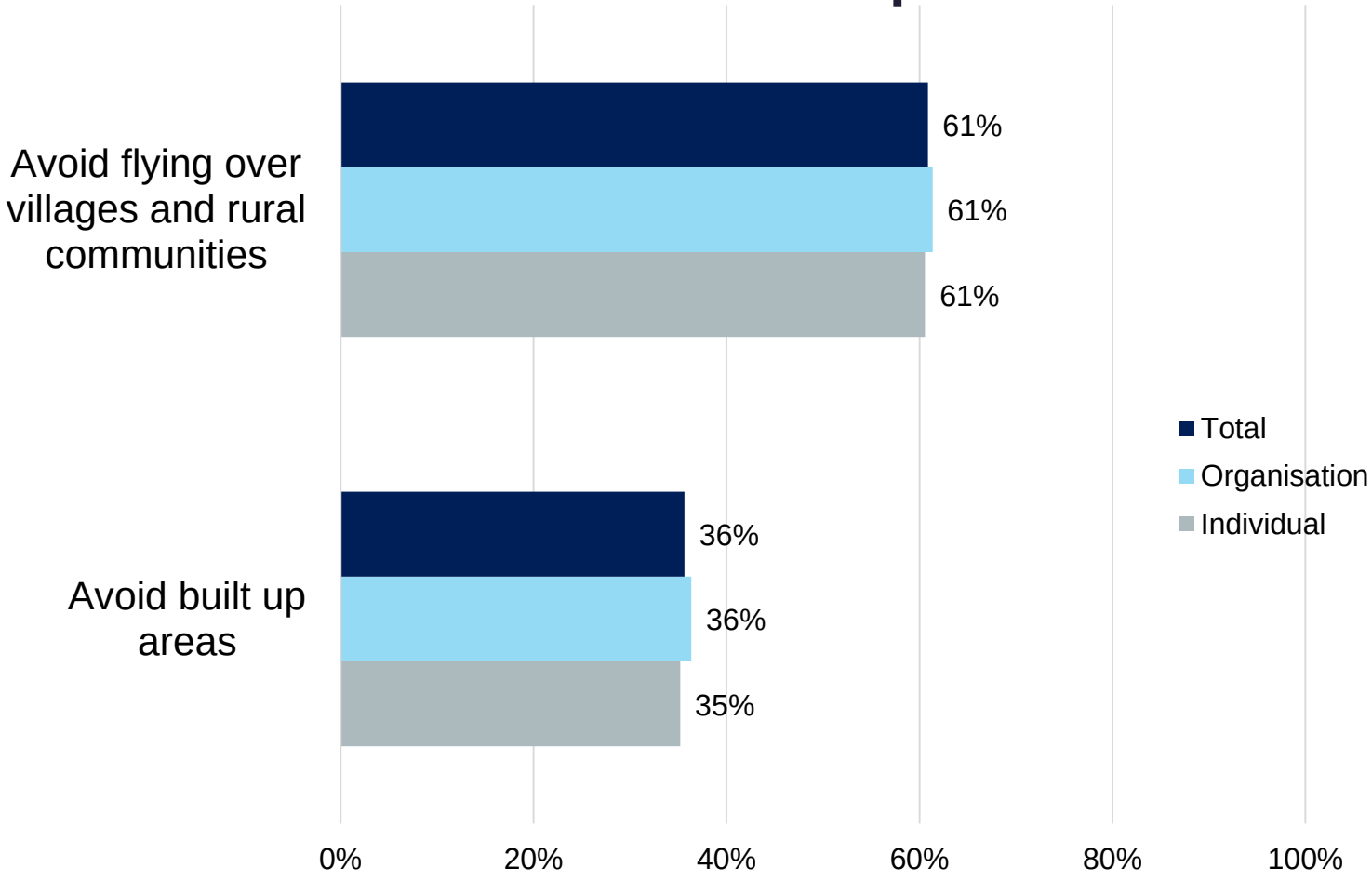
Option 2 ☐

Avoid flying over areas with lower levels of background noise such as some villages and rural communities.



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

A little over six in ten favour an option which avoids flying over villages and rural communities that would affect fewer people but to a greater extent than routes over built-up areas



Corresponding with the previous question's results, this choice shows a preference for a larger number of households experiencing a lower impact, rather than a small number being more affected.

Choices are consistent across individuals and those representing organisations.

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Q3. *Flying Over Built-Up Areas*
Base: 115 responses (71 individual, 44 organisations)
4 respondents did not answer (3 individual, 1 organisation)

Avoid flying over villages and rural communities (61%)

"Within reason, people have a choice - some prefer an urban existence and others not. As long as flights are not concentrated in a very narrow area, it is more appropriate to send flights over areas that are already busy and noisy so the impact is less noticeable."
(Individual)

"Alleviating quieter areas and flying over built up areas seems like the most logical thing to do in terms of noise pollution."
(Organisation)

"Areas like Patmore Heath (SSI) and the Albury area are sanctuaries for wildlife and excessive noise will change the biodiversity of the area especially given the breadth of species that are present."
(Individual)

"The availability of tranquil spaces is critical in ensuring good mental health and well-being."
(Organisation)

The main argument made here was that higher noise levels would have a **greater impact** on those living in a rural area, as there is currently limited background noise and so it would be more **intrusive** than in urban areas. Similarly, respondents felt that those living in built up areas are more likely to be **used to noise**, meaning they would be less affected.

Again, there was some discussion around **choice**, with some saying those in urban areas choose to live in nosier places, while those who move to the countryside do so to be **away from the noise**, especially the older population.

A small groups mentioned the impact additional noise could have on the **live stock and crops** in rural areas; stating these needed to be protected

Avoid built up areas (36%)

As seen previously, the main argument for avoiding build up areas was to **avoid affecting as many people as possible**. Some cited the impact additional noise may have on schools as well as nursing and care homes. Others mentioned that not all towns are in loud areas and so still **could be effected** by aircraft noise.

There was also some concern for **safety** and the possible impact of any accidents in a more densely populated area.

Finally, some voiced concern over proposed new routes in certain towns and built up areas, these respondents felt that if flight paths have been established they should be left as is, **maintaining efficiency** and reducing **disturbance.**

"The assumption that all properties in towns have background noise to counter the aircraft noise should not be used as a reason to over fly towns. Rural towns do not have high levels of background noise."
(Individual)

"Much of the land around STN is rural - thus if flight paths overfly these areas, less people will be affected. Routing over urban areas will likely be inefficient."
(Organisation)

"Flying over larger towns will increase the number of people affected by air and noise pollution which is a public health problem and therefore unethical to advocate."
(Individual)

"Two issues are foremost in this consideration: (a) noise affecting a larger number of people, (b) safety in case of accident and to reduce the number of casualties on the ground. Finally… the altitude of the transiting aircraft will be relevant and the mode… as on take off engines operate at full power, whereas on landing they are normally throttled back."
(Organisation)

Question 4: Balancing noise and emissions

Question 4

Balancing noise and emissions

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

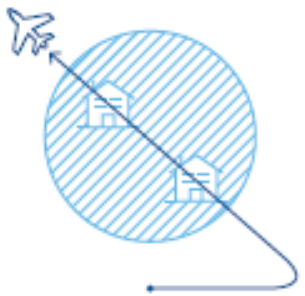
Sometimes, aircraft fly a little further to avoid flying over local communities. Shortening these routes so they fly more directly might, in some instances, lead to aircraft flying over more local communities, which could lead to more people being affected by aircraft noise.

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

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

Option 1 ☐

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



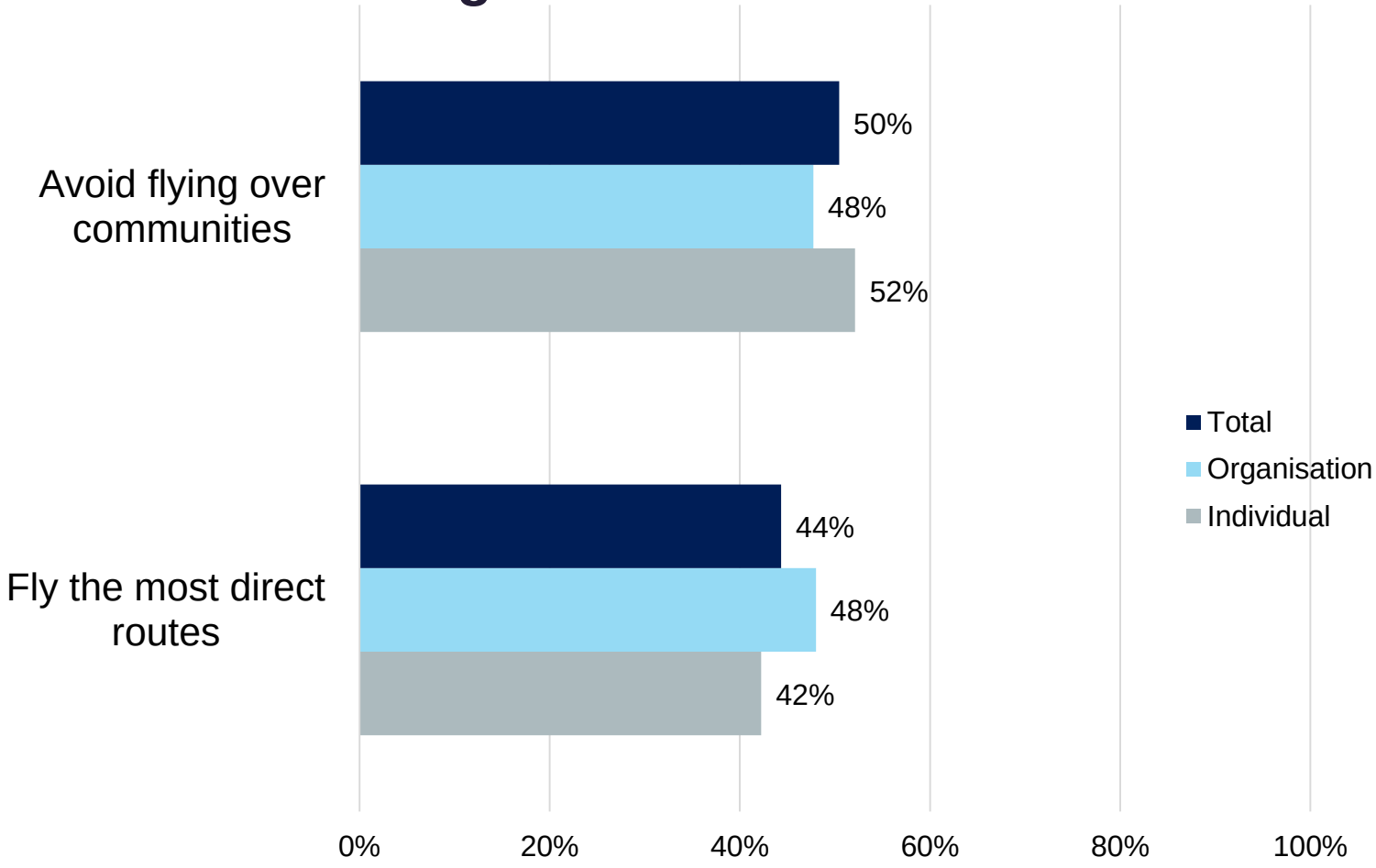
Please use the box below to explain your preference and add anything you think we may have missed.

Option 2 ☐

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

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

Preference is relatively evenly split (50% / 44%) for routes to avoid flying over communities so fewer people are affected by noise, even if that meant longer distances and more carbon emissions



Organisations are more likely than individuals to show a preference for the most direct routes, with nearly half (48%) of organisation representatives choosing this compared to just over two fifths (42%) of individuals.

Despite this organisation preference remains evenly split between the two options.

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Q4. *Balancing Nose and Emissions*
Base: 115 responses (71 individual, 44 organisations)
1 respondents did not answer (4 individuals, 2 organisation)

Avoid flying over communities (50%)

"Aircraft noise is very detrimental to mental health, and being able to enjoy relaxation in a peaceful environment. It is vital that as few people are affected for as short a time as possible"
(Individual)

"Technological advances in aircraft should reduce carbon emissions - flight path noise nuisance should take priority."
(Organisation)

"Emissions can be offset in a variety of ways. It is not acceptable to destroy the immediate health and quality of life of existing human beings in order to meet arbitrary targets"
(Individual)

"In the longer term emissions and pollution from aircraft will reduce if current research continues. Therefore it makes sense to prioritise the population where noise levels are a significant concern.."
(Organisation)

The key driver for those making this choice was **noise**. Many mentioned the risk that excessive flight noise could pose to **health, sleep, stress** and **quality of life**. Many argued that the wellbeing of the population was vital and so noise should be avoided for as many people as possible.

Many mentioned that there would be other ways to offset emissions, especially with the development of **improved technologies**, and so this should be pursued rather than making more direct routes.

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Fly the most direct routes (44%)

Conversely, those who support flying direct routes prioritised the **environmental benefits** of this approach and emphasised the importance of taking action on climate change.

Many also argued that the effect of **emissions could impact everyone**, while noise would only impact a few. Additionally, the benefit of reducing emissions was seen as long term, compared to **short term noise disturbance**.

However, as some highlighted, developing a **balance** between noise and emissions is important; where possible flight paths should still **avoid the largest communities** and avoid flying at night.

"There is a balance to be found. How much of an impact does a slightly longer or shorter journey have? This needs to be quantified"
(Individual)

"Greater efficiency will result in benefits for all - inefficiency will lead to higher levels of emissions, adversely affecting the community, and is detrimental for airline performance."
(Organisation)

"Need to balance noise over emissions. Emissions impact everyone, globally so this should be the primary driver"
(Individual)

"If avoiding built up areas is possible, then a flight path should seek to achieve that, but unnecessarily extending flight paths to do so will have a major impact on an aircraft's carbon footprint. So more direct routes should be used"
(Organisation)

Question 5: Taking account of current arrangements and agreements

Question 5

Taking account of current arrangements and agreements

We already operate in a way that limits the effect of aircraft noise. This includes the set of flight paths we have in place for departing aircraft (our noise preferential routes), using a 'continuous descent' approach for south westerly arrivals (so arriving aircraft are able to stay higher for longer) and using satellite guidance on some of our departure routes (so aircraft fly the route as accurately as possible).

We also have a number of agreed operational procedures (for example, the point an aircraft must be at for the final approach to the runway on arrival, and the arrangement to avoid flying directly over St Elizabeth's, a local residential care home for patients with epilepsy and other complex medical conditions).

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

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

Option 1 ☐

Continue with current arrangements and ways of operating.

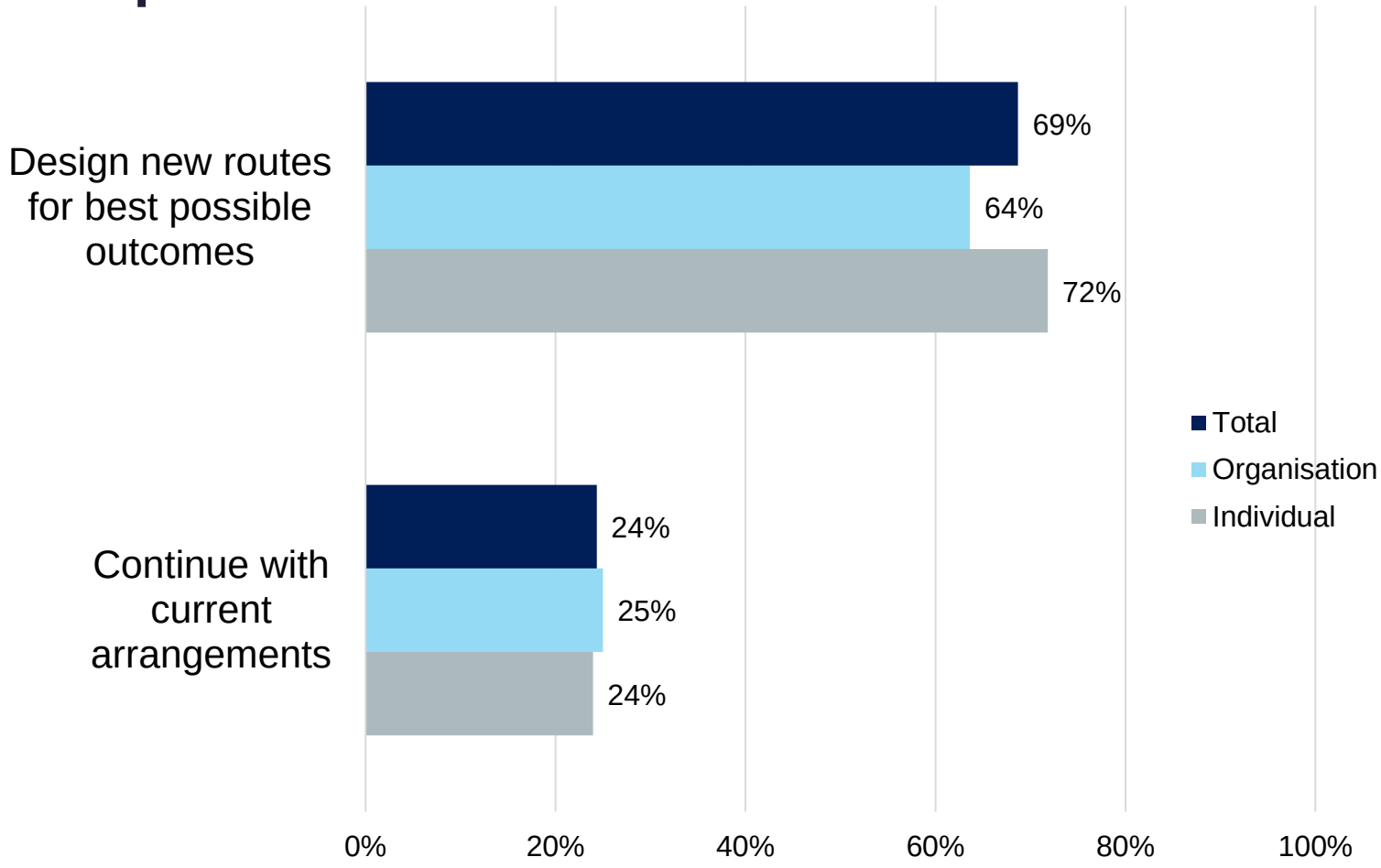
Please use the box below to explain your preference and add anything you think we may have missed.

Option 2 ☐

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

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

Over two thirds (69%) prefer for routes to be designed in a way that reduces noise and emissions, whilst increasing the efficiency of the airport



A quarter feel that current arrangements should be continued.

There are limited differences between the choices of individuals and organisations.

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Q5. *Taking Account of Current Arrangements and Agreements*
Base: 115 responses (71 individual, 44 organisations)
8 respondents did not answer (3 individuals, 5 organisations)

Design new routes for best possible outcome (69%)

"Things cannot improve by staying the same. Like any successful business or industry, adapting and modern approaches are the only way to improve. If the technology is there and people's lives can be improved, it's a no brainer."
(Individual)

"This is an opportunity to truly modernise the way local airspace operates - maximise all opportunities to realise the greatest benefits."
(Organisation)

"The flight paths must be designed to be the most efficient given all above conditions, even if it means change/redesign"
(Individual)

"Old arrangements may no longer be relevant. Aircraft are quieter, background noise from the community will possibly now be greater, society is more used to noise today. These arrangements should each be reviewed and balanced against the benefit of reducing emissions and increasing efficiency.."
(Organisation)

Many saw the choice to design new routes as an opportunity to develop and **modernise** the current system, which some see as outdated, some also stated this would be a way to gain more **control** over the flight paths.

Respondents mainly saw this as a way to improve **efficiency** and decrease noise levels, although some called for a change in the number of flights and the time of flights.

There was **not a consensus** on how the new routes should be structures, some argued they should aiming to avoid the largest number of people, while others sought for rural areas need to be protected.

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Continue with current arrangements (24%)

Of the quarter who chose this option, many did so in order to lessen change. Many argued that while there are no issues with the current system there is no point in trying to improve it.

As before, some argued that people are used to the current system, and have built their lives around it, any change would **disrupt** this.

There was some distrust as to whether the new flight paths would be beneficial, and there was concern around possible confusion and uncertainty they could bring.

"People have built their lives around the current flight paths, these should be modernised, but not altered if at all possible, no new people exposed to noise. Existing routes are designed to avoid the majority, so keep them where possible to avoid new people being exposed to noise."
(Individual)

"I think the locals are used to current flight arrangements"
(Organisation)

"Changing the flight paths will create confusion and uncertainty"
(Individual)

"Don't trust new routes to be beneficial to anyone other than the airports and airlines"
(Individual)

Question 6: Other airspace users

Question 6

Other airspace users

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

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

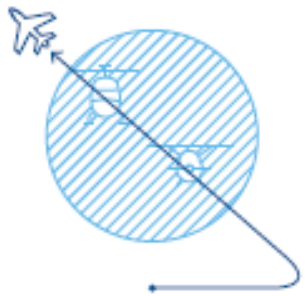
As we design future flight paths, we need to consider whether to:

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

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

Option 1 ☐

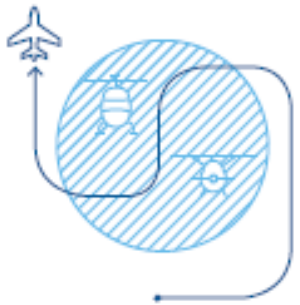
Design the best possible routes (for minimising noise, emissions and inefficiencies in operations at our airport) for aircraft flying to and from the airport, even if this disadvantages other airspace users.



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

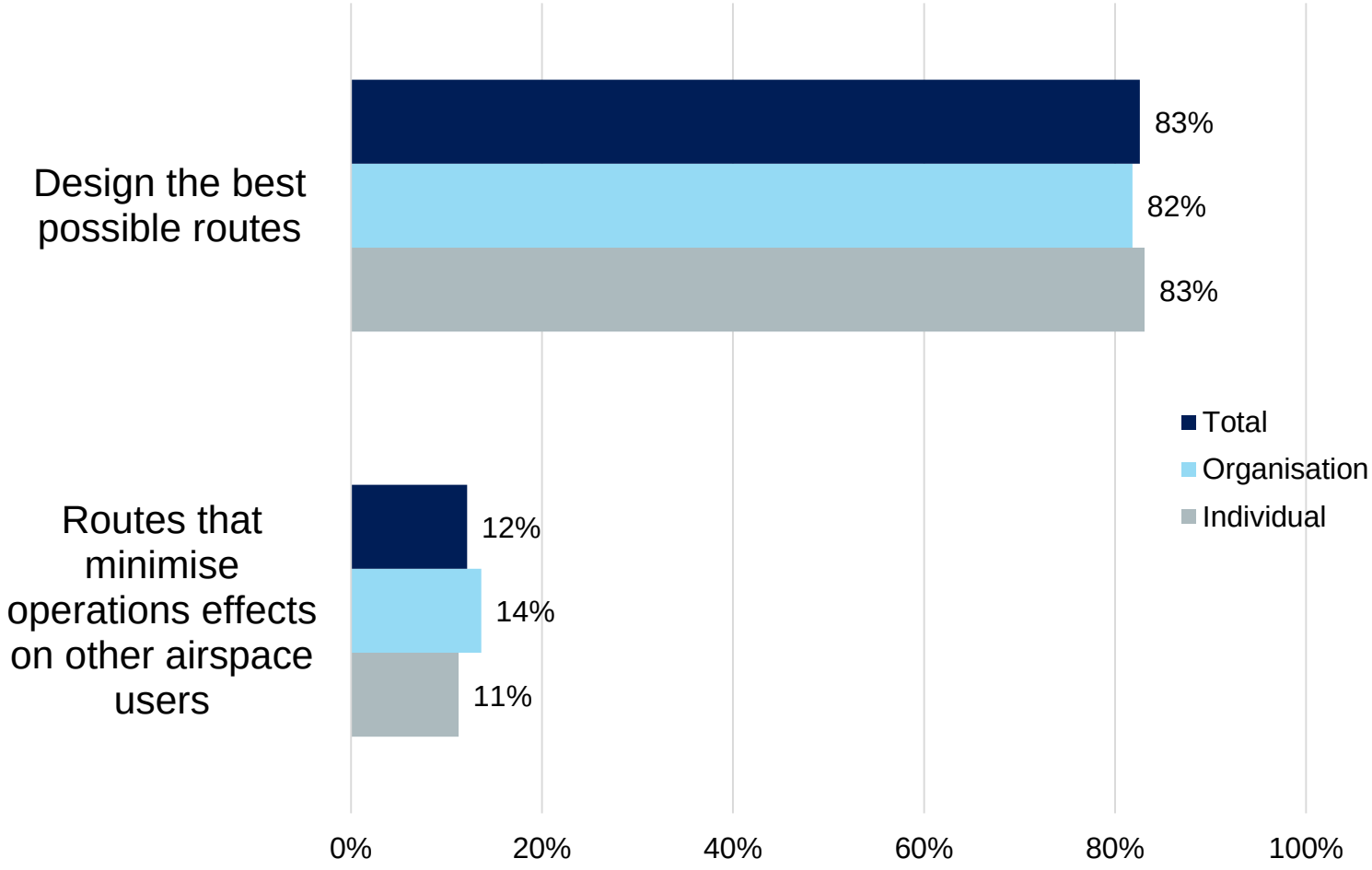
Option 2 ☐

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



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

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



Just over one in ten favour routes that minimise the impact on other airspace users, possibly because this could lead to increased noise and emissions, corresponding with previous results.

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Q6. *Other Airspace Users*
Base: 115 responses (71 individual, 44 organisations)
6 respondents did not answer (4 individual, 2 organisations)

Design the best routes possible (83%)

"Inhabitants are constant and immobile. Other aircraft users are transient. The residents must always take priority."
(Individual)

"Minimising noise, disturbance and reducing emissions are the most important factors in any decision. If this causes inconvenience to a private jet operator, then so be it!"
(Organisation)

"This is big international airport and its operations should be prioritised over other operations unless this affects air ambulances"
(Individual)

"Take off and landing routes tailored to optimise efficiency and lower the impact on the environment should first priority for the airport if it's to have a sustainable future"
(Organisation)

The overwhelming majority chose to design the best routes possible, although reasons appeared to be **divided** among this group.

Many argued airspace priority should be made with the **local community** in mind, as they are constant, accordingly any planning should be made to **minimise disruption** or **environmental impact**.

Others argued that routes should be designed to **prioritise the local airport**, and the **commercial and cargo** flights which would benefit the most people. Some stated that private users should be expected to make changes to their current behaviour and not **hold much influence** over the airspace.

Both of these groups, however, conceded that exceptions should be made in the case of **air ambulances and the police**.

Routes that minimise operations effects on other airspace users (12%)

The one in ten who favoured the routes designed to minimise operations effects on other users felt that the airspace **could not be owned by one user**.

Many believed changes should be **collaborative** and access should be **shared** across a range of stakeholders, including airlines, defence organisations and hobbyists.

"The changes made should be collaborative and as effective as possible. It is clear that there are some very important services which make use of the airspace."
(Organisation)

"I think our airspace should not just be open to the huge airlines/medical services etc., but it should allow all to enjoy the freedom of aviation, with the hobbyists in mind in particular."
(Individual)

"From an MOD perspective, it is important that provision is made to allow military airspace users access to any portions of controlled airspace when required to meet defense operational and training requirements"
(Organisation)

"My preference would be choice B because I don't agree with changing the airspace too significantly for aircraft such as military and air ambulance."
(Individual)

Question 7: Aircraft types

Question 7

Aircraft types

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

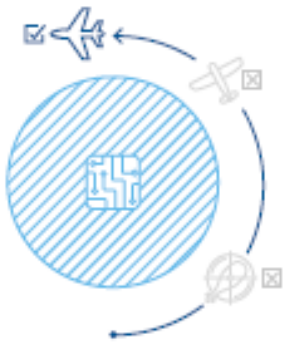
If we design flight paths that are suitable for all aircraft types, we may not be able to take full advantage of some of the latest equipment and techniques. This might mean, for example, that we can't minimise aircraft noise as effectively or that the airport operates less efficiently.

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

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

Option 1 ☐

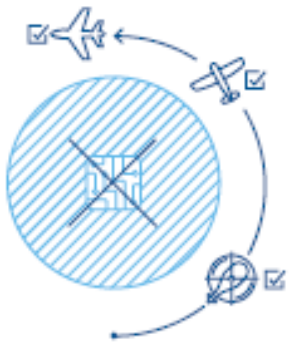
Take advantage of the latest technology and techniques, even if this makes flight paths more difficult for older and smaller aircraft.



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

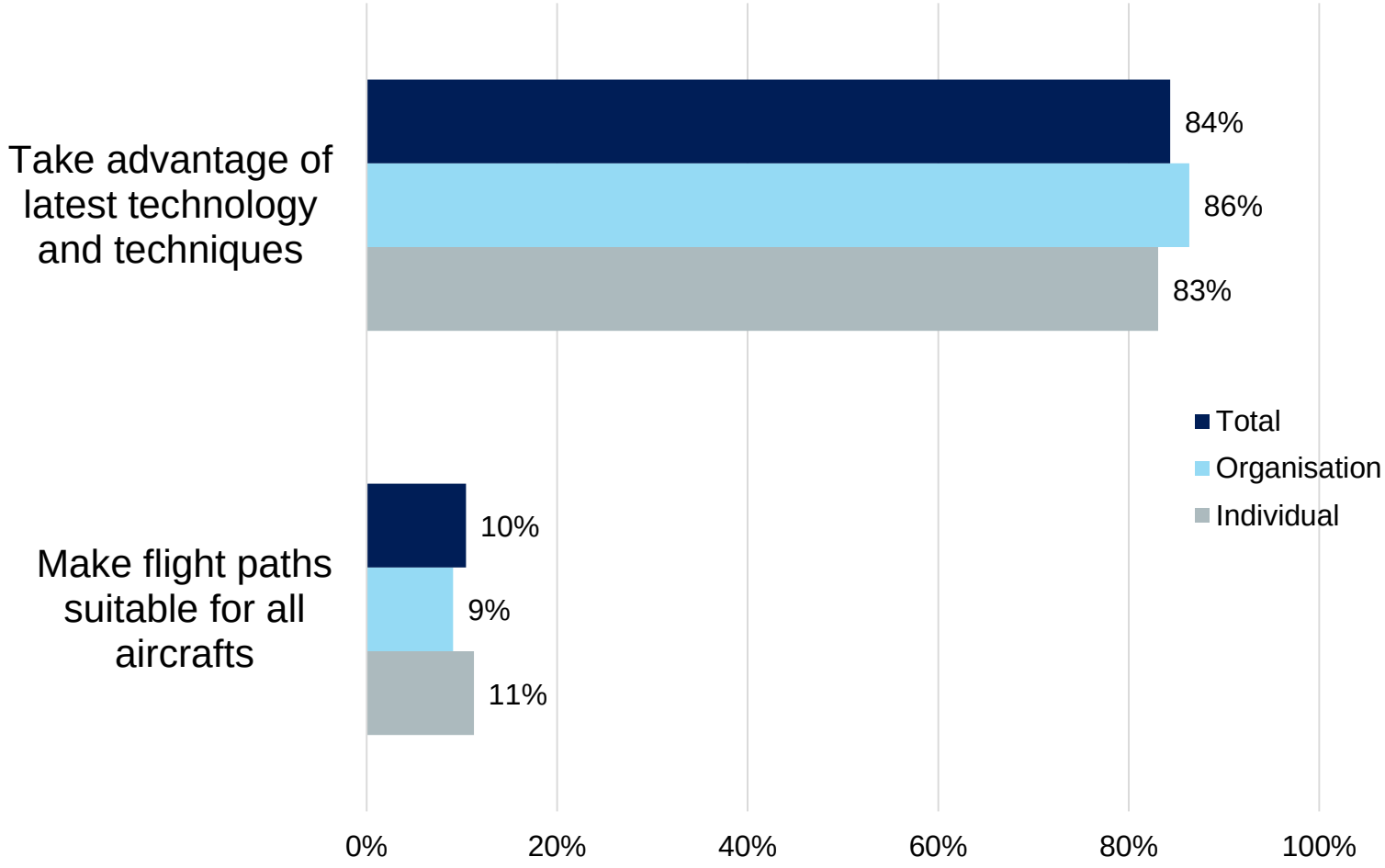
Option 2 ☐

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



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

Most (84%) prefer to use the latest technology and techniques to make flight paths, even if that makes it difficult for smaller and older aircrafts



One in ten think that continuing in order to allow all aircraft types to use the flight paths is the best approach, with no difference between individuals and organisations.

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Q7. *Aircraft Types*
Base: 115 responses (71 individual, 44 organisations)
6 respondents did not answer (4 individuals, 2 organisations)

Take advantage of latest technology and techniques (84%)

“Future improvements to aircraft efficiency - such as noise and air pollution improvements - must be the priority
(Individual)

“As technology is developing, and this is introduced with more operators, it's important that these benefits can be realised. Designing flight paths suitable to what the current state is, without future-proofing what changes are occurring doesn't seem beneficial.
(Organisation)

“As technology advances it needs to be used. Future aircraft designs will adapt to this. Old aircrafts will not last forever and things will not improve without embracing new technology.”
(Individual)

“Older aircraft are generally less efficient and should be upgraded sooner rather than later to reduce environmental impact. It seems unwise not to proceed with more efficient direct routing for the sake of a minority of older less efficient aircraft
(Organisation)

The majority of respondents supported this approach, many doing so because they felt modern aircrafts will make **less emissions and noise**, benefiting carbon emissions targets as well as the **health of the surrounding community**, something which many highlighted as their priority.

Others felt it was a **logical solution** as older planes require maintenance work and would eventually be phased out, making newer planes compulsory. Some felt this offered an opportunity look forward and **future proof**, upholding London Stansted’s reputation as a **modern airport**.

Make flight paths suitable for all aircrafts (10%)

A handful chose to make flight paths suitable for all aircrafts. Half of those who chose this did not explain their reasoning. Of those who did they explained **that all users should be catered for** until certain technology is phased out.

"I like technology but everyone needs to be catered for. New planes, old planes but safety is the most important thing."
(Organisation)

"Bring in technology for newer planes but allow old ones to use existing routes until they are phased out. Again the key should be local residents not what suits MAG or the airlines"
(Individual)

"It seems that new technology needs to accommodate old technology. I am not in favour of making the airport so high tech that it excludes current users."
(Organisation)

Question 8: Multiple flight paths in the same area

Question 8

Multiple flight paths in the same area

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

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

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

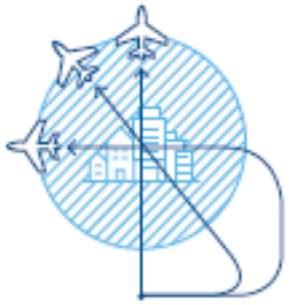
When we design future flight paths, we need to find the best overall outcome and consider whether we should prioritise:

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

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

Option 1 ☐

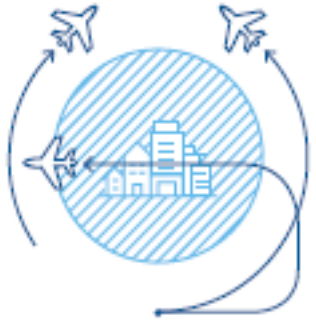
Make sure each route can achieve the best balance between reducing noise and keeping emissions low, even if this means some areas are overflown by several routes.



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

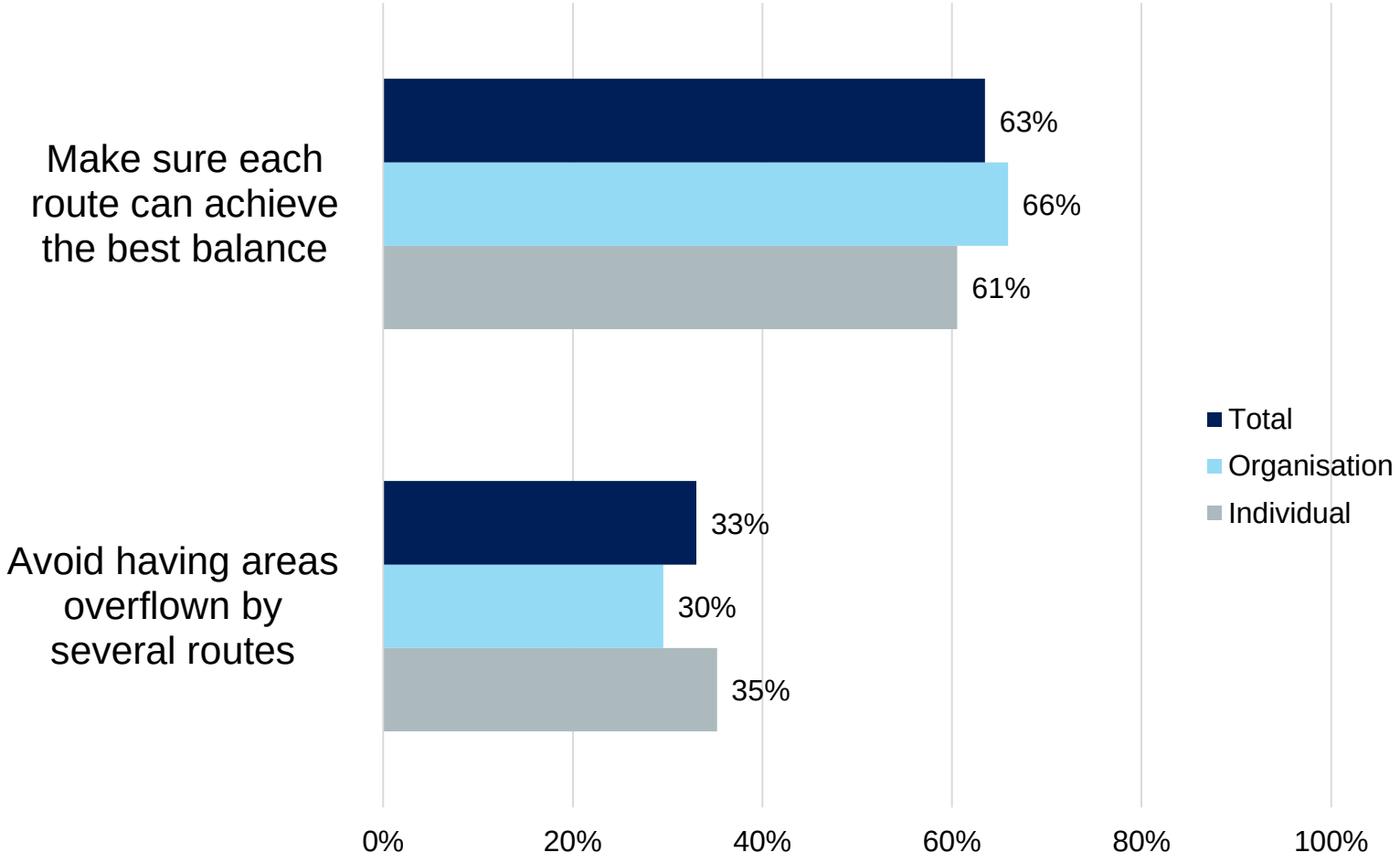
Option 2 ☐

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



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

Just over three-fifths (63%) would prefer to make sure each route can achieve the best balance between reducing noise and keeping emissions low



This rises to 66% among those responding on the behalf of an organisation

A smaller but still sizable portion (33%) preferred that the design of the flight path should avoid having areas overflown by several routes

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Question 8. *Multiple Flight Paths in the Same Area*
Base: 115 responses (71 Individual, 44 Organisation)
5 respondents did not answer (3 Individual, 2 Organisation)

Make sure each route can achieve the best balance (63%)

A large number of those who agree to the best balance even if this means some areas are overflown by several routes often referred to the importantance of **reducing emissions** and **noise pollution** in anyway possible. If this is the case, and considering the length of time existing flight routes have been in place, it was agreed that a balance is a **clear and logical** way forward.

Efficiency was also heavily cited. Many suggested that as long as the several routes don't impact the efficiency of flight paths, then this is the correct option.

Some suggested that an essential factor for this to work is if the areas being overflown are **suitably informed** of the changes in advance and to be given an explanation of the decision process. A handful cited **transparency** and **regular communication** is key, with **penalisation** as an alternative to aircrafts that do not abide by the criteria.

"Always look at ways to reduce emissions and noise. Unfortunately this may impact some people who are not overflown at the moment but it helps everyone in the long run."
(Individual)

"If the overflown areas are suitably informed of the changes (in advance/regularly), and if the increase in aircraft is fairly split over these communities, you should be able to balance out the affects. Ultimately, efficiency should be the focus."
(Organisation)

""If the most important matter is that less people are affected by noise and emissions are lower it doesn't matter if areas are overflown by several paths."
(Individual)

"Ensuring ALL aircraft stay on track, would be a first. Heavily penalise those that don't and publish complaints/ findings regularly. Make yourselves transparent, the public deserve that respect.""
(Individual)

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Avoid having areas overflown by several routes 33%

“From an individual’s perspective, several routes combining would generate considerable background noise with no rest bite from that noise. Different routes will facilitate gaps in that noise (provided that gap is not filled by an aircraft from another airport).”
(Individual)

“very much depends on how you choose to define "minimise noise" - noise perceived by which individuals? But highly undesirable (and possibly less safe) to have the same areas overflown by several routes - especially when arriving and departing traffic at differing heights at the same time of day is considered”
(Organisation)

“Sharing the noise burden across communities will mean no single local area is overly impacted and carrying routes is key to that”
(Individual)

Many who would prefer to avoid having areas overflown by several routes touched on the theme of **fairness** and **distribution** of noise. Respondents highlighted the importance that by avoiding regular overflown areas the same location does not have to carry all of the **noise burden**.

- Some stated by effectively altering the flightpaths, areas can have a break from **undesirable noise** and **emissions** caused by air traffic, changing depending on the time of day

Opposed to the alternative option, respondents here said that **inconvenience** to those living under several routes outweighs the efficiency of flightpaths

Question 9: Areas that we should avoid flying over

Question 9

Areas that we should avoid flying over

The flight paths we design will control aircraft flying at heights of up to 7,000 feet. The areas that might be overflown up to this height are shown in the diagram on page 13.

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

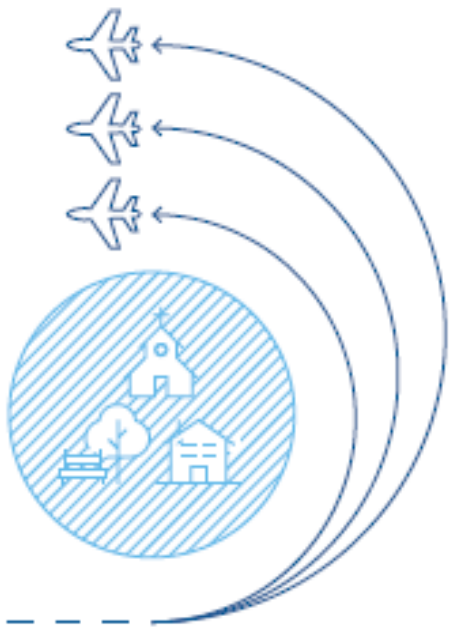
It may also be inappropriate to fly over some areas, for example if they present a danger to aircraft because they are used for military training or have a large number of birds.

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

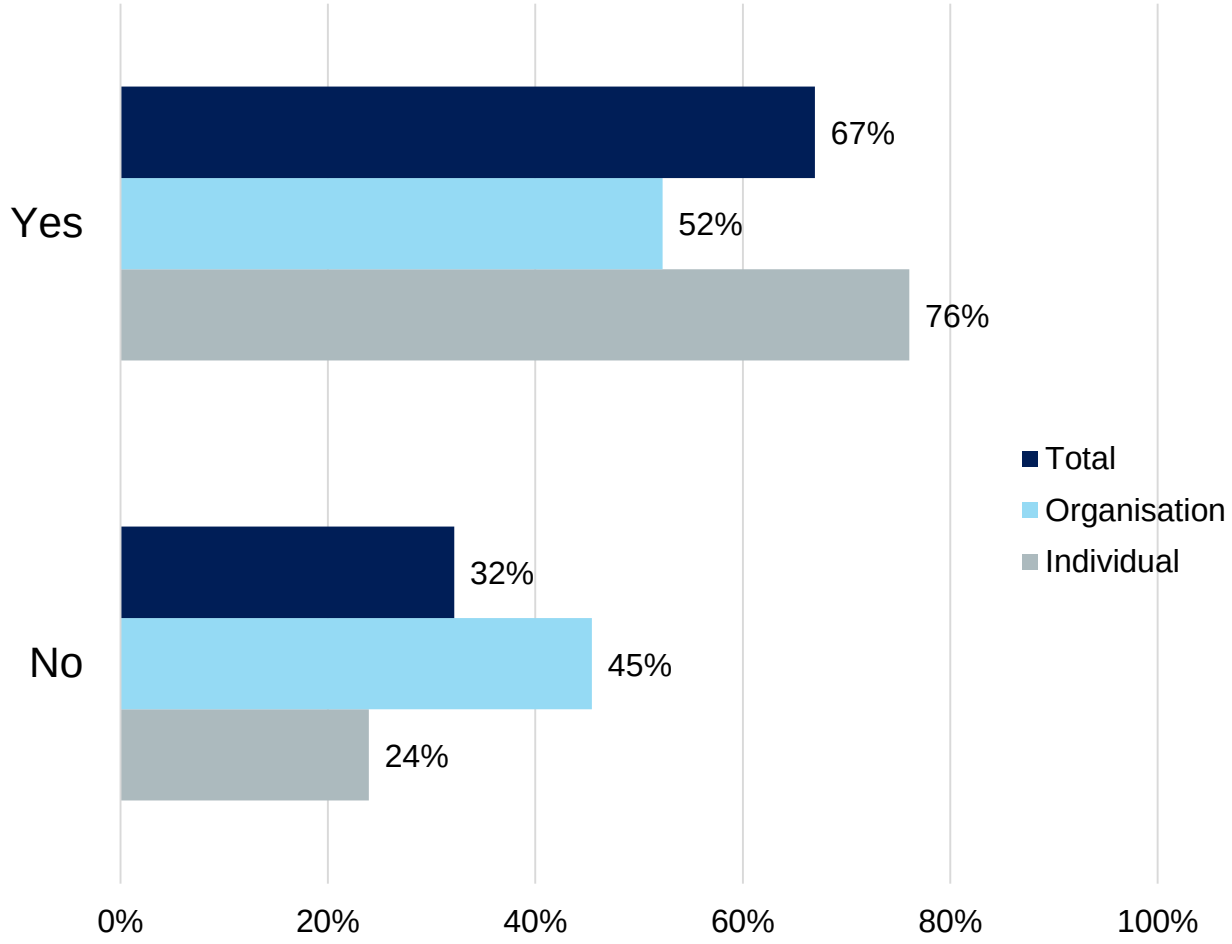
Yes ☐

No ☐

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



Over two-thirds (67%) named a specific area or building(s) the airport should try to avoid flying over



Three quarters (76%) of individuals mentioned a specific area or building(s) compared to half of those answering on the behalf of an organisation

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Question 9. '*Areas That We Should Avoid Flying Over*
Base: 115 responses (71 Individual, 44 Organisation)
1 respondent did not answer (1 Organisation)

Schools, medical sites and places of worship

"…ensure that no educational establishment is affected by noise, so everyone can enjoy'"
(Individual)

"Local hospital, schools, Bishop's Stortford Town centre, - emissions, and noise"
(Individual)

"Bishop's Stortford, the whole town, but in particular the schools. Bear in mind that The Bishop's Stortford High School will be moving to a site south of the town that is currently a farmer's field. This needs to be factored in. Taller buildings should not be overflown at a low altitude because of vibration"
(Individual)

"Churches (low/regular flying aircraft on a wedding day...) - hospitals (disturbance to vulnerable in-patients)"
(Organisation)

Educational facilities, **medical sites** and **churches** were areas of concern when asked of areas to avoid flying over. These were recognised as places that would be negatively effected from the **noise** and **emissions** of flightpaths. Often all three would be mentioned together.

.

A few recognised the danger of low flying aircrafts, explaining that **tall buildings** such as churches should avoid being flown over, especially at low altitude because of the damage the aircrafts **vibrations** can cause, this was reinforced by respondents suggesting flightpaths avoiding any of the above, within an agreed **radius** of the airport.

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National trust areas and wildlife reserves

Concerns were raised about flying over **national trust** areas, **forests** and **wildlife reserves.** Those of close proximity to Stansted airport such as **Hatfield Forest** and the local villages surrounding it, were cited frequently

By far the most mentioned reserve was **Patmore Heath** as it is a **Site of Special Scientific Interest (SSSI)**. Those who mentioned this specific area highlighted that noise pollution can risk the **biodiversity** of the wildlife inhabiting there.

Additionally, a large group recognized the importance of **leisure activities** and **relaxation** in these areas, that may be disturbed if flown over

"Patmore Heath (SSI) and the surrounding area is a haven for wildlife. Noise pollution risks changing that and the biodiversity of the area. Many new species have returned during the reduced flying period of covid."
(Individual)

As stated in your list, any area where there is a risk to nature and/or the aircraft users. Buildings can be relocated however reserves and nature can't.
(Organisation)

"Patmore Heath and any other areas of SSI as these are important rural spaces and many people chose to live there and nearby as noise causes anxiety. Many people also use them for important leisure activities such as walking and cycling"
(Individual)

Question 10a: Meeting requirements

Question 10

Meeting requirements

As we design our flight paths, there will be certain national and international safety, regulatory, legal and operational requirements:

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

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

Yes ☐ No ☐

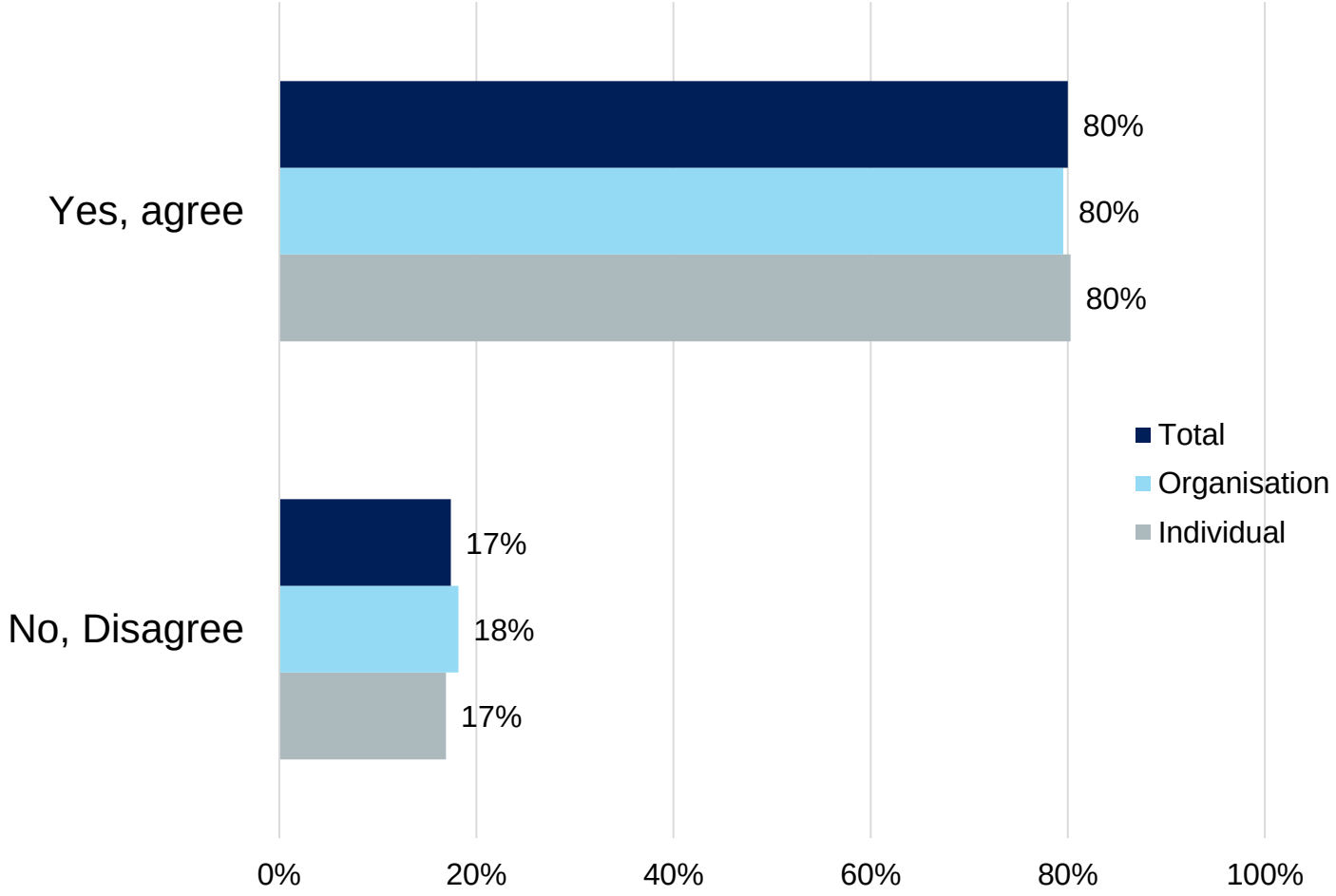
If no, please explain why.

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

Yes ☐ No ☐

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

Four-fifths (80%) agree that any design should be in line with the five international, regulatory, safety and operational requirements



Agreement level is consistent among organisations and individuals

The five requirements are:

1. Safety
2. Industry standards and regulations
3. Consistent with the national system of aircraft routes
4. Maintaining and improving our airport
5. Keeping to government policy

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Question 10a. *Meeting Requirements*
Base: 115 responses (71 Individual, 44 Organisation)
3 respondents did not answer (2 Individual, 1 Organisation)

If no, please explain why. (33%)

"I do believe your first priority should be to engage with the local community and it's representatives and from there engage in a strategy that is fair to all parties"
(Organisation)

"Industry standards are not legal obligations... in the past this has been used to avoid reducing noise and impact on local communities."
(Individual)

"Because you do not value the option of flying less, of disrupting fewer people's lives. You do not see benefit in low emissions and clean air. Even "quieter aircraft" is a relative term…"
(Organisation)

"Because the NATS system is deeply unfair for those who are affected by it and it is fairer to spread out the flights."
(Individual)

A large number of those who disagreed that any design for future flight paths must meet the five requirements, claimed this was because industry standards do not take in to account the **local communities** and unique areas around the airport.

A handful of respondents also expressed the **unfair** system of concentrating flights over a narrow air space, **disproportionately** affecting a minority of people, again avoiding a **moral obligation** to surrounding areas

As with earlier questions, some suggested the priority should be to **engage with the local community** about the strategy Stansted chooses to take forward and the impact it may have

Question 10b: Other requirements that our new flight paths must meet

Question 10

Meeting requirements

As we design our flight paths, there will be certain national and international safety, regulatory, legal and operational requirements:

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

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

Yes ☐ No ☐

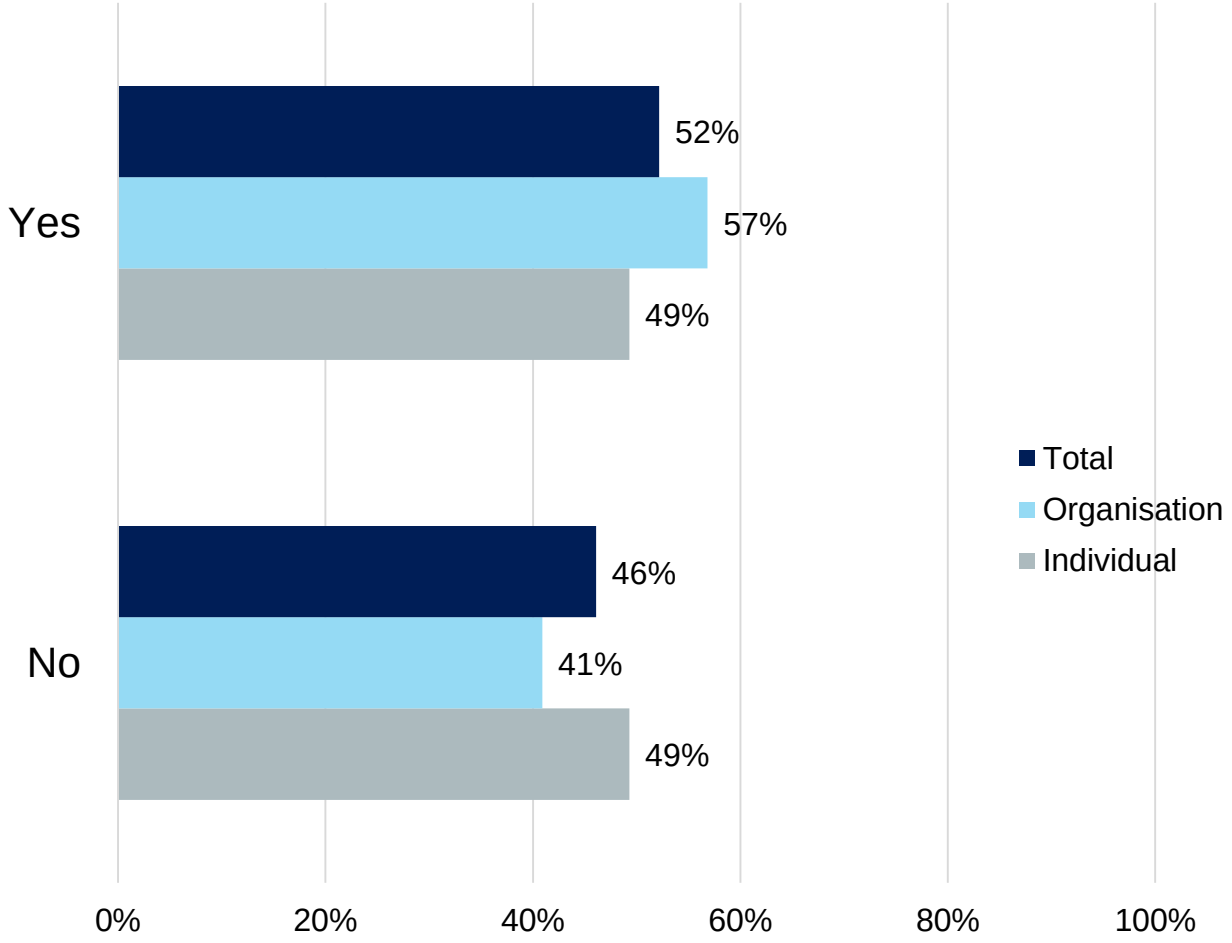
If no, please explain why.

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

Yes ☐ No ☐

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

A similar portion said there are other requirements that the new flight paths must meet to those who said there are not



Six in ten (57%) of respondents answering on behalf of an organisation suggested another requirement

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Question 10b. *Do you think there are any other requirements that our new flight paths must meet?*
Base: 115 responses (71 Individual, 44 Organisation)
2 respondents did not answer (1 Individual, 1 Organisation)

If yes, we also ask you to explain your views and add anything else you think we should consider (52%)

Consider having different routes for daytime and evening. Avoid schools during the day but built up areas at night etc.
(Organisation)

"Night time cargo planes should be closely scrutinised. In rural areas, where there are no other noises, these majorly disrupt sleep patterns which everyone knows is important for health"
(Individual)

"There needs to be a much higher focus on the need to reduce air traffic for the earths long term sustainability"
(Organisation)

"There should perhaps be a standard that flight paths should seek to operate causing as few carbon emissions as possible, taking into account the other factors such as legislation and local agreements etc."
(Organisation)

A substantial portion of those who think there are other requirements to be met are concerned by the lack of **environmental policy** within the current list.
Many state a need for focus to be put on **sustainability** to show that Stansted is looking at this subject seriously, with the possibility of 1.*Safety* being explained in more depth and extended to include **environmental safety**

Some suggest the use of **cleaner** and **quieter aircrafts**. This is in line with comments made previously by the majority who think it is important to take advantage of the **latest technology and techniques.**

Restrictions of night time flights were also cited frequently, with the **disruption of sleep** and the impact it can have on peoples health being the main reasons for this**. Altering routes** during the night, **not allowing cargo flights** after a certain time and **imposing limits** on the number of flights at night were all suggested as extra requirements that could be added to the existing list

Question 11: Other things to consider

Question 11

Other things we should consider

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

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

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

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Question 11. *Other things we should consider*
Base: 115 responses (44 Organisation, 71 Individual) 3 did not answer (1 Organisation, 2 Individual)

Other things to consider

Many extra comments revolved around people in the surrounding communities being assured that their concerns are understood and prioritised, specifically relating to **noise pollution** and **night time flights.**

Some comments referred to the **environmental impact** and the importance of investing in a **sustainable** future

A small portion said to consider a more **flexible** navigation system, and the consideration of limiting some **non-essential flights**

"1) keep/get the planes as high as possible for as long as possible
2) people from towns and cities fly on planes, they must accept some of the downside and have some flights overhead
3) consider background noise levels when thinking about noise
4) the timeline for sorting all this out looks very long. This change has been talked about for many years already. Consider accelerating the programme of change. Be bolder."
(Organisation)

"Consideration of the views of local residents and communities of any proposed new flight paths"
(Individual)

"Investing in green technology, setting a positive example to the future as the new generation consider this a very important factor"
(Organisation)

"Disruption due to communities from night flights is already significant. Stansted should have similar rules to other airports that have an absolute moratorium on landings after 00:00 for larger or older aircraft."
(Individual)