YouGov Phase Two Focus Groups Feedback Report

Stage 2 Develop and Assess

MAG East Midlands Airport

December 2022

Future Airspace Research: Phase 2 – route designs and rationale – engagement part 2

Background, aims and objectives

Background

As part of Government proposals to modernise the way UK airspace is managed, UK airports have been tasked to undertake extensive engagement and consultation with stakeholders and local communities. From 2018 onwards, East Midlands Airport together with NATS, the CAA and other airports have been working together to shape the airspace design on which it will formally consult. Before this, the task is to speak to individuals that have an interest in the airspace around EMA to provide feedback on principles that will be used to redesign the airspace, and the new routes generated, as part of the overall programme.

Further to engagement carried out during Stage 1, there is now a need to test the early design work using a mixture of stakeholder engagement and general public opinion gathering. Initial forums took place in early 2022 to capture initial reactions to the draft design envelopes – this research builds on that to explore whether or not local stakeholders are satisfied that the draft envelopes and potential routes within them meet the design principles outlined and that they are satisfied that EMA is rigorously applying them in the design.

Aims / objectives

Ultimately, the research sought to identify:

- Whether respondents understand the rationale for the design envelopes and draft routes (e.g. design considerations, arrivals and departures boundaries, and constraints)
- Whether they feel that the envelopes and routes take into consideration the design principles established by EMA
- The importance of respite and what that might look like
- Whether there are additional local factors that EMA must consider in their design envelopes.

Method and sample

The research involved ten 1.5 hour focus groups with members of the public living in close proximity to East Midlands Airport. Research took place between 8th to 17th November. Respondents were recruited by YouGov, drawn from the YouGov panel, and local members of the public who had engaged on the East Midlands Airport programme previously.

Four of the sessions focused on departure routes and the remaining four focused on arrival routes. Participants were asked to attend one of each. In total, 53 participants attended one session, of which 47 attended both.

Three of the discussion groups took place in person, at a local hotel with the remaining ones took place over Zoom. Participants were given the option of whether or not they wanted to attend in person or in an online setting.

The groups had a deliberative element, with a large amount of information shown to participants throughout. EMA provided technical support, feeding back on any technical questions raised by respondents during the groups.
Where quotations are used in this report it is to give an indicative sense of the types of responses that were received, rather than to reflect a consensus view.

Timeline

We are here

2019/2020		2022/2023	2023/2024	2024	2025	2026	2027 onwards
Stage 1 **Define**		Stage 2 **Develop and assess**	Stage 3 **Full public consultation**	Stage 4 **Update and submit proposals**	Stage 5 **Decision**	Stage 6 **Implementation**	Stage 7 **Post-implementation review**
Step 1A In May 2019 we sent the CAA our Statement of Need, which was approved and provisionally classed as a Level 1 change.	Step 1B We gathered views on Design Principles during 2019. Our Stage 1 work was approved by the CAA in January 2020.	Using the Design Principles produced during Stage 1 as a framework to evaluate different design options, we will develop and assess options for any airspace change. We will send details of those design options to the CAA for approval in Spring 2022.	We will prepare to consult the public on these options. Once we have approval from the CAA to proceed, a formal consultation will take place in late 2023/2024.	We will update our airspace change proposal, taking stakeholders' feedback into account, before sending it to the CAA in 2024.	We expect the CAA's decision on whether to approve any airspace change in 2025.	If approved, any airspace changes could be put in place in 2026.	The CAP1616 process gives the CAA and airports 12 months to review any change that has been made to airspace.

[1] Level 1 changes are high impact changes to notified airspace design which have the potential to alter traffic patterns below 7,000ft

All future dates are provisional pending CAA approval and alignment with the wider Airspace Modernisation Strategy

East Midlands Airport

East Midlands Airport Future Airspace - Stage 2, Develop and Assess

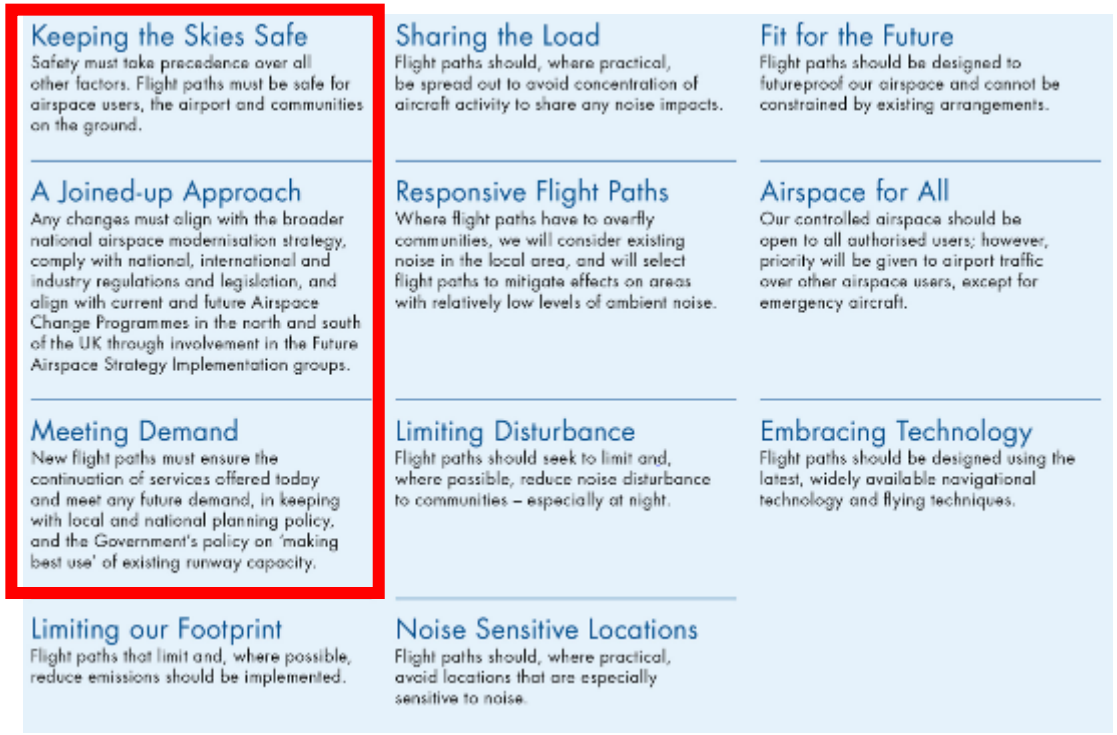
Airspace modernisation review – thoughts on the process

- As we have seen in other areas the length and complexity of the process is reassuring – leads participants to believe it is thorough and detailed.
- They are happy that the consultation is opening up to the public and that anyone can take part (concern that the focus groups alone are too small a sample)

- Concerns that there may not be enough publicity underpinning the public consultation and that EMA might not wish to inform the public about it.
- Concerns too that EMA will just “plough on regardless” – so seeing how they have taken on board feedback is a valuable exercise.

YouGov

The principles are fine – in principle



Keeping the Skies Safe
Safety must take precedence over all other factors. Flight paths must be safe for airspace users, the airport and communities on the ground.

Sharing the Load
Flight paths should, where practical, be spread out to avoid concentration of aircraft activity to share any noise impacts.

Fit for the Future
Flight paths should be designed to futureproof our airspace and cannot be constrained by existing arrangements.

A Joined-up Approach
Any changes must align with the broader national airspace modernisation strategy, comply with national, international and industry regulations and legislation, and align with current and future Airspace Change Programmes in the north and south of the UK through involvement in the Future Airspace Strategy Implementation groups.

Responsive Flight Paths
Where flight paths have to overfly communities, we will consider existing noise in the local area, and will select flight paths to mitigate effects on areas with relatively low levels of ambient noise.

Airspace for All
Our controlled airspace should be open to all authorised users; however, priority will be given to airport traffic over other airspace users, except for emergency aircraft.

Meeting Demand
New flight paths must ensure the continuation of services offered today and meet any future demand, in keeping with local and national planning policy, and the Government's policy on 'making best use' of existing runway capacity.

Limiting Disturbance
Flight paths should seek to limit and, where possible, reduce noise disturbance to communities – especially at night.

Embracing Technology
Flight paths should be designed using the latest, widely available navigational technology and flying techniques.

Limiting our Footprint
Flight paths that limit and, where possible, reduce emissions should be implemented.

Noise Sensitive Locations
Flight paths should, where practical, avoid locations that are especially sensitive to noise.

- As was the case with other airports, there was no dispute with the rationale behind 'ringfencing' three principles as 'must-haves'.
- It was understood that safety is paramount – and the need for a joined up approach was also important (though this led to some concerns that other airports may not be treating the process with the same diligence)
- However, as was seen in 2021, there was confusion about the 'Meeting Demand' principle which indicates to many that it is the demand of the future not the demand of the present.
- And can more principles not be enshrined as 'must-haves'? Particularly noise and pollution?

"Where we are, the training flights are probably the most disruptive because they come over the house for two hours at a time, over and over again, and I just think just small tweaks to that would be really helpful."
Group 1

"The other thing that occurred to me since the summer is that the design principles of sharing the load and limiting disturbance, it's not possible to sit them together. As an overall solution, it may be, but for individual locations, sharing the load is going to mean increased disturbance, and I think those two design principles are mutually exclusive. I think you can't meet both of them." Group 1

YouGov

The environment/emissions was raised less often

Generally participants had less to say than in Manchester or Stansted on environmental issues – they were pleased to see them enshrined in the principles, but noise was always the priority for most.

Those who tended to mention this issue were younger people who were less affected by noise pollution, and who tended to live in the larger cities where pollution is a problem more generally.

"I have to say that I'm willing to be a bit more uncomfortable if my environment is going to improve. Here we are in November, and it's warm. So, you know the climate change, is right in our faces." **Group 9**

Departures

Feedback from phase 2a part 1 seems to match their priorities

- It was reassuring to see noise given such prominence in the feedback – separated out into four sub-categories made participants feel like it was being properly addressed.
- There was great interest in the routes that follow motorways, railways etc. and where they would be placed.
- But presentation is crucial – and there was a perception of an ‘ordering effect’– with many concerned to see the environment at the bottom of the second page – for some (particularly those least affected by noise) it is THE key priority.

YouGov

Phase one feedback – general themes

	Feedback	Response
Respite	The alternative departure envelopes do not appear to present the most efficient means of delivering respite.	The alternative departure envelopes have been removed. New envelopes have been created and some envelopes have been extended to create further opportunities to create respite. Design principle link, Sharing the Load.
Community noise impacts	Managing noise impacts on communities close to the airport is a key concern. Many stakeholders asked us to avoid overflying specific villages, towns and cities.	Options have been included in each envelope that avoid direct overflight of specific areas of population, including those specifically mentioned, wherever possible. Design principle link, Limiting Disturbance.
Community noise impacts	Routes should be placed in areas where they cause the minimum noise disturbance to communities	Options have been included that aim to follow non residential areas, for example by following the path of major road networks, where possible. Design principle link, Responsive Flight Paths.
Community noise impacts	Consideration should be given to varying the initial departure to minimise noise impact on communities that are particularly close to the airport e.g. through tighter turns.	Opportunities to create respite are featured in various ways through the design, for example, by creating as many design envelopes as possible with varied options within them. In addition, some options have been developed that depart with an offset to potentially provide respite to communities that are particularly close to the runway centreline. Design principle link, Limiting Disturbance.
Community noise impacts	Consider steeper climb gradients	We know from engagement with our airlines that a 6% climb gradient is suitable for the fleet of aircraft in operation at LMA, which is consistent with our technology design principle which outlines our commitment to support technology that is widely available. However, 6% will be a minimum and it is likely that our designs will allow those aircraft that can climb more quickly to do so. Design principle link, Limiting Disturbance, Embracing Technology.
Housing development	Consideration should be given to new/ proposed housing development within Local Plans.	The CAP1616 process requires us to consider local plans. All known committed local plan allocations and large sites with planning consent will be included as part of the overflight analysis that will form part of the Initial Options Appraisal (IOA). Design principle link, Limiting Disturbance.
Sensitive areas	Green spaces and other cultural sites are important. The location of SSSIs and other sensitive sites should be considered.	The location of sensitive sites as defined in the CAP1616 guidance has been included in our route options maps to provide clarity for stakeholders, options that take account of these have been provided. Sites that fall within the definition of tranquil areas will be identified; and considered as part of the environmental appraisal of the route options. This will be extended to heritage sites and parks as well as sites with ecological designation such as Ramsar sites and SSSIs. Design principle link, Noise Sensitive Locations.
Night operations	Operations at night are of particular concern.	At this stage of the process we are required to look at the location of route options only, not how each route might be used as part of the system of routes. This will come later in the process after the completion of Stage 2. However, the Sharing the Load design principle leads us to consider how we can create predictable respite or relief, either through the design (where the routes are) or how they are operated and that would include night operations which we understand is particularly sensitive. Design principle link, Sharing the Load.
Training flights	Training flights are most disruptive, these should be considered as part of airspace change.	Our airspace change relates to routes used by aircraft that join the NATS national route network at 7,000 feet. Training flights do not join this network and therefore do not form part of the airspace change process. Training flights are however considered as part of the Noise Action Plan, more detail on how these are being addressed and the progress that has been made can be found in the pre-read material.
Environment	Consideration should be given to environmental impacts of any changes.	As part of our design principles evaluation, in line with our Limiting our Footprint principle, each route option will be assessed to estimate the fuel burned and emissions generated. This will enable a comparison to be made between each option to provide a picture of the comparative environmental impact of each. Design principle link, Limiting our Footprint.

But some concerns are more keenly expressed amongst the most vocal

Phase one feedback – general themes

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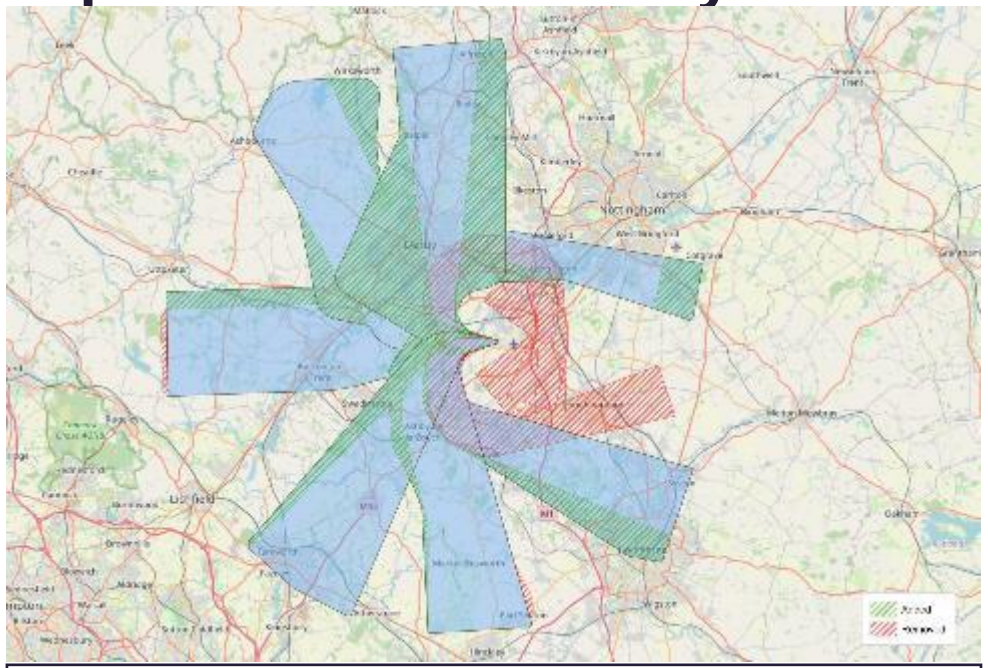
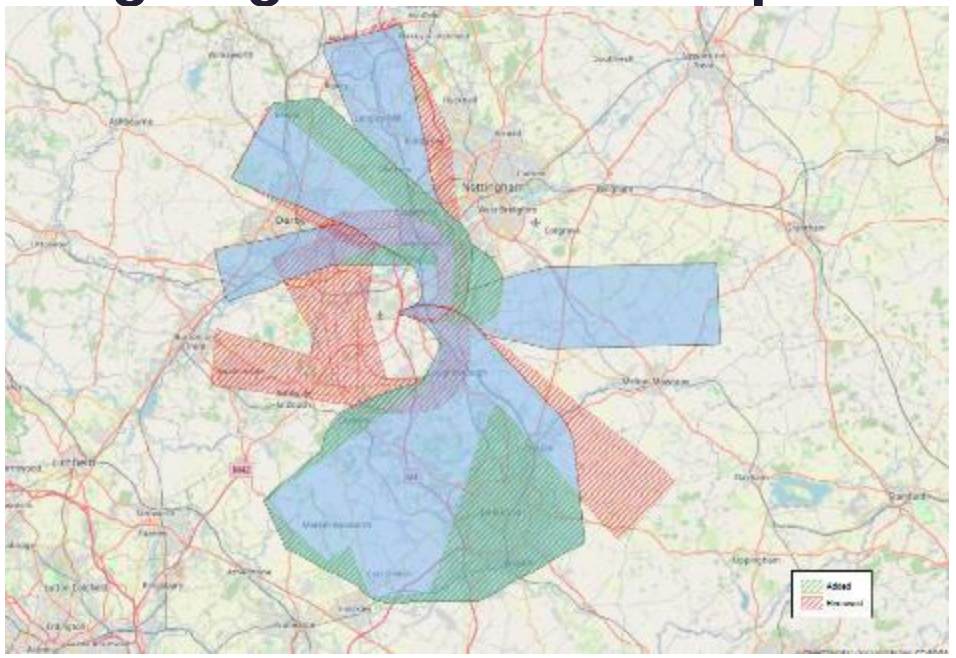
- For participants who were most likely to be affected by airport noise (and who monitor flights on flightradar etc.) there are specific, pressing concerns about night flights, and training flights, amongst others.
- They are keen for these to be addressed in an ongoing way, not just as responses to the initial wave of feedback.
- And the inclusion of housing developments is a concern – feels unjust to some, as if too much prominence is being given to potential, as opposed to existing developments (many of which were there before the airport).
- So it was not the case that any feedback was missing from the list – more a question of how this feedback is balanced and weighted.

Participants had little to say about the ongoing work to envelope design





The challenge

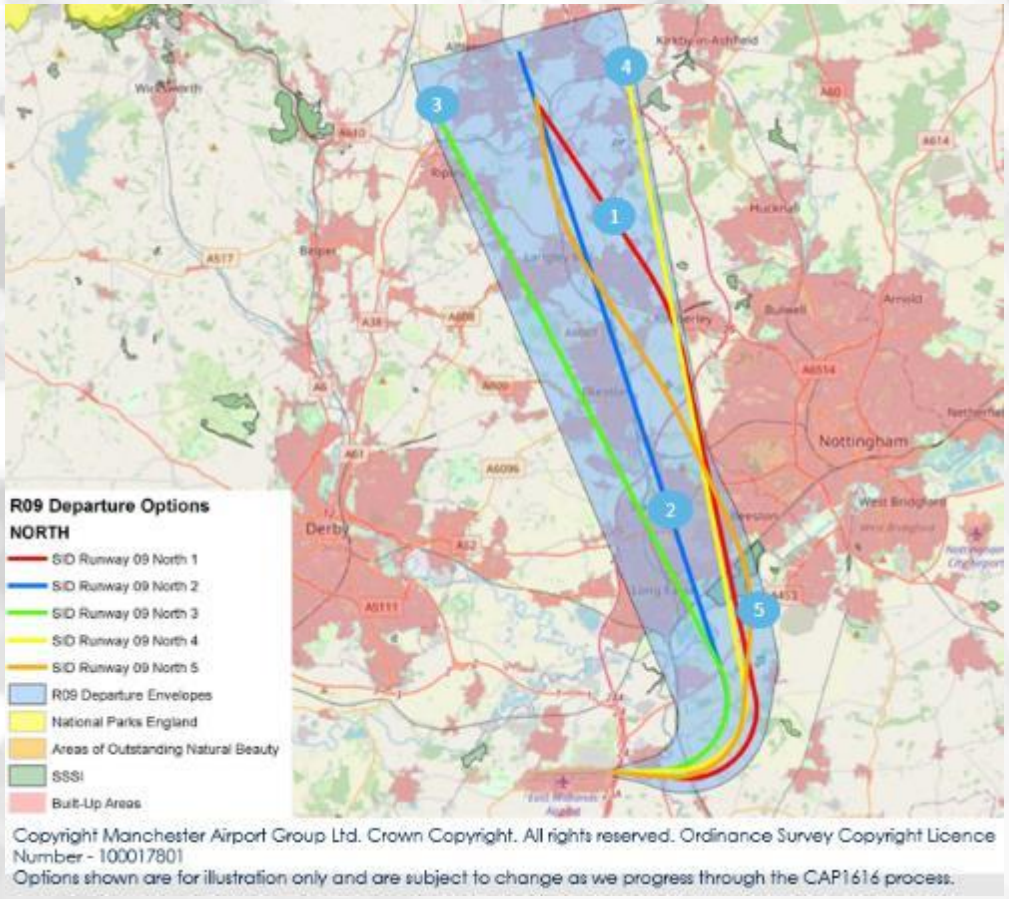
Before being shown the routes within the envelopes it is difficult to understand exactly what the envelopes represent – for many it simply looks like a sky full of planes!

Recommendation

Seeing the before and after is key – it is not immediately clear to participants that the existing departures could be spread across these envelopes. Rather than them being an empty highway for more planes.

Departures and departure routes

“What you seem to be asking is, is it clear from the information you're giving us, that the feedback from the first sessions, and all the design principles have been taken into account on these flight paths. And the answer is yeah but it does feel like a little bit more depth on how the decision is going to be made? Because obviously we're not making the decision tonight. We're just feeding back. How are those principles going to be applied? To which of these lucky numbers are going to be the winners?” **Group 3**



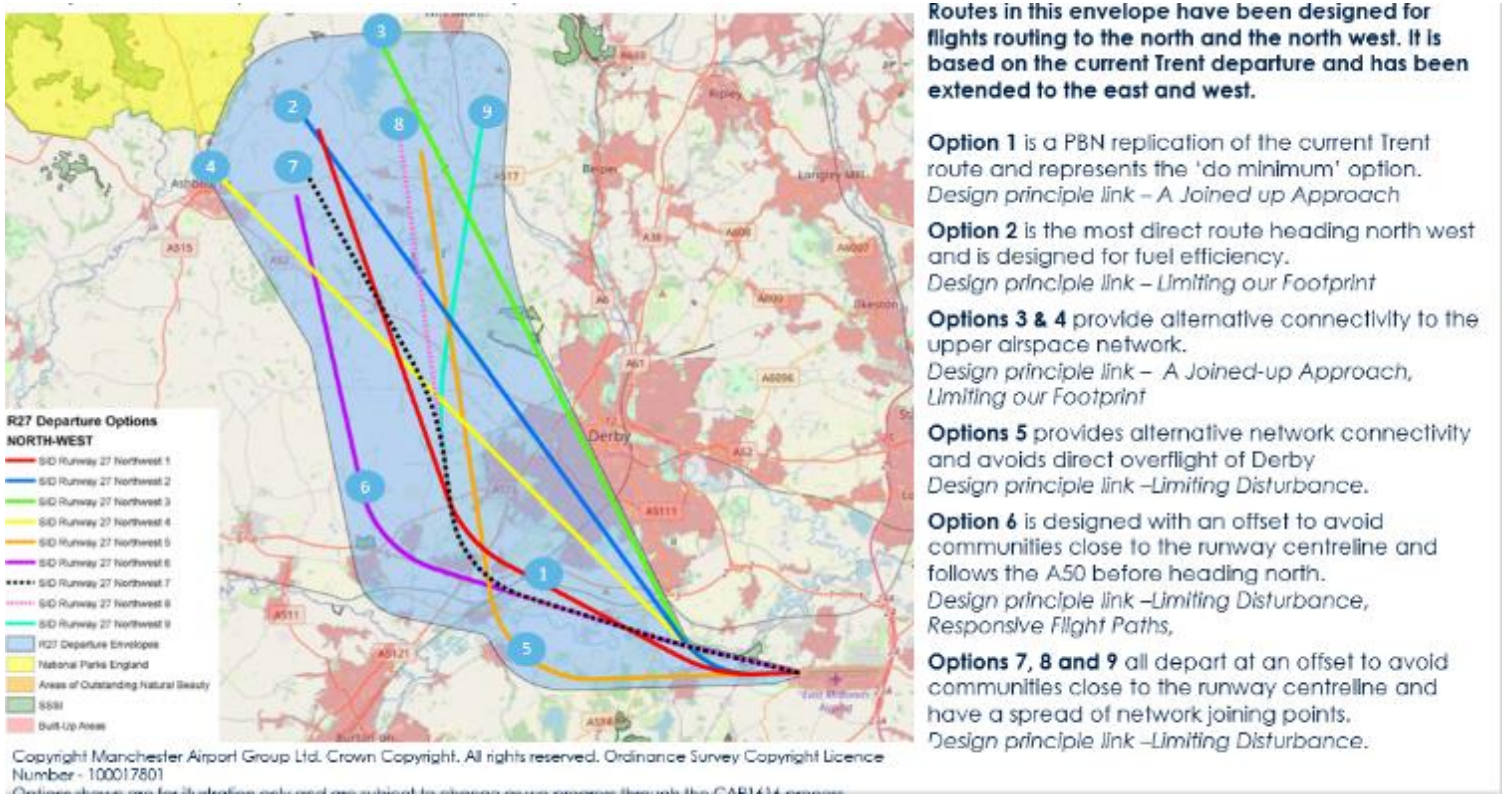
Options shown are for illustration only and are subject to change as we progress through the CAP1616 process.

“On the map at the bottom. It says National Parks, England in yellow, and yet on here I can't really see anything that is national parks. Are we not classing the National forest as a national park which runs down the that M42 corridor? There's no sight of it at all.” **Group 4**

Some common themes – need to be direct with fewer curves

"I'm just looking at Number Four, and i'm guessing due to the layout I'm gonna get affected more by that route. It looks like I'll get more noise going to the South west, then." **Group 2**

"How much fuel would be used on each route? People might be willing to accept a bit more noise then within reason and make a more informed choice." **Group 2**



Routes in this envelope have been designed for flights routing to the north and the north west. It is based on the current Trent departure and has been extended to the east and west.

Option 1 is a PBN replication of the current Trent route and represents the 'do minimum' option.
Design principle link – A Joined up Approach

Option 2 is the most direct route heading north west and is designed for fuel efficiency.
Design principle link – Limiting our Footprint

Options 3 & 4 provide alternative connectivity to the upper airspace network.
Design principle link – A Joined-up Approach, Limiting our Footprint

Options 5 provides alternative network connectivity and avoids direct overflight of Derby
Design principle link –Limiting Disturbance.

Option 6 is designed with an offset to avoid communities close to the runway centreline and follows the A50 before heading north.
Design principle link –Limiting Disturbance, Responsive Flight Paths,

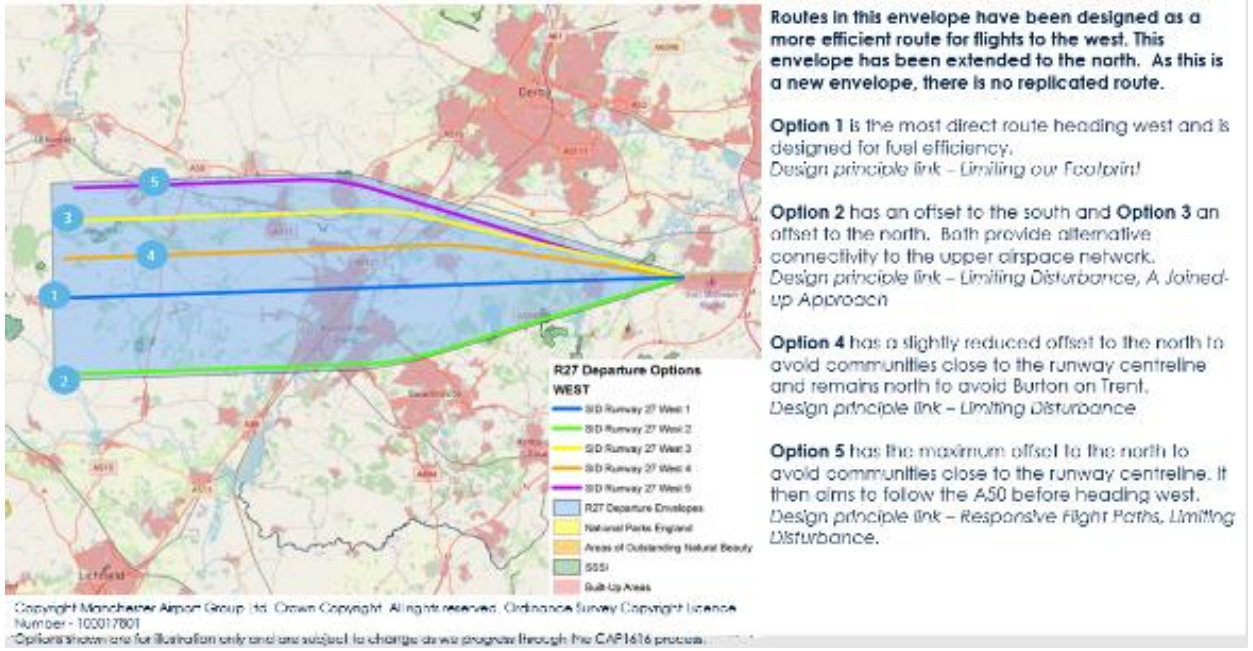
Options 7, 8 and 9 all depart at an offset to avoid communities close to the runway centreline and have a spread of network joining points.
Design principle link –Limiting Disturbance.

- Essentially when the envelopes are shown with the routes included participants were much more reassured that the whole envelope was not 'full' of routes.
- They are keen to see the aircraft depart in straight lines where possible, with fewer deviations, though avoiding built up areas in the early part of their departure route is preferable.

Seeing new routes and new envelopes is appealing – particular to those overflown

"When the decision is made to, for example, use route one, will the residents that the flight path go over be informed, or are they part of this consultation?" **Group 4**

"That actually might be a good call if you divert single flying aircraft over to a motorway. That's going to be less disruptive to those communities, because you're already used to ambient noise in that area." **Group 5**

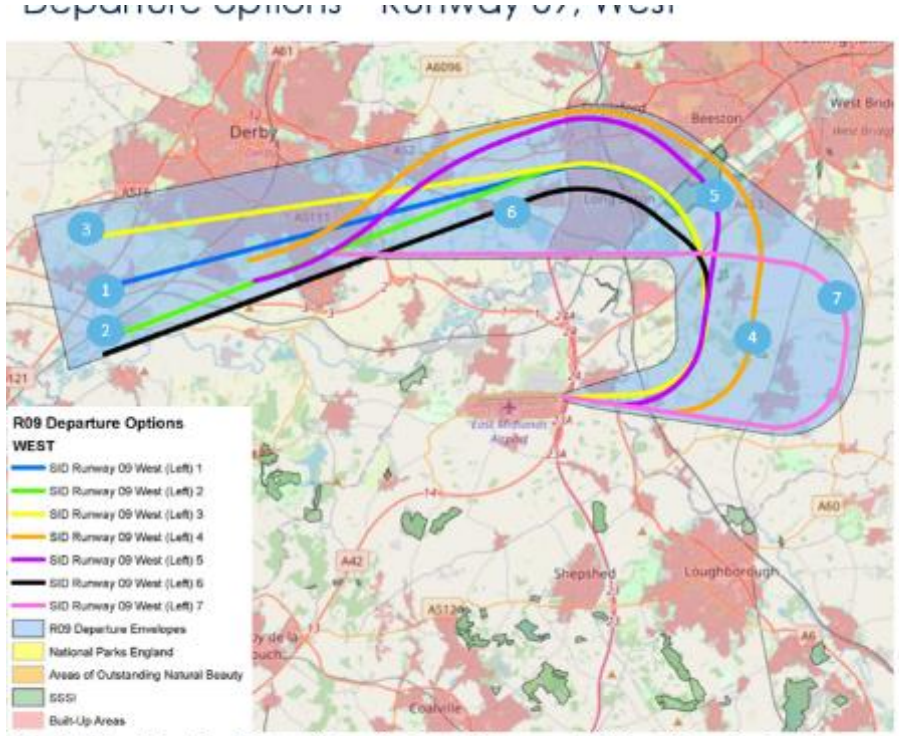


- As we found in Manchester, participants were happy to see new routes in new envelopes as this seems to be providing respite and relief.
- Particularly those who are currently overflown – the belief is that it can only make their lives more bearable.
- But common sense needs to be employed – avoiding large built up areas where possible and easy to do so (eg avoiding route 1 in the envelope shown above)

They are able to see the potential for respite and relief

"For example, if they were all approved to go along that route that seventy five percent of the traffic that you talked about fly over they're not going to notice a considerable amount of change" **Group 3**

"How straight those lines are! So presumably the difference in benefits of how much more fuel efficient 1 is over 5. So it's more, much better for the other considerations. Surely." **Group 5**



Routes in this envelope have been designed as an alternative route for flights to the west and south west as part of the Sharing the Load design principle. As this is a new envelope, there is no replicated route.

Options 1, 2 and 3 follow the same westerly turn to the end of the envelope. They provide alternative connectivity to the upper airspace network.*Design principle link – Joined-Up Approach*

Option 4 has a south offset to avoid communities close to the airport. It then makes a wide turns to the north of the envelope before routing back towards the centreline. *Design principle link – Limiting Disturbance .*

Option 5 is similar to Option 4 but turns to the north sooner to reduce track mileage and avoid southern Derby. *Design principle link – Limiting Disturbance and Limiting Our Footprint*

Option 6 follows the initial turn of Option 1 but turns sooner to follow the southern edge of the amended envelope to avoid southern Derby.*Design principle link – Meeting Demand and Limiting Our Footprint*

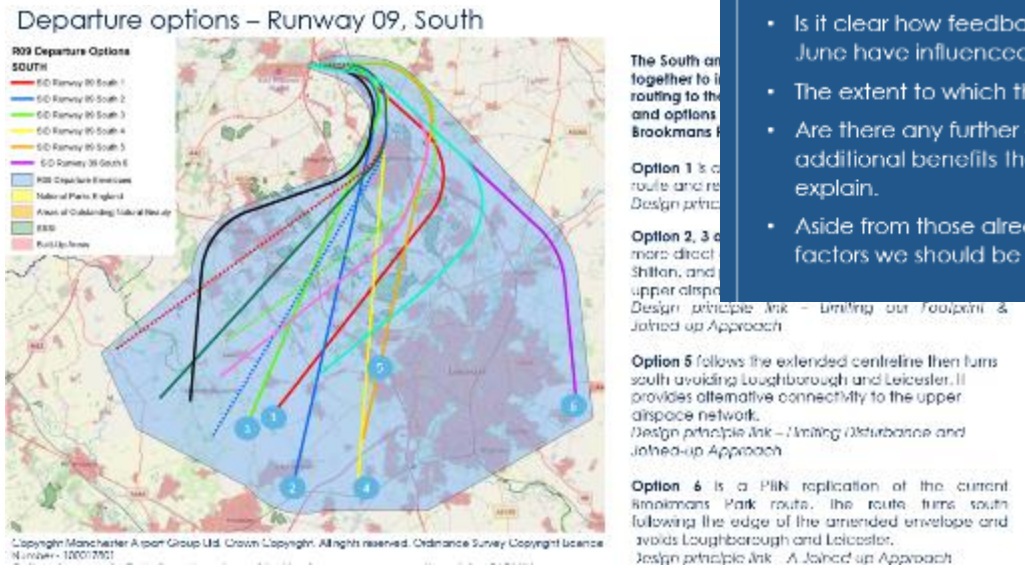
Option 7 has a south offset to avoid overflying communities close to the airport and continues to the east to gain altitude before turning back west to avoid Nottingham and Derby.

- Participants were keen to see the variation and dispersal in the area close to the airport as they were fully aware that this is the noisiest place to live. Particularly amongst those who live there!
- So route 7 in the above envelope proved appealing – avoids both urban areas and flies south of Kegworth.
- But they want to be able to see *relative* levels of noise depicted – the effect of aircraft ascending at different heights and the impact on urban/rural areas

So do the departure routes look well designed?

"Wouldn't it be easier if they could just turn around to all the pilots and say right, you're going out in this direction, south-west or whatever it is, plane number one, you take this route, plane number two, this route, and just alternate them around? Then everybody gets a share and everybody knows exactly what they're doing." **Group 1**

"Whether there will be one route or whether there will be flexibility to move within the envelopes and if you do that, how do you change within the envelopes? It's like you were saying, how do you decide on a day-to-day basis which part of that envelope will be used if it isn't a single fixed route?" **Group 1**



QUESTIONS & FEEDBACK – RUNWAY 09

- Is the process we have followed to identify route options for runway 09 clear and logical?
- Is it clear how feedback from our earlier stakeholder discussion sessions in June have influenced the development of the route options?
- The extent to which the route options align with the design principles?
- Are there any further options or improvements that could deliver additional benefits that you feel we haven't included? If so, please explain.
- Aside from those already mentioned, are there any additional local factors we should be aware of when evaluating these route options?

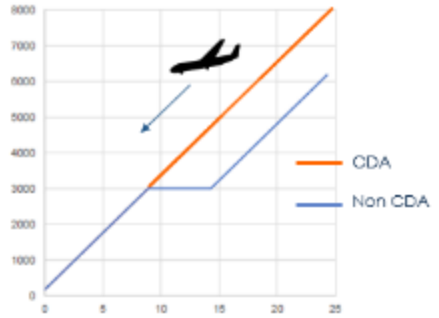
- Participants were content that the routes look as if EMA is taking on board feedback and considering a wide range of factors when designing the routes.
- They can see a great deal of variety and choice, they are pleased to see the principles mapped in a 'key'. They are keen to see variation of routes within the envelopes where possible.
- However, presentationally there are issues as it is difficult for them to really understand the individual benefits of each route in crowded slides.
- Some suggested colour coding in terms of the principles, or using iconography to depict the benefit

Arrivals

Technical details and new technology

What are Continuous Descent Approaches?

- Continuous Descent Approaches (CDA) involve arriving aircraft using minimum thrust and avoiding prolonged level flight
- The objective of a CDA is to reduce the environmental impact of the arrival by:
  - Reducing noise
  - Minimising CO_2
- There are a range of descent gradients for a CDA which will provide benefits
  - The optimal is between around 3.5% and 5.25%
  - Below this may require engine power, creating noise
  - Above this may result in air brakes being needed, which also create noise
- Our route options have been created to provide a CDA within this optimal range
  - This equates to an arrival track of between 25-32 miles from 7,000 feet



"These plans can only really work with modern technology of course, if we were having this meeting perhaps in 10 or 15 years time, it'd be different thoughts. I mean, for example, Rolls-Royce are working on hydrogen technology and they're in development which might well reduce pollution but, at the moment, the plans can only work with the technology that's currently being used and the engines that are currently being used". **Group 6**

Technological advances in aeronautics were of great interest to certain individuals

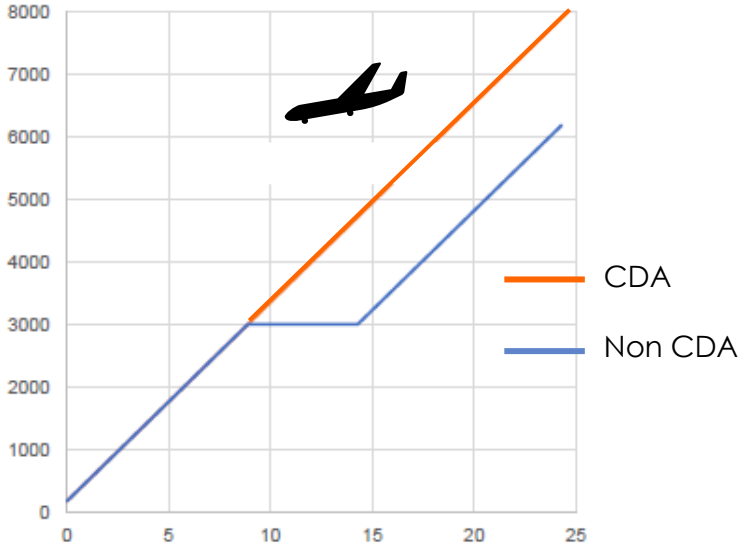
As we have seen in previous research, participants wanted to know about the advances in technology and how this could help to limit noise pollution

This was the case for arrivals and departures and includes climb gradients and CDAs, holding stacks, fewer emissions and engine thrust. Crucially they want to know what is mandated, and what will be in the future.

This was not universal however – those most engaged and most affected by noise were most interested, as well as general aircraft ‘buffs’.

“How do you consider the descent gradients? If something comes in at a steep gradient, then the people further away, it will be too high, so they won't hear it, but the local residents will hear this big whoosh as it tries to stop at the runway” Group 6

CDAs are an indicator that technology is improving – a good news story!



> ***"So, it suggests that the continuous descent is part of that joined-up policy, is it? That's built into the more, efficient way of coming in? Yes, okay. That's fine?"*** **Group 6**

Key take outs

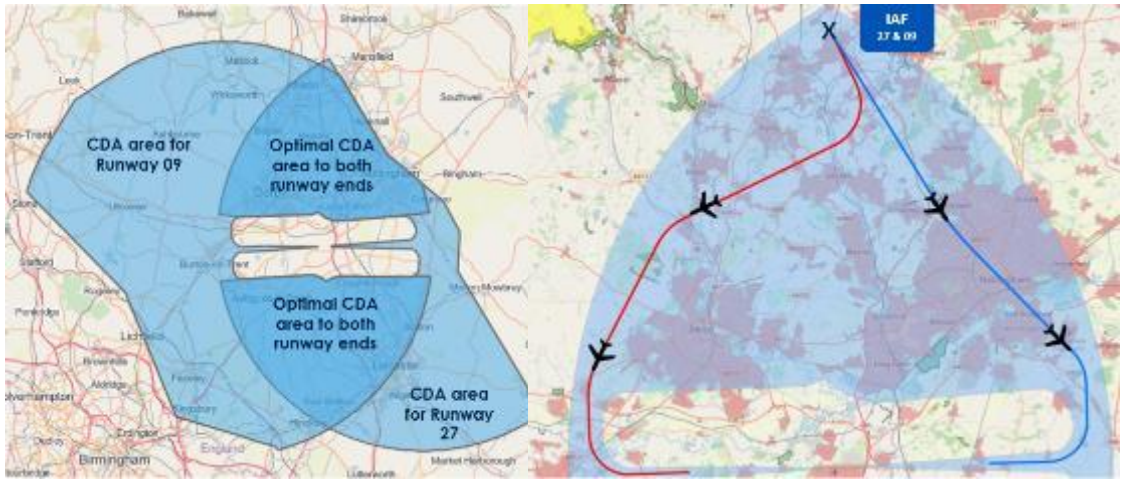
Participants are pleased to hear about CDAs – and there is a desire for them to be used universally at EMA. They are interested in the optimum angle of descent, and the difference in sound between different gradients

Further questions

Participants wanted to know about the effect of CDAs on aircraft turn – and whether this is still possible when the aircraft are turning. This confusion impacts on their views of the arrival routes – particularly the ones that curve

The concept of arrival ‘points’ is understood – but many questions still remain

- Participants understood the concept of arrival points though perhaps never truly understood why it was necessary to have two specific points either side of the airport.
- Some questioned this because it made one of the routes to the runway end longer than the other.
- In turn, there were other questions about descent gradients, older aircraft and fleet surveys – participants (particularly those affected by noise) need to feel that there are going to be rules in place to prevent certain carriers from shirking their responsibilities.



“The thing to remember with arrivals as well is that the percentage, that 8% is over a year but that could be concentrated - we've been on easterlies for a whole week. So you'll get just as many arrivals in a day as you would on the other end it's just that the number of days where you get them are a lot less”. **Group 6**

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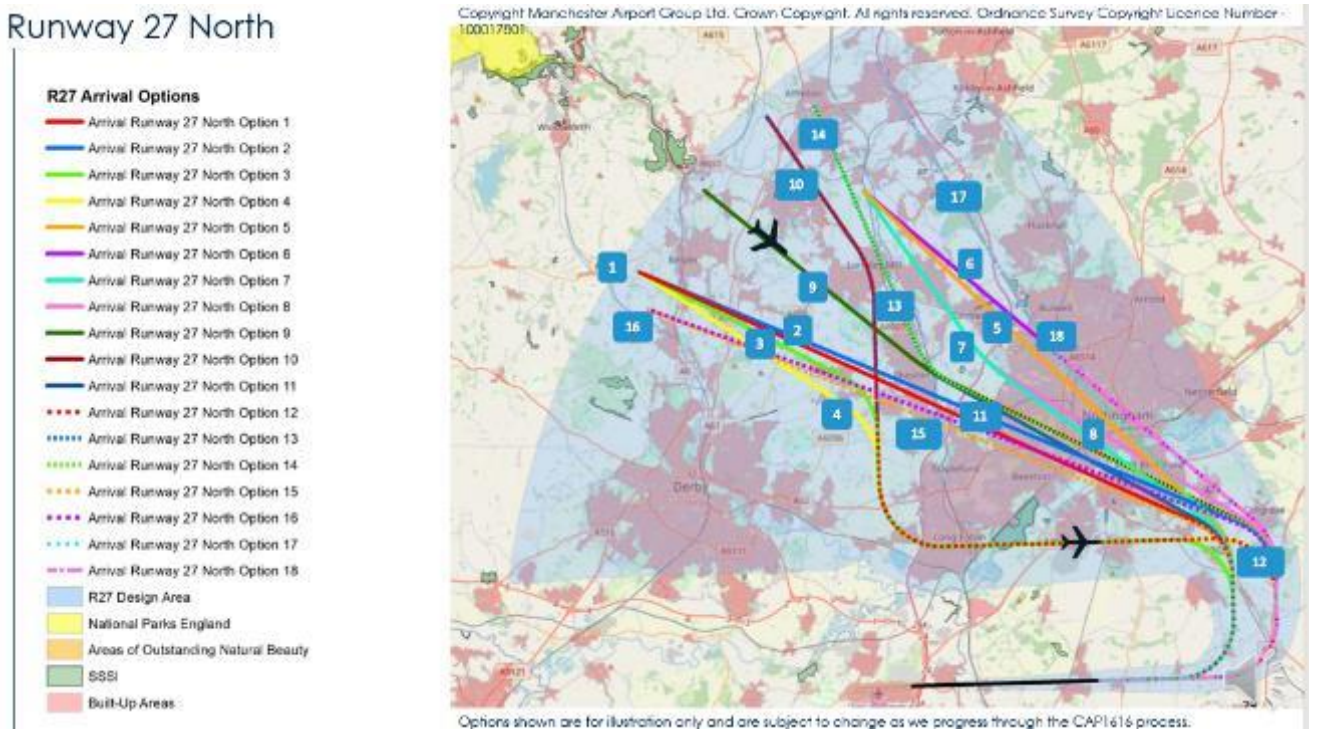
Arrivals were difficult to present but easier to get a broad handle on

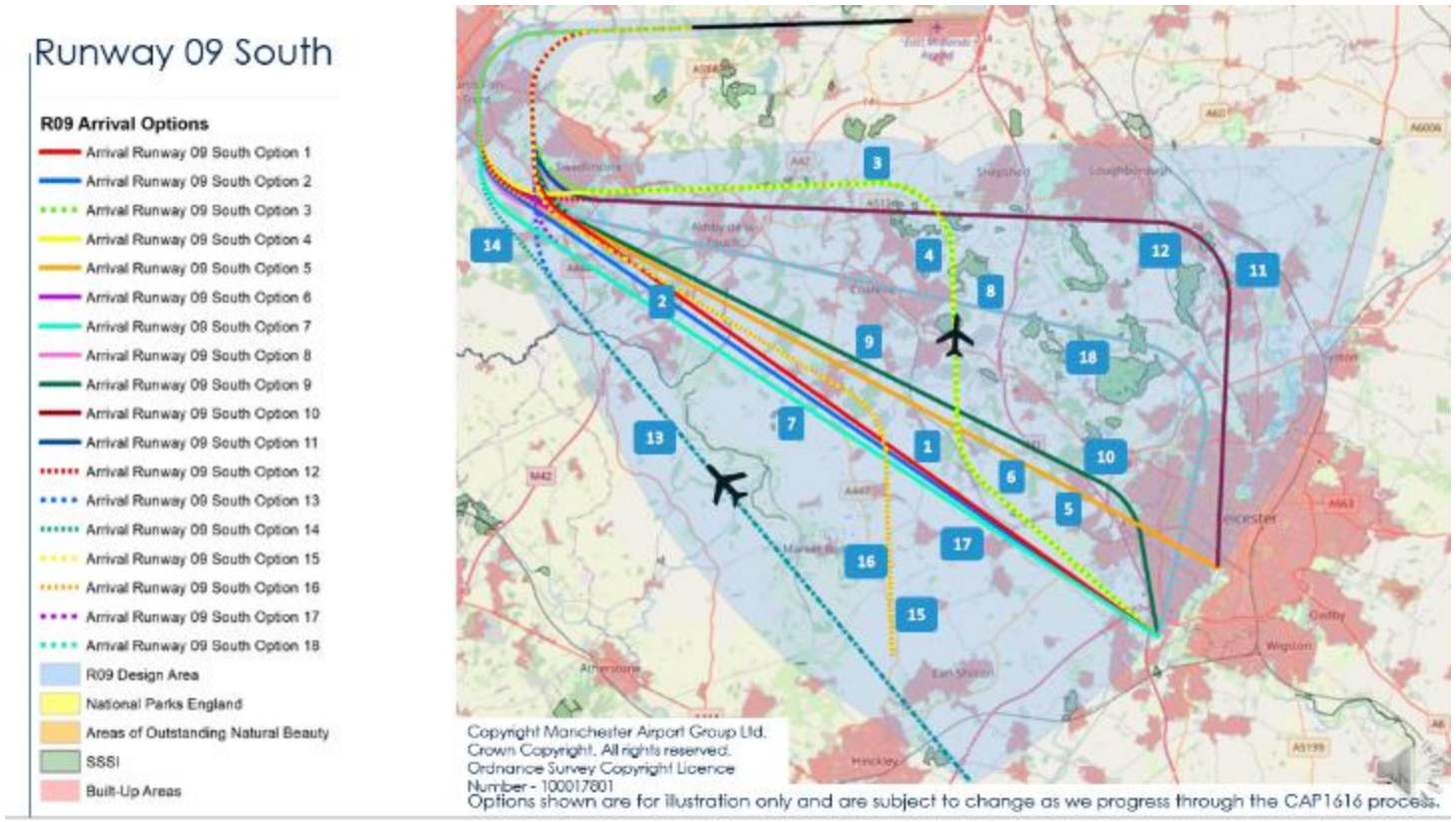


> ***"It would be nice if you had the red, green, and blue height colours on there as well, it would give a better idea of how much disturbance it would actually give if, you know, seven coming across Leicester would be very different if it was all red, than if it was all blue."*** **Group 6**

- The use of the diagram above is complex and it was not always easy for participants to get their heads around everything going on – in terms of finding routes referred to and understanding the new landscape
- Each envelope looks 'busier' than the departures which made many initially think that more planes are going to arrive.
- The percentage of arrivals that each diagram is referring to is crucial information and should be included in the diagram.

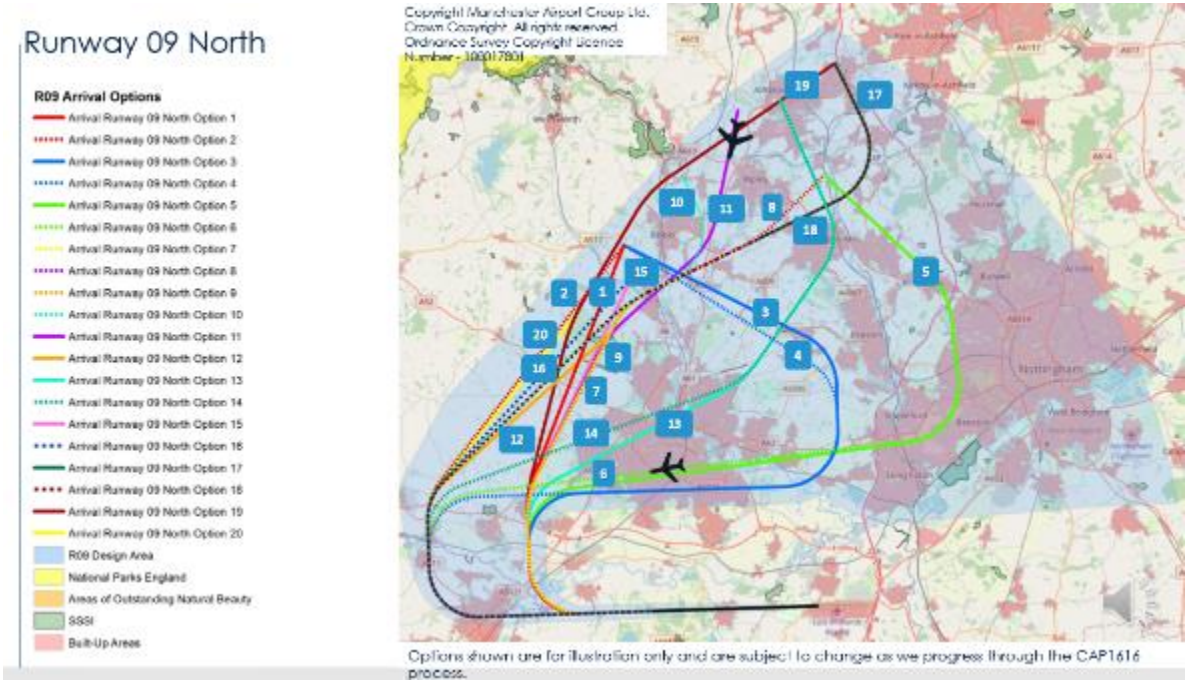
Arrivals – general feedback themes

> ***"So, in a particularly busy period, it might be a better option for you, for the first half an hour you use, the respite route, and then you might switch to route fourteen, or route seventeen, for example, because that's going to be miles away, that's going to reduce the noise. And the people living underneath this route are not going to get constant noise while the wind is blowing."*** **Group 6**



- Participants admitted to being less concerned about arrivals than departures due to the fact that there is less disruption to residents on the ground. That said, they were glad to see a variety of route options north and south of both runways.
- Again, generally, they were more keen on straight routes that did not deviate, though ideally ones that do not overfly urban areas. As such, route 13 above seemed like an ideal route, with 1,2 and perhaps 5 providing relief and respite.

Arrivals – less is more



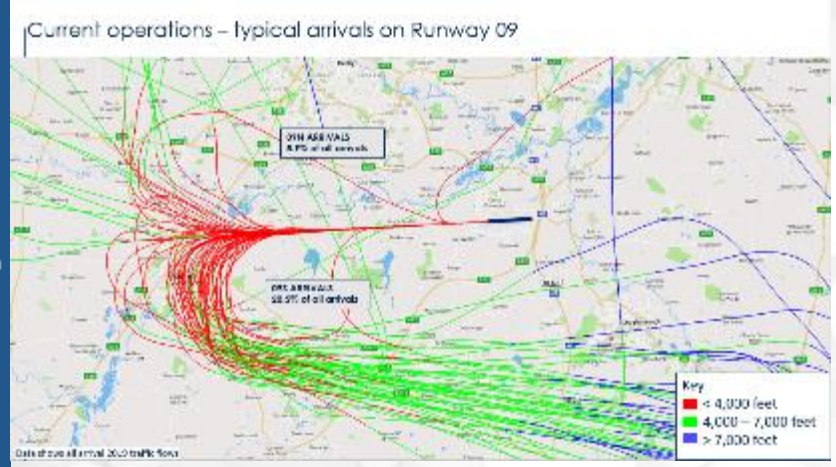
"I'm not in this area whatsoever. So I might be completely wrong. But if I lived under that sort of area where there's quite a lot of concentration to the West. I think I might be quite glad of five existing just for one morning off, so some of the people get it." **Group 8**

- Participants were concerned that there were too many routes under consideration and wondered why this was – most would be happy seeing three or four which provide respite and relief
- Some even felt that routes which are intuitively odd were included for the sake of it – such as route 5 above which does not seem to meet the design principles.
- Having two option to join the final approach is key – participants wanted to see this, but were less keen on the overflying of Burton as depicted above.

Arrivals – overall satisfaction

QUESTIONS & FEEDBACK – RUNWAY 09

- Is the process we have followed to identify route options for runway 09 clear and logical?
- Is it clear how feedback from our earlier stakeholder discussion sessions in June have influenced the development of the route options?
- The extent to which the route options align with the design principles?
- Are there any further options or improvements that could deliver additional benefits that you feel we haven't included? If so, please explain.
- Aside from those already mentioned, are there any additional local factors we should be aware of when evaluating these route options?



Generally participants were happy with the 'menu' of options shown for arrival options. It looks like there is variation, and that steps have been taken to avoid urban areas as well

The route options, crucially, look more streamlined than the diffuse pattern of current operations – which gives hope to those overflown

But there is also the inclusion of some routes which look like 'wild cards' and participants could not see how these adhered to the design principles

"We're on a flight path for Manchester Airport, and we're also on the flight path for certainly cargo flights at night for the East Midlands Airport. So, presumably when all this is looked at, they would look at that relationship between the two airports and with other airports as well." **Group 1**

"I think the requirement is to show a range of options. Clearly, I mean, they're all designable but, you know, to some they might be clearly absolutely ludicrous, then they would be quickly discounted and whittled out, and by the sound of it that's possibly one that would be." Group 6

"I think there's definitely some that would improve things, and you know they've taken a lot into account, and they've created a choice. They've done a good thing to give so much choice."
Group 8

Overall thoughts and learnings for the remainder of the engagement programme

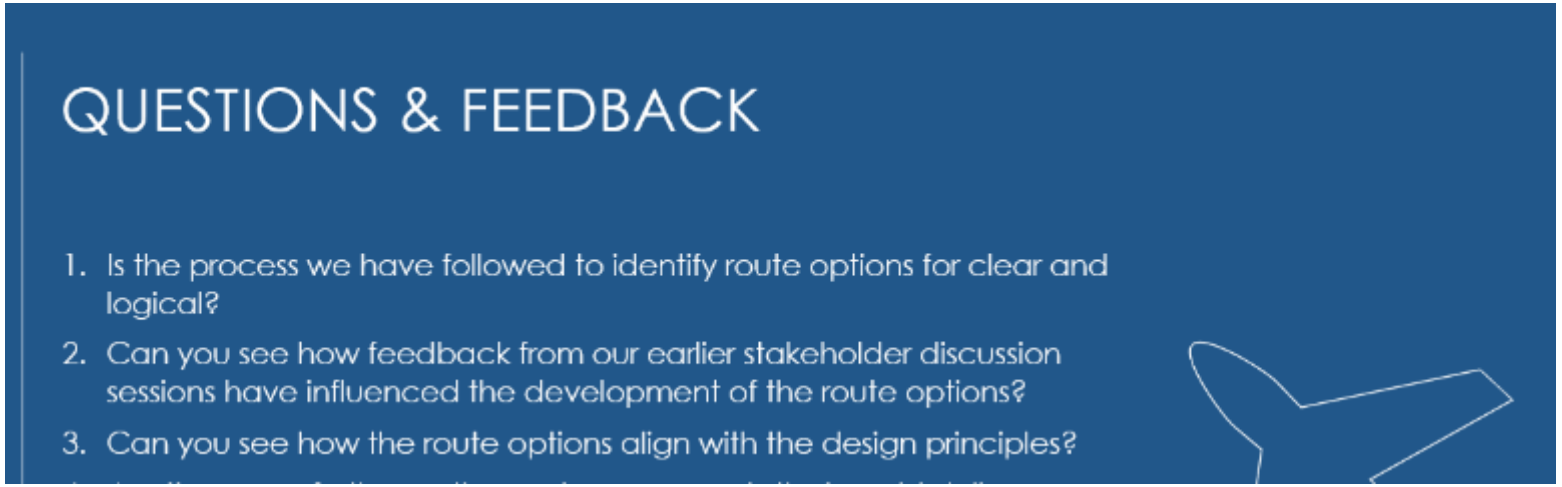
A need for detailed yet accessible data

- As with other areas participants want to see like for like comparisons of noise *before* and *after* the new routes – the change from the status quo
- They also need to know that this will be done prior to any final decisions being made
- As with Manchester there was a call for changes to the way that the data is presented on the charts – showing ‘cones’ of noise of varying levels of intensity depending on height
- The need to see how many departures and arrivals will use each envelope is crucial too – not just as a percentage but as a number.
- And they want to be informed about which routes are being used, on which runways, on which days.

“When out this goes all live in two thousand and twenty-six will East Midlands airport actually be reporting the number of flights that go in different departure lines? So people can see that the load is being shared?” **Group 2**

“So if this is going to a public consultation next year, year after. With these maps it might be a good idea to have rough altitude on, for where they go inside. People know what height they are above the ground, and also actually having sort of a decibel level as well associated with it.” **Group 2**

Summing up the key research questions….



- There is always a sense of before and after with these groups (as with Manchester and Stansted). Many go into them thinking that they are going to be told about expansion, new runways etc.
- Therefore they leave pleasantly surprised when they are told about modernisation, and making the existing better.
- Participants were, just like in Manchester and Stansted, impressed by the work that has gone into the program, persuaded that it is detailed and considered, and that it has the principles at its heart – though not always clear and logical.

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"I did find that process really reassuring, and it did feel like things were being really kind of really well thought out all those things about sharing the load and minimizing disturbance. They seemed really quite genuine. So. Hopefully, this will be quite reassuring for people who do have that noise concern as well" **Group 2**

"So, yes, the feedback was that they were overflying areas which were already impacted by other envelopes, so the feedback was that they weren't as effective as a means of providing respite, so they've been taken out" **Group 1**

"Yeah, I think it's quite amazing how many different options there are there. And you know there will be a lot of choice and a lot of options for to keep everybody happy, and maintain that to noise, disturbance and eco-balance with emissions So I'm really positive about it". **Group 2**

Two tribes

There were two types of participant who attended the groups;

Type 1 – those affected by noise. Such participants tend to be older, middle class, need to see ‘before and after’ data, and want to feel much more involved in the later stages of the consultation. They are primarily focused on noise, but also interested in how technology can benefit their lives.

Type 2 – those who were attending out of more general interest – they are more likely to be younger, more concerned about the environment, more interested in the fairness of how the new flightpaths are distributed.

“Because we moved in close to a regional airport, we didn't move in to the biggest cargo hub in the UK, and what you're talking about is fine unless you happen to be underneath that one flight path, and that comes back to meeting demand. There is an assumption that the airport will meet demand and there will be more and more flights, there is no assumption that demand will be restricted to meet what the airport can do” **Group 1**

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Final thoughts – and overall learnings

1. As with the other areas, participants are satisfied with the work that EMA has done thus far. They are satisfied that evidence-based science underpins the options and that the airport is taking into account views of local residents. But….
2. …they still find it hard to give considered responses while so much is up in the air and feel that a final list of flightpaths will be much easier to test against the principles.
3. Specific concerns around night flights and training flights should be at least acknowledged as many residents are particularly worried about these issues – even if little can be done
4. There is a danger in showing them blank envelopes not populated by routes – looks like an arc of noise emanating from the airport
5. And there is a danger of showing them too many routes – looks haphazard and leads to concerns that not enough thought is being put in at this stage

December 2022

Thankyou for listening – any questions or reflections?