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# Phase One Discussion Sessions Feedback Report

Stage 2 Develop and Assess





# STAGE 2 – PHASE ONE ENGAGEMENT

Stakeholder discussion sessions feedback report

July 2022



# Background, aims and objectives

The aim for the first of two phases of Stage 2 engagement was to:

- Share the output of the first part of our design work – the **design envelopes** - and explain the process we have followed to create them.
- Gather feedback on the envelopes and the process we've followed to feed into the development of **route options** in the second phase of design work.

Seek to identify:

- Whether it's clear how the design envelopes align with the design principles.
- Whether there are any additional local factors we should consider.

## FEEDBACK

Q1. Taking account of the identified constraints and design considerations have we identified design envelopes for departures that align with our design principles?

Q2. Within the identified areas, are there any local factors we should be aware of when designing options for the position of the departure route?

Q3. Is there any other feedback on the initial options envelopes identified?

Q4. We have to consider a 'do nothing' and a 'do minimum' option. However, if we were to replicate our current routes closely, how could we improve them?

# Engagement outline - Stakeholder discussion sessions

- All sessions facilitated by the airport team on Microsoft Teams
- 8 x 1.5 hour sessions included mixed stakeholders, plus 1 briefing session for a local MP
- Pre read information and informative video was provided before the session
- Presentation and Q&A session, led by East Midlands Airport (EMA) technical team
- Stakeholders provided feedback and asked questions through the chat function

27th June 22 AM



Aviation  
Representatives

27th June 22 PM



Council /  
Elected  
Representatives

28th June 22 AM



Council /  
Elected  
Representatives

28th June 22 PM



Council /  
Elected  
Representatives

29th June 22 AM



Community  
Groups



Professional  
Bodies



National & Regional  
Organisations, & Environmental  
Groups

29th June 22 PM



Airline  
Representatives

30th June 22 AM



Airline  
Representatives

7th July 22 AM

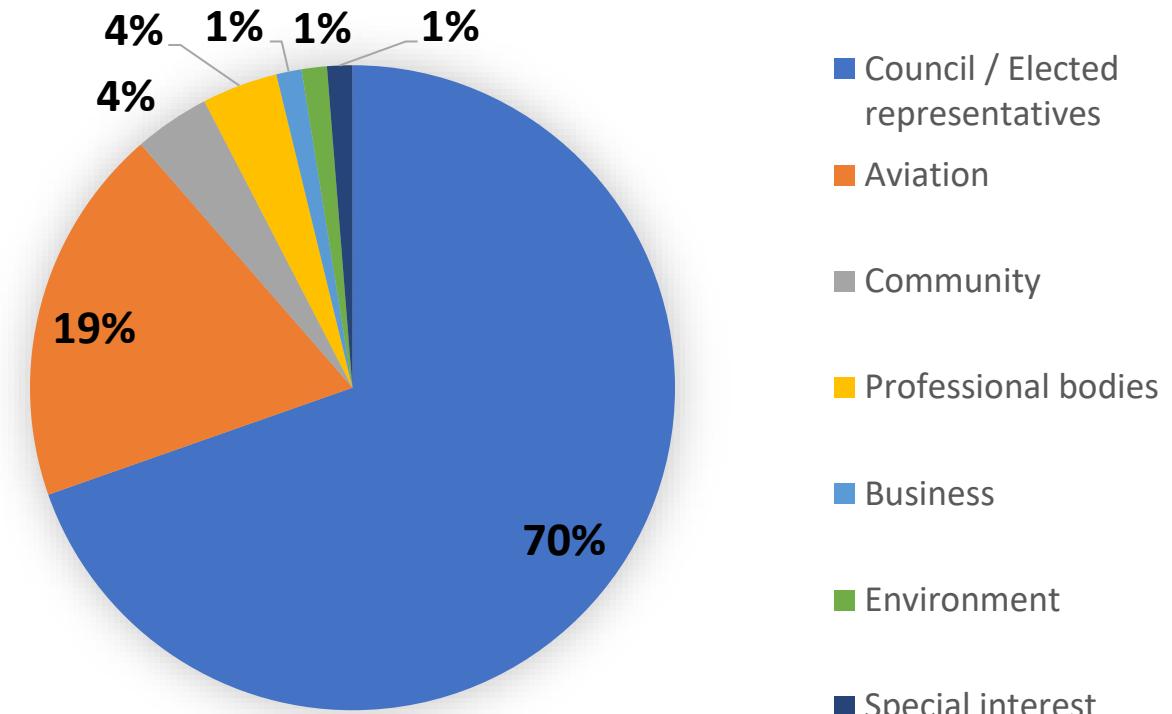


Independent  
Consultative  
Committee (ICC)

## Stakeholder mix – stakeholder discussion sessions

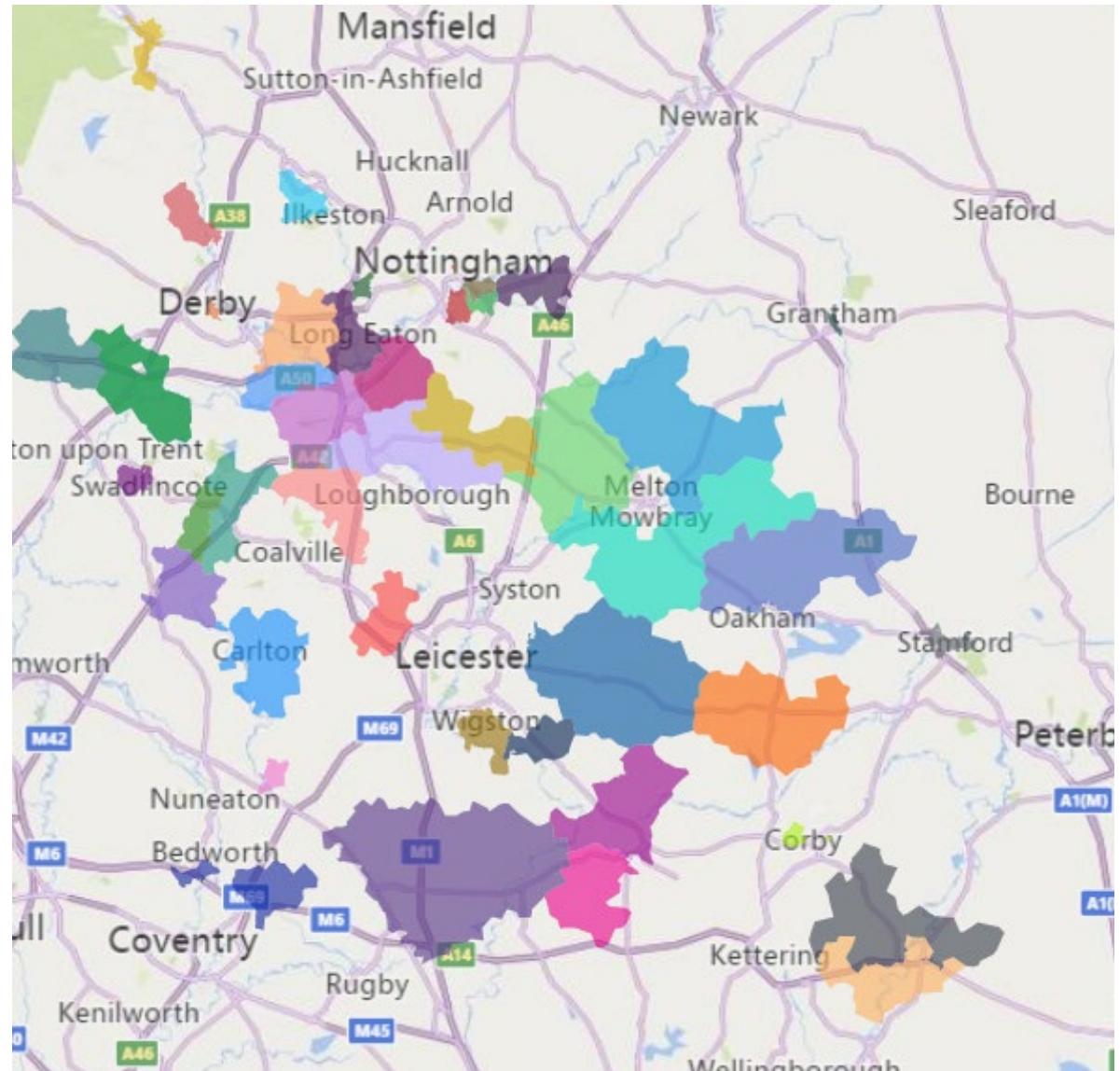
Over 1300 stakeholders were invited to attend the discussion sessions, with regular reminders being sent leading up to the sessions. In total 101 attendees representing 79 organisations attended the stakeholder discussion sessions.

Aviation representatives	15
• Airline	8
• Airport	4
• NATMAC (the National Air Traffic Management Advisory Committee)	3
Business Representatives	1
Community Representatives	3
Council/ Elected representatives	55
• MP	1
• County Council	3
• District Council	2
• Town and Borough Council	9
• Parish Council	40
Environmental group	1
Special interest (consultative committees)	1
Professional Bodies	3



# Stakeholder location spread

- The map here shows the location of the stakeholders that could be geographically defined (County, District, City and Parish Councils) who attended the discussion sessions.
- Note that not all stakeholders are geographically defined (community groups, aviation, environmental groups, professional bodies and the Independent Consultative Committee (ICC)) so cannot be mapped in this way.



The above map only shows the location of the stakeholders that could be geographically defined (County, District, City and Parish Councils) who attended the discussion sessions. The remaining stakeholders cannot be mapped due to not being geographically defined. Colour coding represents different boundaries.

# Feedback collation

- Feedback was shared through two main channels:
  - The chat function during the recorded briefing sessions.
  - Answers to questions posed each day.
- In addition, all attendees received a link to an online feedback survey after the sessions. This was a simple way for participants to provide responses to a number of multiple choice and free text questions.
- All feedback was logged and analysed by the airport's airspace team. Findings from the survey responses are summarised in this report with examples of feedback received.
- Attendees could also provide feedback by post or email.
- In total we collected 70 lines of session feedback, 69 lines of feedback received via email and 40 feedback surveys:
  - 36 stakeholder feedback survey
  - 4 general public feedback survey



## East Midlands Future Airspace Stage 2 Phase One Feedback

\* Required

### Welcome

We are very grateful to you for completing this feedback survey. If you need any assistance completing this form please contact [futureairspace@eastmidlandsairport.com](mailto:futureairspace@eastmidlandsairport.com).

1

What is your name? \*

Enter your answer

2

What organisation are you representing? \*

Enter your answer

3

Which discussion session did you attend? \*

Monday 27th June 22 10:30 -12:00

Monday 27th June 22 14:00 - 15:30

Tuesday 28th June 22 10:30 - 12:00

Tuesday 28th June 22 13:00 - 14:30

# STAKEHOLDER FEEDBACK

Feedback received in the discussion sessions and  
online survey responses



# Headlines

- Noise remains the main concern
- There is some frustration around key concerns being out of scope (training flights, night noise, cargo)
- Stakeholders generally (with the exception of aviation) expressed more negative opinions than the general public who tended to be cautiously supportive
- Stakeholders are keen to hear more granular detail which is not available at this stage and to influence this detail
- Stakeholders are familiar with the meaning and purpose of the design principles and are keen to ensure these remain at the core of route development
- The alternative departure envelopes were not well received (across all stakeholder groups)
- Aviation stakeholders are very much on board and keen to see implementation as soon as possible
- The complexity of the subject is acknowledged but stakeholders largely understand the material presented



# Design process

Stakeholders were shown visuals (example shown on the right) detailing the process followed to create the boundary for the design envelopes.

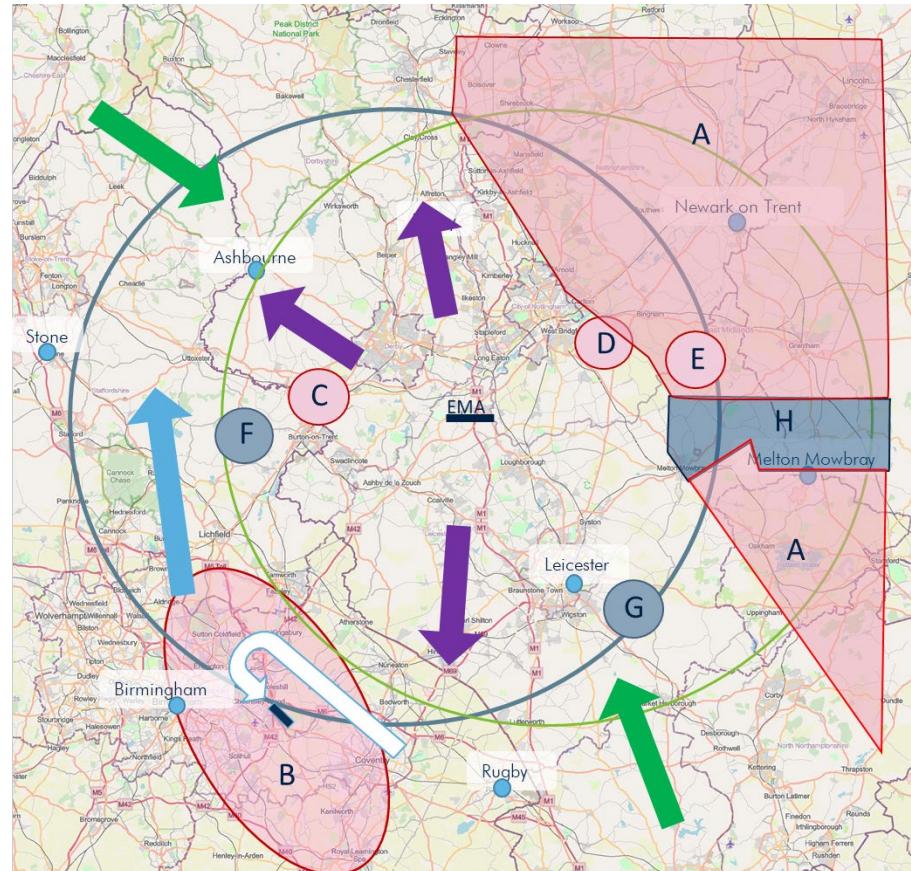
- Overall, the majority of stakeholders told us that they understood the constraints and considerations, how they had been identified and how they determine the position of the envelopes.
- The area of uncontrolled airspace to the east was the most frequently queried constraint.
- Some questioned if the process is linked to an increase in aircraft movements.
- Council and community stakeholders in particular queried whether training flights and night noise would be addressed.
- Several stakeholders requested more granular detail, particularly in relation to noise impacts.

"Does this process assume an increase in aircraft movements, and if so what kind of increase are you looking at?"

*Parish Council*

"Please can you confirm that you have considered the airfield at Husbands Bosworth, Leics. This is used by a gliding club."

*Parish Council*



Runway 27 boundary

Runway 09 boundary

Constraints

- Area A – Uncontrolled Airspace
- Area B – Birmingham Airport
- Area C – Derby Airport (surface to 2,000ft)
- Area D – Nottingham Airport (surface to 2,000ft)
- Area E – Parachute Site

Considerations

- Area F – Tatenhill (surface -2,000ft)
- Area G – Leicester Airport (surface to 2,000ft)
- Area H – Uncontrolled Airspace but potentially viable subject to NATS airspace reclassification

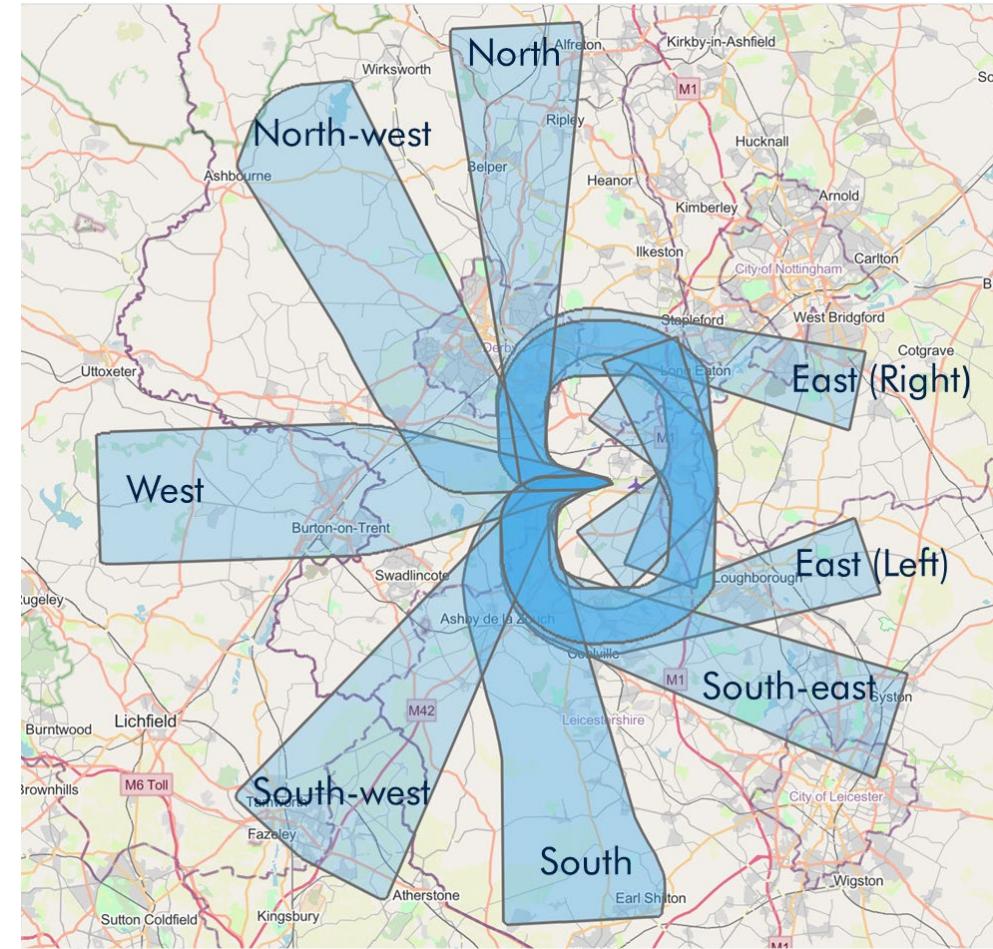
# Departure design envelopes

Stakeholders were shown design envelopes for departures, each runway end was explained in turn, stakeholders were able to give feedback and ask questions throughout via the chat function.

- Overall stakeholders understood how the design envelopes had been created.
- Many stakeholders recognised the difference between the existing structure and the design envelopes.
- Several stakeholders questioned the alternative envelopes. Aviation stakeholders expressed concern about efficiency/ fuel burn and community stakeholders were concerned about potential additional noise impacts on those close to the airport.
- Again, stakeholders requested further detail, such as the usage of each route, how many there would be overall and within an envelope and the overall route structure.

"Will the new routes, within the design envelopes be wide tracks like the existing NPR's (if so, how wide) or will they be single tracks that all aircraft will follow?"

*Save Aston and Weston Village Environment*



"Do you know the likely numbers, or percentages, of flights which are expected to use each of the departure envelopes?"

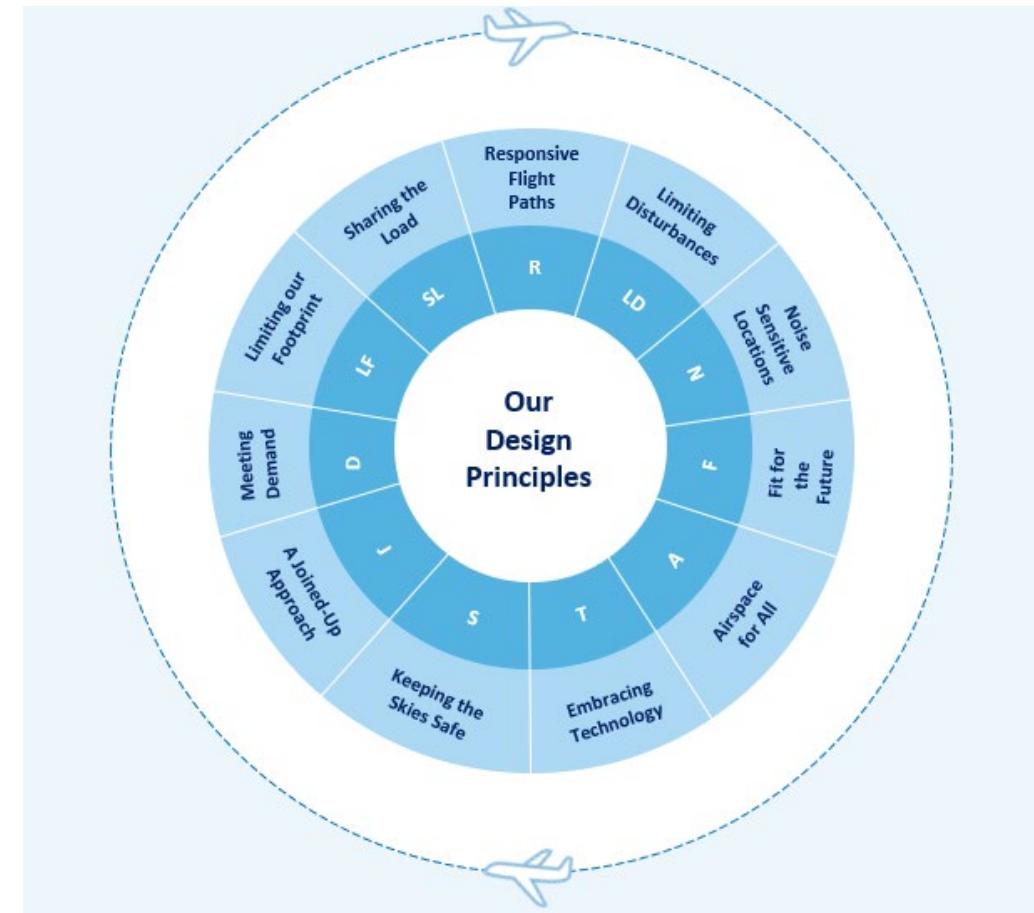
*Parish Council*

# Have we identified design envelopes for departures that align with the design principles?

- The majority of stakeholders agreed that the design envelopes align with the design principles.
- Some stakeholders (parish councils, community groups) questioned how the Responsive Flight Paths design principle would be addressed and wanted further detail about how elements such as low ambient noise would be measured.
- A few stakeholders (councils) felt they could not assess the extent to which the envelopes aligned with the principles until specific routes had been presented.
- Other comments focussed primarily on the noise impacts on new and existing communities and wanted assurance that the noise related principles would be applied.

"How has the design principle of avoiding noise sensitive spaces been integrated? What sites have been identified as being 'noise sensitive'? Is there a map showing how the noise envelopes map onto these sites?"

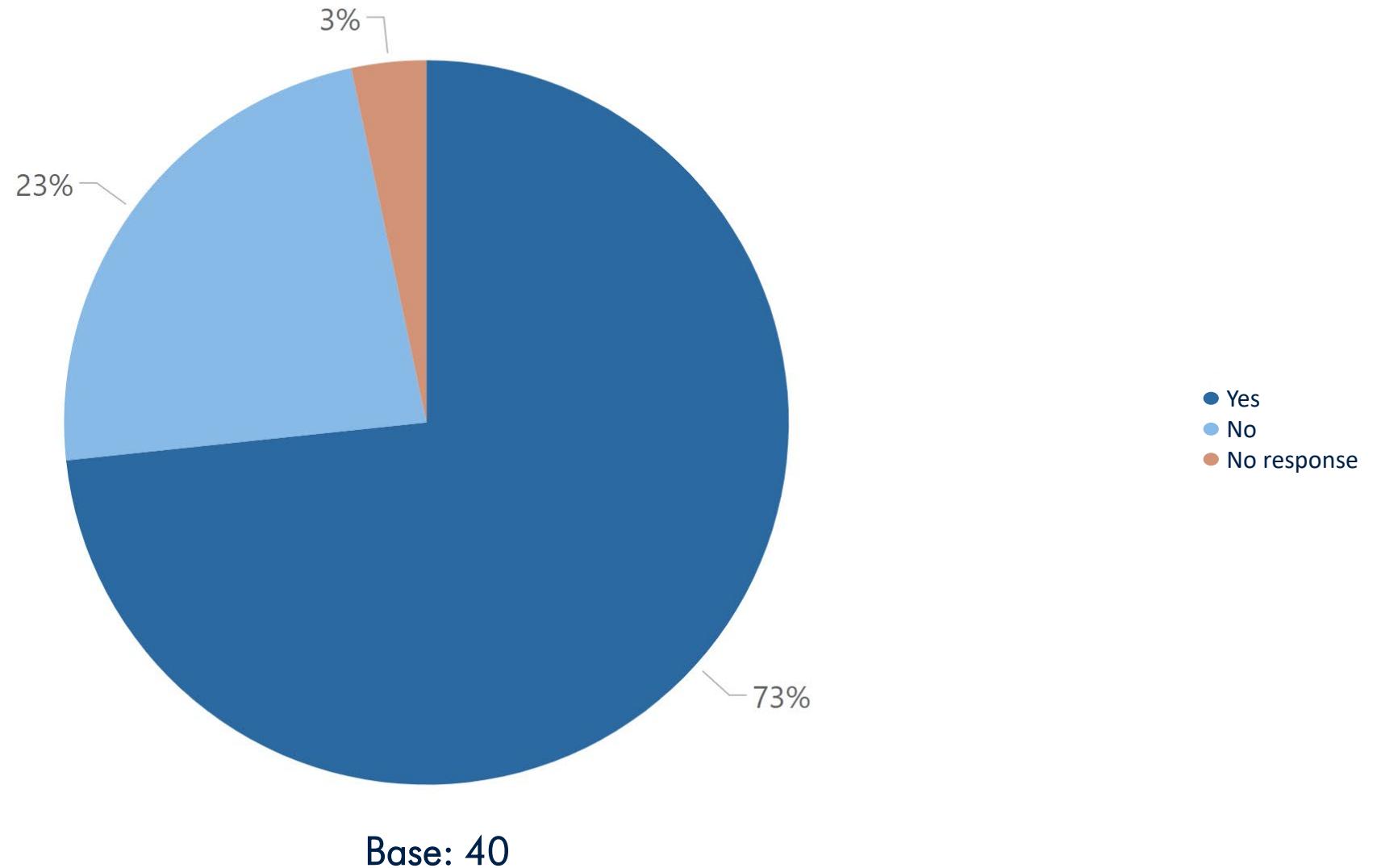
*Professional Body*



"From a standpoint of somewhat limited knowledge of the topic (prior to the seminar) it appears that the identified design envelopes align with the stated design principles."

*Parish Council*

Taking account of the identified constraints and design considerations have we identified design envelopes for departures that align with our design principles?



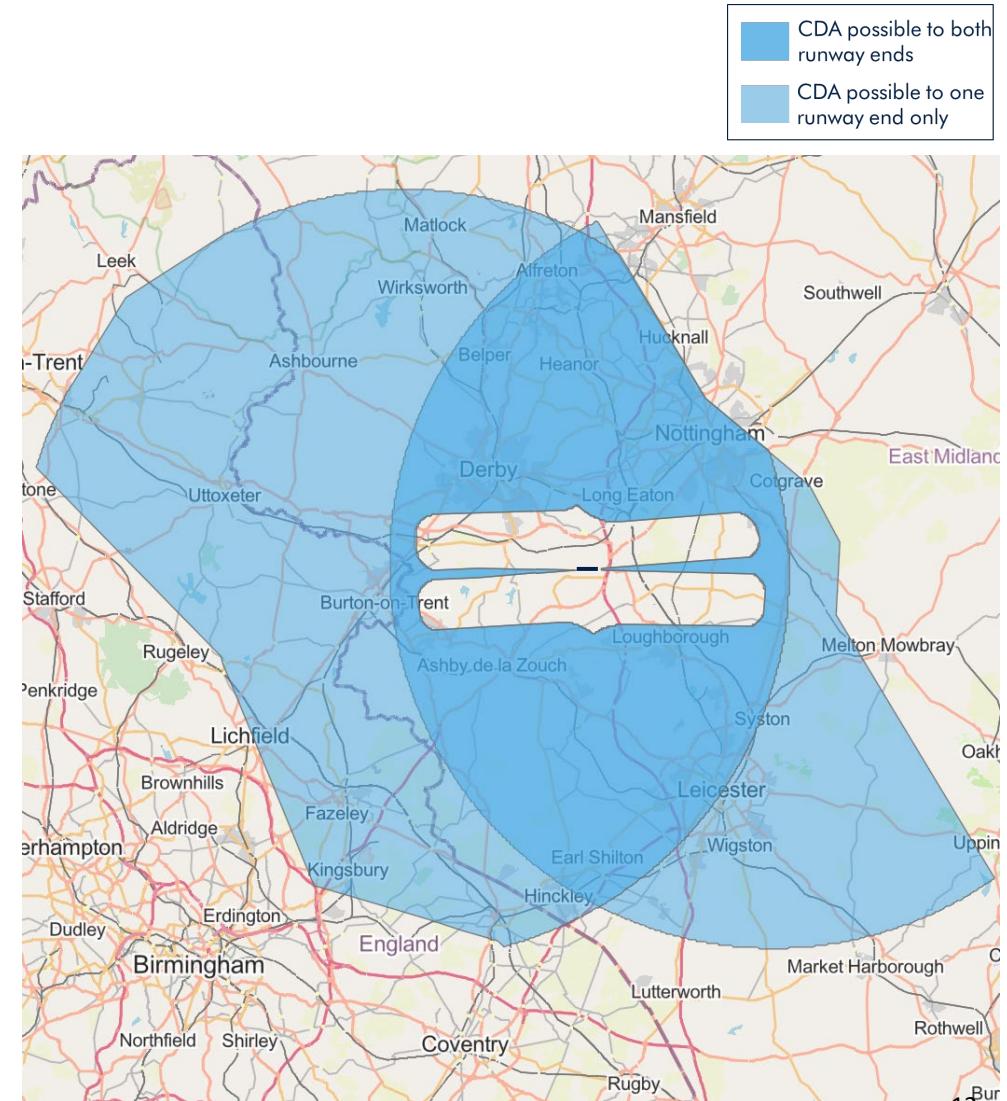
# Arrivals design envelopes

- Some stakeholders wanted more information on the arrivals design process and how the proposals would be structured.
- Others (primarily council/ community representatives) wanted to understand whether the use of curved approaches, earlier turns and changes to the joining point could be considered to benefit communities in close proximity to the airport.
- Again stakeholders requested more information regarding expected traffic levels, noise and air quality.
- More efficient routing was welcomed by stakeholders who understood the benefits redesigning arrivals could provide.

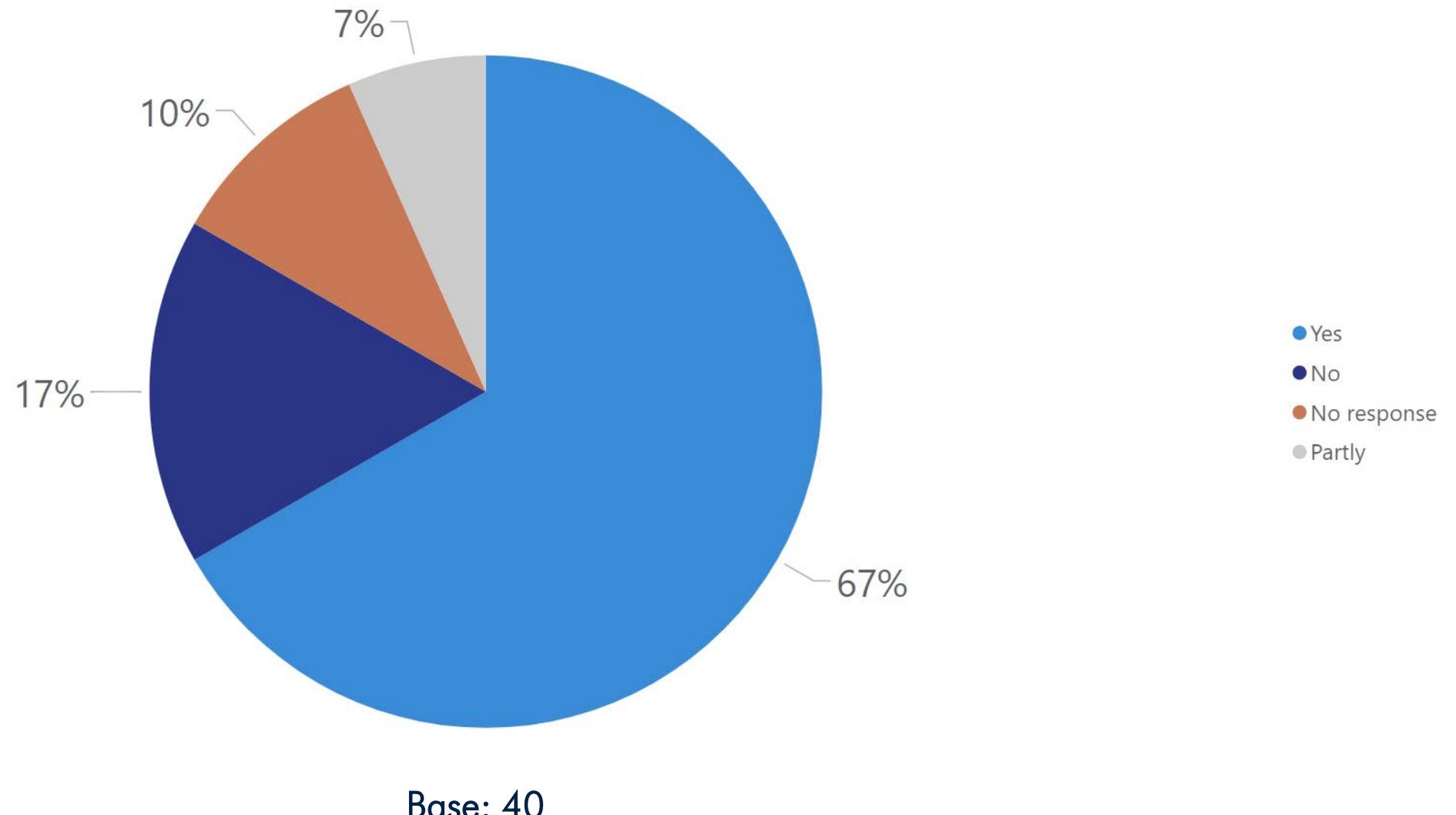
"More context would have been useful, but I appreciate it might be hard to deliver given the diverse audience. It would have been useful to me to know if there will be more or fewer planes coming over me, and if they will be lower or higher, quieter or noisier, but nothing like that was given."

*Parish Council*

"It was stated in the presentation that arrivals will be PBN routes - does this give any flexibility in the positioning of the approach path"  
*Community*



Taking account of the identified constraints and design considerations have we identified design envelopes for arrivals that align with our design principles?



# Scheduled and predictable

## Sharing of noise

Weekend afternoons  
Multiple routes  
Early hours  
Alternate days  
24 hours  
Saturday evening  
After 9pm  
Midnight to 6am  
9pm until 6am  
3 hours  
48 hours  
A few hours  
8 hours  
8 hours in every 24 hours  
Evenings  
Late evenings  
Evening  
Two days  
Outside of business hours  
4 hours  
2 hours  
Consider background noise  
6 hours  
Early morning  
Spread traffic across the envelope

"We are in favour of respite periods for communities, but we fear the proposed method of providing respite with run-around routes will add to the noise burden not reduce it."

*Community*

"Noise will need to be monitored carefully, and updates published regularly, to show that communities are seeing an overall reduction in noise level.

*Parish Council*

"In order to define what might be a "sufficient period of respite" we will first need all data requested in previous notes."

*Parish Council*

"This really needs further consultation with the most affected communities and jointly between communities."

*City Council*

"Regarding the periods of low noise, if you have set nights and set schedules that you swap them around, that would enable our planning to work better."

*Airline*

"The purpose of respite is not clear, as respite for one area means moving noise somewhere else."

*Community*

# Local factors



## Local development

- Housing development – Blackfordby and Ashby, Fairham Pastures (Barton in Fabis), Chellaston
- Greater Nottingham strategic development plan (currently in development)
- East Leake neighbourhood plan (approval for 1400 homes)



## Locations

- Gliding clubs/ airfields - Coventry gliding club, Bruntingthorpe Airfield, Leicester Airport, Buckminster Gliding Club
- RAF Syerston (should be considered a constraint)
- Schools - Melbourne
- Prisons – Gartree
- Melbourne, Kegworth, Long Eaton
- Toton-Chetwynd strategic growth area
- HS2 East Midlands hub station
- Ratcliffe on Soar Power Station



## Environment

- SSSIs – Attenborough Nature Reserve, Holme Pit
- Peak District
- Charnwood Forest (County Council applying for UNESCO Geopark designation)
- Air quality management areas
- Habitat restoration plans
- Historic sites – English Heritage and National Trust sites, Calke Abbey, Melbourne Hall