Airspace Change Programme

Supplementary Consultation Report

August 2018

Edinburgh Airport

Where Scotland meets the world

01

Welcome

Welcome to this report on Edinburgh Airport's Airspace Change Programme – Supplementary Consultation. We have been discussing airspace change with our communities for over two and a half years.

This consultation is the third in the Airspace Change Programme. Our first consultation in 2016 asked people to let us know local issues we should be aware of to help us understand our communities and their concerns better to assist with our design process. This data informed our design process and helped us create a number of flight path options. Our second consultation in 2017 asked people to respond to viable flight path options and give feedback on our preferred option for each flight path.

Following the second consultation and using the responses to both previous consultations to guide our Airspace Change Programme development, we applied to the Civil Aviation Authority (CAA) to change and modernise our flight paths for the first time since the seventies.

Our Application for Airspace Change sought to balance community, regulatory and operational requirements in finding the best solution possible for future airspace use.

In September 2017, the CAA paused our Application for Airspace Change and, amongst other things, asked us to review one of our eight proposed flight paths for departing aircraft (option E7 in last year's consultation) including the design of the initial climb out from runway 06 in relation to turns before the designated end of runway (DER).

Following months of redesign and flight testing (in airline simulators), we identified a solution. The solution we reached was slightly different, immediately after take-off, to the flight path options we included in our discussions with potentially impacted communities and in the proposal, which we announced in August.

We were not obliged to re-consult, and after the two previous public consultations we believed we were aware of all the issues arising from a change to flight paths in these areas. However, in view of the modifications we made to option E7, on which we previously consulted, we wanted to double check with these communities to gather their feedback on our new proposal, known as E7a.

We've appreciated your feedback, discussions and candour during our Airspace Change Programme, and during this Supplementary Consultation. This document reports on the results of our consultation and provides the information broken down by area and by theme.

We will fully consider the issues raised and review whether we need to make any changes to our proposal. Thank you for your ongoing interest and participation in our Airspace Change Programme.

Regards,

Gordon Dewar
Chief Executive

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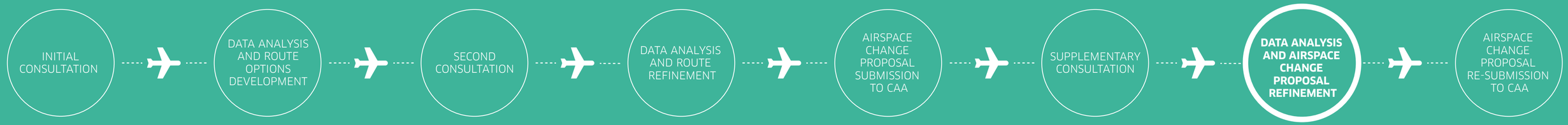
Glossary of terms

This glossary lists key acronyms within the document and their meaning as well as defining some industry terms and Edinburgh Airport Limited services, and what they mean in this context.

ATC	Air traffic control
ATM	Air traffic movement
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled airspace
EACC	Edinburgh Airport Consultative Committee
EAL	Edinburgh Airport Limited
Design envelope	The area within which each flight path may be positioned.
FAS	Future Airspace Strategy
ICAO	International Civil Aviation Organisation
L_{eq}	Equivalent continuous sound level: is the average noise level over a specified time period.
L_{max}	(Level maximum) This is the measurement of the peak noise produced by an individual aircraft as it passes overhead, and is the maximum noise level you would hear for a given aircraft type as it passes over your location. (You can compare these figures to the dBA readings on a sound level meter.)
NATS	Air traffic management company providing en-route air traffic control throughout the UK.
NM	Nautical mile
PBN	Performance Based Navigation
RNAV	This is a sub-set of 'performance based' navigation which uses many navigational references, including satellites rather than the conventional ground-based radio beacons and is far more accurate.
SEL	(Sound Exposure Level) This measurement takes the noise level measured over a period of time (for example 20 seconds) and compresses it into one second using a mathematical equation. SEL values will always be greater than the L_{max} value. SEL footprints show the extent of noise energy generated from a single aircraft event. One of the key findings of research is that for outdoor aircraft noise levels below 90 SEL dBA the average person's sleep is unlikely to be disturbed.
Vector	This means that aircraft do not follow the flight path until the very end of the path but may be directed onto a different heading by air traffic control once a certain altitude has been reached after departure. Vectoring occurs for many reasons including weather conditions and flight safety.

02

Airspace Change Programme: Where are we?



Changes to aviation legislation means that all UK airports need to modernise and upgrade their navigation technology – moving away from ground-based navigation beacons to area navigation (RNAV). The new technology results in more concentrated, 'narrower', flight paths; retaining the current flight paths is not an option.

As Edinburgh Airport is growing with new routes and services, the types of planes and number of planes that are using flight paths have changed over the years. What hasn't changed is the flight paths themselves, they have remained as they are for the past 40 years.

We reviewed our operations and masterplans and decided to take the opportunity to not just replace ground-based navigation flight paths with the more concentrated RNAV flight paths, but to review all flights to ensure they provide for the future.

This decision to review our flight paths to ensure a successful future has encouraged us to have conversations with our communities and stakeholders. We began with an initial consultation that asked respondents to let us know any local issues we should consider when determining the potential new position of flight paths.

We have committed to an open and transparent Airspace Change Programme and are working to balance community, regulatory and operational requirements.

Initial consultation

In June 2016, we launched our Airspace Change Programme regarding our desire to change Edinburgh Airport's flight paths. In the initial consultation, we asked "what local factors should be taken into account when determining the position of the route within the design envelope given the potential impacts, and why?". This simple question allowed us to gather information from stakeholders, communities and other interested groups so that we could build their voices into the design stage of our programme. The initial consultation ran from 6 June to 19 September 2016 and we wrote to over 643,000 households across he EH, KY and FK postcodes. We received 5,880 responses – 89 from organisations and elected members and 5,791 from individuals. The main issues raised were regarding noise levels, time of noise, health concerns and environmental concerns, for full responses, see Airspace Change Programme – Initial Consultation Report November 2016.

This data helped us to plot a number of flight path options working to balance community, regulatory and operational requirements. We were able to evaluate the viability of these options through a number of scenarios and tests.

Second consultation

Our second consultation ran from 30 January to 7 May 2017, covering a 14-week period. As we did in the initial consultation, we wrote to over 643,000 households across the EH, KY and FK postcodes. When considering design options, we needed to balance the impact on the community, regulatory requirements and our operational requirements. Based on feedback provided during the initial consultation, the key community concerns raised were around noise, health and environmental impacts on local communities.

We engaged an independent noise expert and appointed a diversity and inclusion expert to help us understand how to evaluate the differential impacts on communities and minority groups. The impact on care and education facilities was also raised as a community concern. As well as population density mapping, we also mapped schools and care facilities under the design envelopes.

Our second consultation asked respondents to provide feedback on eight sets of flight path options. We received responses from 3,963 respondents with responses specific to the areas under the flight path including noise, environmental impact and local impacts on communities and rural areas.

After this consultation, we used the data we gathered to evaluate our preferred options and determine the best flight path option formulation to include in our Application for Airspace to the CAA. We submitted our Application for Airspace Change to the CAA on 7 August 2017.

In September 2017, the CAA paused our Application for Airspace Change and, amongst other things, asked us to review the design of the initial climb out from runway 06 in relation to turns before the designated end of runway (DER). The feedback from communities in our previous consultations asked us to use the Firth of Forth, to minimise night flying and to limit any new impact on the towns of Cramond, North Queensferry, Inverkeithing and Dalgety Bay. In our Application for Airspace Change to the CAA, we applied with a flight path proposal for E7 which included an early turn for aircraft when they reach an altitude of 500ft, moving flights away from Cramond and guiding aircraft along the Firth of Forth to limit any increase to the impact on North Queensferry, Inverkeithing and Dalgety Bay.

CAA design criteria states that no aircraft should turn before the designated end of the runway (DER). As some of the faster climbing aircraft can reach 500ft before the end of the runway, the E7 proposal needed to be amended.

Following months of redesign and flight testing (in airline simulators), we identified a solution. We have added a way point at the end of the runway – the DER – that all aircraft must reach before turning, irrespective of the altitude they have reached and amended flight path E7, creating a new flight path proposal E7a – which included a 20° turn at the DER guiding aircraft west and along the Firth of Forth. This proposed solution moves the centre line of the flight path further away from Cramond towards the west compared to the current centre line for similar departures off Runway 06.

The solution we reached was slightly different, immediately after take-off, to the flight path options we included in our discussions with potentially impacted communities and to the proposal, which we announced in August 2017. It is for this reason we took the decision to run a Supplementary Consultation in focused areas and communities impacted by the change to the initial part of E7a where the route was redesigned to meet the CAA's comments on compliance.

03

Supplementary Consultation

How did we consult?

The Supplementary Consultation ran for five weeks from 24 May and closed on 28 June 2018. This was originally a four-week consultation, since much of information had been provided and many of the issues raised in the two much longer earlier opportunities to comment, but after feedback from stakeholders and communities, we took the decision to extend the Supplementary Consultation by one week.

3.1 Communication approach

The feedback from communities in our previous consultations asked us to use the Firth of Forth, to minimise night flying and to limit any new impact on the towns of Cramond, North Queensferry, Inverkeithing and Dalgety Bay.

In our Application for Airspace Change to the CAA, we applied with a flight path proposal for E7 which included an early turn for aircraft when they reach an altitude of 500ft, moving flights away from Cramond and guiding aircraft along the Firth of Forth to limit any increase to the impact on North Queensferry, Inverkeithing and Dalgety Bay.

CAA design criteria states that no aircraft should turn before the designated end of the runway (DER). As some of the faster climbing aircraft can reach 500ft before the end of the runway, the E7 proposal needed to be amended. We have added a way point at the end of the runway – the DER – that all aircraft must reach before turning, irrespective of the altitude they have reached. For new flight path proposal E7a, a 20° turn at the DER will guide aircraft west and along the Firth of Forth. This proposed solution moves the centre line of the flight path further away from Cramond compared to the current centre line for similar departures off Runway 06. Proposed flight path E7a follows a similar approach to Fife coast as the current flight paths, but is different to the flight path option E7 that we included in our Application for Airspace Change to the CAA.

Although the consultation was open to anyone who wanted to participate, as the potential impact was focused on a small number of areas, we targeted our communication approach in Cramond, North Queensferry, Inverkeithing and Dalgety Bay.

Mail box drop

We did a mailbox drop to the targeted areas, amounting to 10,169 residents in the following post code areas – EH 4 6, KY11 1 and KY11 9 (see Appendix 1) at the beginning of the consultation. This included a cover letter from Gordon Dewar, the consultation booklet, the application form and privacy policy, and a return envelope. This was delivered to all homes in the areas shown in Appendix 1 by a contracted delivery company.

Media

We used the media as another channel to raise awareness about the consultation. For the launch, we sent out a press release to local TV, radio and press media outlets, and included the announcement on Facebook and twitter. We paid for targeted Facebook advertising to the key areas of the consultation. We also released a press release to local media outlets about the extension to closing date.

Dedicated website

We have had a dedicated website throughout the Airspace Change Programme – letsgofurther.com. This has been updated with each consultation as well as building the library of information on previous consultations including the initial consultation book and report on findings, the second consultation book and report on findings, videos, fact sheets and further reading suggestions from other sources such as the CAA and DfT.

3.2 Engagement

Stakeholders

We engaged with a number of stakeholders during our Supplementary Consultation through face to face meetings, emails and letters. These stakeholders are categorised into Governance, Government, Aviation, Tourism, Business, Politics, and Community which included noise, Community Councils, Councillors, Environmental and local organisations.

Facebook

We ran a Facebook online question and answer session on 26 June 2018. To let people know about this, we ran targeted Facebook advertising and sent another press release. The session ran for 90 minutes, 125 people participated in the session, reaching over 11,000 Facebook users.

Drop-in session and public meeting

We held a public meeting in Inverkeithing on 8 June from 1830-2030 and over 150 people attended. We held a drop-in session in Inverkeithing 14 June from 14:00 – 19:00 and 49 people attended. These were publicised through a mailbox drop to over 11,000 households in the focused areas (see Appendix 1), advertised on Facebook and through Twitter. The events were staffed by our Airspace Change project team, plus representatives from Diversity Dynamics and Ricardo Energy – consultants who have provided support and reports throughout the consultation.

3.3 General Data Protection Regulation (GDPR)

Throughout each of our consultations, we have asked respondents to opt in if they wanted to be kept up to date during the Airspace Change Programme. We had developed a list of people's email addresses that wanted to be kept up to date. The GDPR legislation came into effect the day before we launched the Supplementary Consultation. Unfortunately, due to the new legislation, we could no longer use our existing list of people who wanted to be kept up to date. And like many companies, we were advised to send out an opt-in email ahead of our consultation launch to ensure those who still wanted to be kept up to date, could elect to do so.

3.4 Data analysis

We provided an online survey and a paper response form. The online self-completion response form was open to the public from 25 May to 28 June 2018. It was hosted by Progressive Partnership, an independent research agency specialising in analysing consultation responses.

Questionnaire design
Edinburgh Airport determined the content and the structure of the consultation online and paper response forms. Progressive Partnership provided the technical design and function of the online response form. The questionnaire comprised one open-ended question with some classification questions. It gathered information on name, postcode and email address. It also included a text box where respondents could input their thoughts on local issues Edinburgh Airport should be aware of. All data is qualitative.

Respondents were given the option to complete the survey on paper or online. Two events were held on 8 June and 14 June and comments were gathered through Social Media (Edinburgh Airport's Facebook page). The information from the public meetings and the live Facebook Q&A are reported in Appendix 2 and 3.

Analysis of scale questions
We created subgroups for analysis that included source of response (individual, elected member and organisation). We also analysed responses by area.

Open ended response
All responses were captured and reported. However, not all responses given directly related to the consultation question. All open ended comments have been grouped into key themes. The tables show the number of people who made a comment about that theme. If respondents mentioned more than one point they will have been coded under more than one theme.

While not all responses given directly relate to local issues they reflect respondents perceptions of the reality of the potential impact of E7a.

Data management
When multiple questionnaires with identical responses were submitted by the same individual the duplicates were removed. There were seven instances of duplicates removed.

Diversity and inclusion
All comments were analysed for mention of any equality related issues relevant to minority groups.

04

Who responded?

We received 1,167 responses to our Airspace Change Programme Supplementary Consultation.

Responses by type

1,133 surveys
Individuals

27 surveys
Organisations and Elected Members

7 surveys
Didn't complete classification question

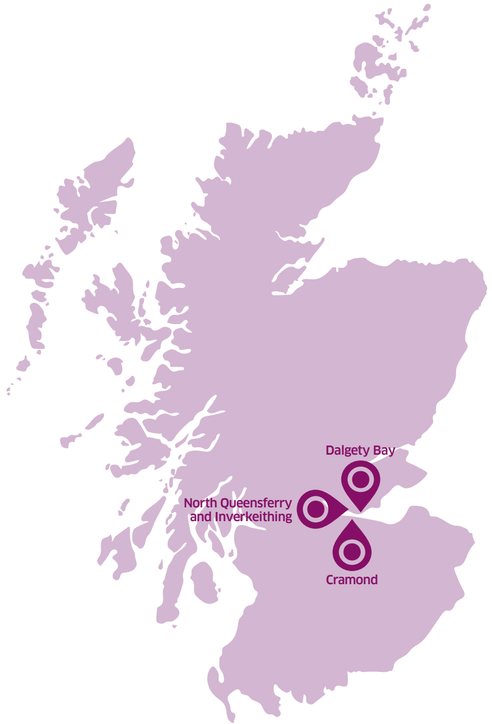
Response by mechanism

Online	Paper
800	367

04 Who responded?

Responses by area

Area	Number of respondents
Cramond	226
Dalgety Bay	729
North Queensferry and Inverkeithing	131
Others (across Scotland)	54
Elected members and organisations	27



Elected members and organisations who took part

Aberdour Golf Club

Alex Cole-Hamilton MSP

Airport Action Group (Cramond)

Blackness Area Community Council (2 separate responses)

Cramond and Barnton Community Council

Cramond Association

Cramond Boat Club

Christine Jardine MP

Cllr David Barratt Fife Council

Cllr David Dempsey Fife Council

Cllr Kevin Lang City of Edinburgh Council

Dalgety Bay and Hillend Community Council

Douglas Chapman MP

Edinburgh Airport Noise Advisory Board

Foggon Community Counsellor

Fordell Estate

Friends of the Earth

Friends of the River Almond Walkway

Inverkeithing Community Council

Lesley Laird MP

Mark Ruskell MSP

Neil Findlay MSP

North Queensferry Community Council

West Lothian Council

05

What did they say?

This section shows the information collated from respondents by theme.
A breakdown of responses by area is shown in Section 06.

Those living in Cramond were more likely than residents of other areas to give a positive response to the proposal.

Residents from Dalgety Bay were very vocal in their responses and generated the largest number of comments compared to residents from other areas.

Overview of findings

Area	No. of respondents	No. of respondents broadly in favour	No. of respondents broadly opposed
Cramond	226	59	167
Dalgety Bay	729	41	688
North Queensferry	131	28	103
Other areas	54	1	53
Elected members and organisations	27	3	24
Total	1,167	132	1,035

Themes by order of response	No. of responses
Noise	1,168
Routes to consider	830
Impact (-)	699
Comments on the consultation process	561
Health	469
Oppose change	415
Restrictions	341
Pollution	248
Supportive of proposal	224
Property issues	107
Overall benefits	81
Comments on planes and transport	23

When reading the tables and illustrative quotes it is important to note that the majority of quotes contain more than one idea. If respondents mentioned more than one point they will have been coded under more than one theme. We have not edited the quotes to express just one idea but have reported them verbatim. We believe that this gives the reader more context and a fuller understanding of the issues. A change in usage of flight paths by airlines may have led some respondents to believe flight paths themselves may have been changed. Perceptions have been reported as given.

Noise

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Noise general	29	The main concern of the residents of the Cramond area is the noise. A concern, that you have singularly and studiously chosen to ignore.
Night noise	9	The number of night flights is also very intrusive.
Noise in the morning and evening	4	The recommended sleep for children is 9 hours and for adults it is 8 hours. The 7 hours you call night time is too short and it starts at 6am which is too early.
More low flying aircraft now	3	Please consider the fact that there are now too many arrivals at night coming in at low altitude (average 625 ft) over Cramond, disturbing sleep;
Need better noise monitors	3	The previous consultations suggested that the noise monitoring was very deficient, but there's no indication if this has been rectified. You should have a much more robust method to monitor noise and severely punish non-conformance.
Noise when climbing or turning	2	I have no additional local issues apart from continued noise on both take-off and landing.

A number of respondents to this consultation made comments (41) on arriving flight paths – as this consultation is regarding E7a, a departing flight path, these comments were not coded as part of this consultation. However, they will be provided to the CAA as part of our reporting of this supplementary consultation.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Noise general	426	This flight path is totally unacceptable as it will fly directly over a populated area, increasing noise and disturbance.
Noise in the morning and evening	137	My biggest concern is flight noise between 6-7am and 10-11pm and those flights should if at all possible be restricted over populated areas.
More low flying aircraft now	108	Do not want flights directly overhead! They are already flying too low and are a constant noise nuisance! I object strongly to this new flight path as it is directly over Dalgety Bay.
Need better noise monitors	48	Why is there no noise monitoring equipment in Dalgety Bay area? How is the average person supposed to calculate the noise impact?
Noise when climbing or turning	46	The planes when turning and extremely low, the noise is unacceptable. We strongly object to the proposed flight path E7.
Night noise	41	I find the noise level intrusive when the flights are directly over my house while still climbing. I am resigned to this happening during daytime flights but as I have already raised the point previously, Edinburgh Airport should be adopting the Sydney Airport of flights stopping after 10:30/11pm. No flights during the night.

Noise

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Noise general	70	E7a is slightly better than E7 but will still be noisier for us than the existing GOSAM1D route because, over Inverkeithing, it seems to swing south for no obvious reason before re-joining the GOSAM1D route temporarily. If we must have an E route, then the existing route should be maintained until it has passed the bridges. After that, it could re-join the proposed new E7a route up the middle of the Forth.
More low flying aircraft now	26	This flight path is completely inappropriate it is far too low and flies directly over North Queensferry this will give rise to excessive noise.
Noise when climbing or turning	16	This flight path is simply wrong, it involves flying at low altitude and turning over the village, this level of noise will ruin the tranquil nature of the village and our lives.
Noise in the morning and evening	15	This morning, for a period after 6am, there was a flight approximately every 90 seconds, loud enough to wake me up. E7a appears to be on a route which will make this worse.
Need better noise monitors	15	This proposal has not been trialled with appropriate consultation OR TESTING using noise & pollution monitoring equipment, such as that used in areas such as Cramond (Edinburgh). We object to the E7a flight path proposal.
Night noise	6	Deliberately flying extremely low over the coastal towns of North Queensferry, Inverkeithing and Dalgety Bay, including the NIGHT TIME period of 06:00 to 07:00, when it can easily be avoided, is an act of pure commercial profiteering and total disregard for the wellbeing of thousands of people and children.

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Noise

Individuals only

Other areas		
Topic	**No**	**Example of verbatim comments**
Noise general	30	I cannot see why aircraft departing in an easterly direction cannot follow the line of the Forth estuary until they have achieved sufficient height for their noise to be muted at ground level.
More low flying aircraft now	13	We are already aware of planes on the existing flight path. The proposed E7a planes will be lower and therefore noisier, with a high chance that the noise will be disturbing.
Noise when climbing or turning	9	Aberdour is equally affected. Planes flying over the village immediately after take-off are very noisy, they disturb our everyday life and are now non-stop for 18 hours/day.
Noise in the morning and evening	4	Over the last month the noise of planes over this area seems to have increased remarkably from very early morning 6am onwards.
Night noise	4	This proposal states that there will be no night time flights with the daytime hours quoted 06:00-22:59 which is welcome, however it remains a concern that these hours fall out with the World Health Organisation day time definition which is 07:00 hrs to 23:00 hrs.
Need better noise monitors	3	Sound monitoring should be undertaken so a before baseline for noise can be generated before the introduction on the new proposed E7a flight path.

Noise

Organisations and Elected Members

Topic	No	Example of verbatim comments
Noise general	13	Important problems relating to airport noise are: flights landing, flights taking off, overflying, night flights, and aircraft turning over North Queensferry.
Noise in the morning and evening	7	Constituents have commented that they are unhappy with the definition of 'daytime' flights as between 6am and 11pm. There is serious concern over the impact flights early in the morning and late at night will have on people's sleep.
Noise when climbing or turning	6	It is anticipated that the current proposal for E7a would bring considerable noise over residential areas due to the low altitude and turning.
Night noise	5	The latest proposal, route E7a, goes right over Dalgety Bay and is barely different from the existing flight path, which we know causes high levels of disturbance particularly early in the morning and late at night.
More low flying aircraft	4	I am concerned that the tighter flight path and resulting lower altitude and banking will negatively impact on the communities I represent.
Need more/better noise monitors	4	There is disagreement between the Airport and impacted communities over the current levels of noise from flight paths over Fife, so installing monitors would allow clarification on this.

Routes to consider

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Use other flight paths	44	This revised flight-path should provide some improvement – although a further move to the west would be welcomed even more.
Fly over the Forth for longer	8	This flight path should follow the river and fly over the Forth for longer. Away from Cramond as far as possible.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Fly over the Forth for longer	258	Previous consultations asked you to use the Firth of Forth to limit any impact but there doesn't look to be a big difference to your proposed E7a – it seems more or less similar as the flight path turns and goes directly over Dalgety Bay. So I presume the idea of making use of the Firth of Forth has been ignored?
Use other flight paths	252	There is more than enough aircraft noise as it is over Dalgety Bay. This is not the only route available. There are others which cause less noise.
Sacrificing Fife to help Edinburgh	109	Edinburgh seems to be the only City that is not impacted. This needs to change. Fife should not be a convenient alternative just because Edinburgh have a "privileged" position.
Why fly north to go South or East	12	Very noisy especially in morning when wind is coming from East, why do they need to turn over Dalgety bay if they are going south and why can't they fly out along the river and why can't they fly over Edinburgh.

When reading the tables and illustrative quotes it is important to note that the majority of quotes contain more than one idea. If respondents mentioned more than one point they will have been coded under more than one theme. We have not edited the quotes to express just one idea but have reported them verbatim. We believe that this gives the reader more context and a fuller understanding of the issues. A change in usage of flight paths by airlines may have led some respondents to believe flight paths themselves may have been changed. Perceptions have been reported as given.

Routes to consider

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Fly over the Forth for longer	48	Why can planes not go further up the water from take off, turn out over the sea and then come up the Forth over the middle of the bridges. This would stop any flights over any populated rural areas.
Use other flight paths	24	Please find new Route for planes. DO NOT fly over Dalgety Bay.
Why fly north to go South or East	2	Why do they need to turn over Dalgety bay if they are going south and why can't they fly out along the river and why can't they fly over Edinburgh.
Sacrificing Fife to help Edinburgh	2	Planes are not allowed to fly over Edinburgh at this height due to the noise so Dalgety Bay is to have the noise instead? Not acceptable! Please find an alternative route, the river preferably.

Other areas		
Topic	**No**	**Example of verbatim comments**
Fly over the Forth for longer	29	Why cant the flights go up the Forth river then turn further up past Bridges where there is no houses?
Use other flight paths	22	Why concentrate flights on immediate coastal area over Dalgety Bay? If Aircraft took a slight turn over Cramond Island after take of a loop over the Forth would miss all residential areas except Braefood Bay which is Industrial anyway.
Why fly north to go South or East	2	The noise of the aircraft will be much reduced by flying the planes further East before turning to fly West.
Sacrificing Fife to help Edinburgh	1	In the consultation papers from last year there is reference in flight plans H to routes being proposed – heading down the river – to 'minimise impact on the coastal area and the city'. If this applies to the south bank of the Forth why should it not apply to the north bank too?

Routes to consider

Organisations and Elected Members

Topic	No	Example of verbatim comments
Fly over the Forth for longer	9	One option proving popular amongst my constituents is to have aircraft flying further out into the Firth of Forth before making a turn at a much higher altitude, thereby reducing noise disturbance for residents.
Use other flight paths	7	I believe Edinburgh Airport must actively look at other options, including options that require planes to fly further east and over the Forth to miss areas such as Dalgety Bay altogether or to gain enough height before coming back over land to cause less noise disruption.
Sacrificing Fife to help Edinburgh	1	Constituents have also expressed dissatisfaction that flights will be passing over the Fife coast under 4,000 feet, a height that is not allowed over urban Edinburgh. The Fife coast villages are significant areas of population, so why this should be permitted over Fife but not over Edinburgh is not clear and seems unfair.

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Impact

Individuals only

Cramond

Topic	No	Example of verbatim comments
Leads to more planes overhead	7	The increase in flight numbers is our biggest concern, living in Cramond. E7a seems unlikely to have any beneficial effect on us. The number of night flights is also very intrusive and I would support limits similar to other UK airports.
Compromise safety and increase crashes	4	With the increase in flights, there have been increased aborted landings, extremely alarming when it happens overhead, particularly during the night. My concerns is one day, there will be a major incident.
Leisure disrupted	4	We are unable to hold a conversation in our garden when aircraft are landing or taking off over our house.
Impacts on children	3	I am concerned about the increase in noise from the planes going over my home throughout the day and night as well as the disruption this can cause to the children at Cramond Primary school, potentially impacting their learning.
Overflies Schools/nurseries	2	Did you know Cramond primary do not open their windows during every term – including hot days in the summer – due to aircraft noise.
Higher numbers in population affected	1	I support the proposal as it provides a marginal benefit to Cramond. However I have become aware of the limitations in the documentation used to justify the proposal and while this does not affect my support, it does mean that there are other factors to be considered. These include management of night flights and different paths over the Firth of Forth avoiding more population centres.

Dalgety Bay

Topic	No	Example of verbatim comments
Overflies Schools/nurseries	115	It would make sense both for environmental and noise hazards to route the planes over to the south or north of the river Forth so that planes are neither turning or flying low over populated areas with schools.
Leads to more planes overhead	103	Please do not subject Inverkeithing and Dalgety Bay to upwards of 35 flights per day. Perhaps the decision-makers do not live in areas with this many flights so they do not appreciate what this will be like – lucky them!
Higher numbers in population affected	86	More people live in the towns of Dalgety Bay, Inverkeithing and N. Queensferry than Cramond.
Has local impact issues	82	It will have an adverse environmental and social impact in my locality. The existing noise levels from aircraft are difficult to tolerate at the moment.
Impacts on children	63	There should be alternative options you can look at which will not have a negative impact on the lives of so many families and children.
Impact on previously unaffected area	61	This flight path is totally unacceptable as it will fly directly over a populated area, increasing noise and disturbance for a populace previously unaffected.
Leisure disrupted	53	There is no peace in the garden – planes extremely noisy.
Compromise safety and increase crashes	29	Seeing planes all day and in a queue waiting to land is something that will happen more and more and could become dangerous.

Impact

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Has local impact issues	16	It will effect tourism and the health of the all who live in the area.
Leisure disrupted	9	Gardening is my hobby and I can assure you of the noticeable flight noise and frequency in recent years as I have lived here forty years. Mine is a simple awareness from my ground level position without knowing any of the technicalities involved. All your technical drawings of flight routes, turning paths, height levels whilst impressive do not give the real affect as experienced on the ground by people like me.
Impact on previously unaffected area	7	I object to the proposed flight path change. I live just by [**********] which is a very tranquil location. I have lived here for nearly 20 years. In the last two years more and more flights are already taking tighter turns and flying almost directly above my home.
Overflies Schools/nurseries	7	Deliberately causing gross noise pollution over at least 4 schools, a handful of nurseries and the coastal path (tranquil areas when there are no flights!). Inhuman! And completely avoidable.
Leads to more planes overhead	5	Since the delivery of this document we have witnessed a huge increase in the number of planes.
Compromise safety and increase crashes	5	North Queensferry only has two entrances and exits which would present a problem should there be an emergency.
Higher numbers in population affected	4	You can easily fly crossing the coast between Dalgety Bay and Aberdour, turning west flying north of the A921, gaining plenty of height and largely avoiding the communities to the north of the bridges. It would also mean LESS people overflown, NOT MORE as you have told me.
Impacts on children	2	At the moment we can not leave window open since the sound is too loud and always wakes our newborn baby.

*Wording removed as it may identify a respondent.

Other areas		
Topic	**No**	**Example of verbatim comments**
Impact on previously unaffected area	4	I have lived here for 35yrs and did not settle here ever thinking this would happen here in this quiet village, Please reconsider this, I have contemplated moving house, after all these years it would break my heart.
Has local impact issues	3	The community impact in South Queensferry needs to be considered as part of this consultation.
Higher numbers in population affected	1	Flying too close to areas of significant population. Move these flight paths well out the way of population density.

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Impact

Organisations and Elected Members

Topic	No	Example of verbatim comments
Leisure disrupted	6	Residents in Dalgety Bay have told me that they already are having to suspend outdoor activities at times due to the noise levels being so high conversation is difficult.
Has local impact issues	5	The supplementary consultation on a singular flight path does not allow people to consider the cumulative impacts of the multiple new flight paths which you are proposing. This is particularly applicable for residents of Dalgety Bay, who are also affected by routes D and F.
Overflies Schools/nurseries	5	Planes are in ascension over 2 schools and a town. Pollution – has this been monitored?
Leads to more planes overhead	3	The latest proposal, route E7a, goes right over Dalgety Bay and is barely different from the existing flight path, which we know causes high levels of disturbance particularly early in the morning and late at night.
Higher numbers in population affected	2	We are deeply concerned that the proposed change of flight path will result in a substantial increase of air traffic over the golf course.
Impacts on children	2	Sleep disturbance is a real and pressing health concern, especially for the young and elderly.

Comments on consultation process

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Confusing and misleading information	9	The maps 3 and 5 have such similar colours it is confusing. Perhaps as a start showing the lines in different colours to each other rather than 2 shades of blue over blue sea would be more helpful also.
Inadequate information	7	In the absence of any detailed information on what is included in "together with other proposed developments in the area" it is not possible to make any meaningful comment on Route E7a. I would be obliged if you can provide full details as soon as convenient.
Just a PR exercise	2	I repeat my previous assertion, that the whole consultation process is a huge PR stunt, to give the impression that the Edinburgh Airport authorities are truly concerned, about the impact on the quality of life of the people living under it's flight path. It is just a box ticking exercise, in order for you to be able to say, we consulted the residents affected.
False information	1	Whilst this route is OK, unless you do something with reducing overall noise level in Cramond, you are introducing an increase in noise level overall, which is not what you are stating in the report.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Inadequate information	88	You appear to have been withholding relevant information (which has been requested several times by various people at the meetings).
Lack of consultations and trials	77	I feel that the information and consultation process is rather unfair and under hand. We only received notification of the meeting on 8th June a couple of days beforehand and clearly not enough notice was given.
Confusing and misleading information	75	The proposals shown on the map I have more recently received which indicate even more proposed flight paths from routes D and F only serve to demonstrate the real intentions which are horrendous and are completely unacceptable.
False information	27	I believe that the information the Airport has provided has been deliberately vague and possibly disingenuous in an attempt to underplay possible effects on those living in the Dalgety Bay Area.
Just a PR exercise	23	At a public meeting in Dalgety Bay it was stated by Managers from Edinburgh Airport that the CAA and the airlines have the final say on whether a route should be adopted, so is consultation just a tick box exercise?
Inadequate health information	17	You have not given information about any restrictions such as no flights at weekends or early mornings as well as the negative impact to the environment, health and general wellbeing of a built up family residential area. As a mother of four children who all live and school here.
Consultation period too short	11	The timescale for consultation appears clearly insufficient.

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Comments on consultation process

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Confusing and misleading information	41	I am also critical of your consultation materials which are confusing and overly technical. They have not been written for a lay audience. No wonder so many of the public feel alienated and let down by this.
Inadequate information	38	The consultation material does not provide any useful information for me to assess the effects the proposed flight path will have on me and my area. Until this information is provided in a clearly accessible form the new flight path should not be agreed.
Lack of consultations and trials	35	We need to understand why this has been implemented, without real consultation given the disruption caused.
False information	11	How can we trust what you say as each time you have been proven to issue false information to get your way.
Just a PR exercise	11	Edinburgh Airport is doing the minimal amount of consultation to fulfil its legal and PR obligations.
Inadequate health information	8	I would like to know how Edinburgh airport intends to mitigate the long term negative health effects upon those who live along the Fife corridor?
Consultation period too short	4	Communities have not been given adequate time to respond.

Other areas		
Topic	**No**	**Example of verbatim comments**
Lack of consultations and trials	11	The community impact in South Queensferry needs to be considered as part of this consultation.
Confusing and misleading information	7	The E7a flight path appears to be entirely theoretical given the maps provided showing where the aircraft actually turn is nowhere near the existing 'nominal centre' line of the current flight path.
Inadequate information	4	The 'supplementary consultation' process has been seriously flawed. There are changes now proposed to fight-paths other than E6/E7a which are not fully described in the consultation material, and which residents who will be affected have not been informed of, and whose views have not been sought. I believe that the 'end of runway' westwards turn taken by take-offs on Rwy06 will increase with the proposed new routes including E7a, relative to GOSAM, though this is again no-where spelled-out, explained or even mentioned in the supplementary consultation material.
False information	4	I can have no confidence that the airport is telling us the truth, and I can therefore have no idea how many planes there will be and what the impact on my home will be. I do not accept these proposals are necessary, or that a route travelling west of the Forth Bridges that would avoid Blackness altogether has been properly considered.
Consultation period too short	4	Overall, this is not a fair or meaningful process – a very short period of time for responses.
Just a PR exercise	2	This really is typical of the approach Edinburgh Airport have taken to the Airspace Change Process – doing the minimum to get the 'necessary consultation' boxes ticked, and getting minimum feedback from people who will be affected by it.
Inadequate health information	1	The health impact study is inadequate to describe the actual impact on health. The baseline is again false, and should have been taken from an earlier year before the changes I described above took place.

Comments on consultation process

Organisations and Elected Members

Topic	No	Example of verbatim comments
Lack of consultations and trials	12	I remain unhappy that there doesn't seem to be any kind of trial and review process built in.
Confusing and misleading information	11	Although the consultation document suggests that fewer people will be affected I note in the commentary on page 6 that there are areas that will experience an increase in noise levels at night.
Inadequate information	10	I feel there is not enough information in the consultation document regarding the types of aircraft expected to fly along this route or what the noise levels are at certain points. Without this I feel that communities are not in a position to respond appropriately to this consultation.
Consultation period too short	4	It was also perceived by a number of residents that there was a lack of time to make submissions.
Inadequate health information	2	Far more should be done to ensure that as few communities as possible are affected by noise and greater consideration should be given as to the public health impact airspace change has.
False information	2	The flights have already increased over N. Queensferry ahead of consultation process – Dishonest. What you say will happen and reality appear to be very far apart.
Just a PR exercise	2	This consultation appears to be a public exercise which is not grounded in reality, and I believe this is a tick-box exercise which gives no weight to the concerns already expressed by the local community in previous consultations.

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Health

Individuals only

Cramond

Topic	No	Example of verbatim comments
Disturbs my sleep	27	We are told that there is no usage between 23:00 and 05:59 – this should be applicable for landing as well as this is the noisiest and occurs around 01:00 to 02:30 at the moment so once we have been awoken at that time it is very distressing and difficult to go back to sleep – only to be awoken again at 05:20 when another noisy plane lands.
Health issues in general	6	I work with young children in the Cramond area. The number of flights that fly over the area is a detriment to their health and well being. It is possible to change the flight paths! There is more to life than ££ and profit!
Reduces quality of life	5	The overall noise pollution we are experiencing is a serious and major factor affecting the quality of our lives, for example – landings – on the evening of the 17th of June between 11:30 and midnight planes, some of them very noisy, constantly one after another flew overhead.
Creates issues with breathing	2	My breathing has deteriorated over last couple of years.

Dalgety Bay

Topic	No	Example of verbatim comments
Health issues in general	105	If you take the three most significant flight paths to affect Dalgety Bay and surrounding area (D0, F2a and E7a) and taking swathe and vectoring into the equation there can be no doubt that noise and air pollution will increase to the detriment of our health and wellbeing.
Disturbs my sleep	97	This noise is so high that we are unable to rest in the evenings and early mornings. Children complaining that they cannot sleep due to the plane emitted sound affecting their physical and mental health, education. We are extremely concerned of the consequences of elevated sound levels to the health and wellbeing.
Reduces quality of life	89	There is Henderson House a care home plus two schools in Dalgety Bay but in the flight path area there are eight schools in the area – the flights overhead will damage the education and development of Dalgety bay's children – impair their future health and well being.
Adds to stress/mental stress	28	With the proposed increase in air traffic the noise will become intolerable. I recently underwent [**********] surgery and have to avoid stress and I believe that any increase in aircraft noise will cause me undue anxiety.
Creates issues with breathing	5	My main concern is in the atmosphere from the increase in aviation fuel. Will this be a cause for concern in asthma sufferers like myself.

*Wording removed as it may identify a respondent.

Health

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Reduces quality of life	29	This flight path is completely inappropriate. It is far too low and flies directly over North Queensferry. This will give rise to excessive noise and diminish both the local environment, the fact that the coastal path is a wildlife sanctuary and the local residents quality of life, please reconsider this route.
Health issues in general	17	I am against it. It can be redirected. The noise pollution would be damaging to the area. It will effect tourism and the health of the all who live in the area.
Disturbs my sleep	12	It will increase noise levels early in the morning from 6am onwards – do you like to be awakened from your sleep? We ask you to carry out test flights to let us understand how loud this new flight path will be over our house.
Adds to stress/mental stress	5	Why can the flight path not be altered every three months to allow communities respite from constant intractable aviation noise pollution? Environmental noise is a psycho-social stressor that affects subjective well-being and physical health. Noise disturbs communication, concentration, relaxation and sleep.
Creates issues with breathing	2	Children, the elderly, and people with heart or lung disease, diabetes, minority and low – income communities are particularly vulnerable to adverse health outcomes from exposure to air pollution, including cardiovascular disease, asthma and other respiratory diseases, and cancer.

Other areas		
Topic	**No**	**Example of verbatim comments**
Disturbs my sleep	13	Over the last month the noise of planes over this area seems to have increased remarkably from very early morning 6am onwards, often waking the family up.
Health issues in general	4	Recent research shows rod traffic and aircraft noise increase the risk of high blood pressure, especially noise exposure at night.
Adds to stress/mental stress	2	The company who own EAL GIP are a foreign owned investment corporation, who once the flight paths are in place make no secret of the fact that the airport will be sold to the highest bidder and a handful of individuals will leave with hundreds of millions of pounds in profit, as they did with London City Airport. Those of us, left behind who will suffer from the resultant sleep deprivation and increased anxiety and stress caused by these new flight paths are of no consequence to EAL.
Reduces quality of life	2	Flying too close to areas of significant population. Move these flight paths well out the way of population density. Much damage to people's health and quality of life if any of the new flight paths are allowed to go ahead.
Creates issues with breathing	1	I have no proof but I have the feeling that my asthma is slightly worse since the flight path came over my house.

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Health

Organisations and Elected Members

Topic	No	Example of verbatim comments
Health issues in general	7	Residents also expressed concerns in that survey for their health and well being.
Reduces quality of life	6	I suffer night noise, sleep disturbance, and daytime noise. At times difficult to hold a conversation outside of my house. Being woken up by aircraft noise during the night/early morning.
Disturbs my sleep	5	Changes made to the use of GOSAM under the guise of the TUTUR flight path trial have resulted in considerable disturbance when runway 06 is being used, while changes in the use of and fleet mix on GRICE cause considerable disturbance when runway 24 is in use. The noise is such that sleep is disturbed and normal domestic activity is disrupted.

Oppose change

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
This proposal is just profit driven	3	There is more to life than ££ and profit!
Reject E7a	3	As far as I can see, the proposed E7a changes to the aircraft departure, will have a minimal beneficial effect on the residents of Cramond.
Preferred E1/2/3/4/5/6/7	2	We would prefer E6. E7a probably has little beneficial effect on us living in Cramond.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Reject E7a	204	I would encourage the Civil Aviation Authority to select routes that make better use of air corridors which cross less populated areas (such as the Forth Estuary and the farmlands south-west of Edinburgh), and avoid lower level flying over a town as populous as Dalgety Bay.
This proposal is just profit driven	55	PUT PEOPLE FIRST NOT PROFITS!!!
Preferred E1/2/3/4/5/6/7	33	I would prefer if all planes going east stick to route E6 so as not to overfly Dalgety Bay. Keep the planes over the water and it's a lot less nuisance noise for all surrounding communities.
No need for change	10	I still don't understand why E7a is so necessary (as opposed to aircraft turning south to the east of Edinburgh with much reduced environmental impact.)
Keep the previous routes	7	At the weekend there is still no respite as still fly over. The previous flight path up the Forth was better.

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Oppose change

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Reject E7a	32	But no change is necessary as no evidence beyond subjective statements on impact by the airport have been made. No to 7A.
This proposal is just profit driven	12	The flight path over Inverkeithing is too close. The noise is already very bad, the path should avoid this area. The Government should limit flights. It's all about profit.
Keep the previous routes	5	Leave flight plan where it is, and give a big donation to charity.
Preferred E1/2/3/4/5/6/7	5	Oppose Flight Path E7a. Prefer E4, E3, or E5, over less populated areas.
No need for change	4	Notwithstanding the unproven need for change Route 5 remains the best option. Route 7A will ensure ongoing and increasing noise blight for Inverkeithing. But no change is necessary as no evidence beyond subjective statements on impact by the airport have been made.

Other areas		
Topic	**No**	**Example of verbatim comments**
Reject E7a	9	I am unhappy with the proposed change to flight path over Dalgety Bay.
Preferred E1/2/3/4/5/6/7	7	In the initial consultation I thought the E7 flight path was a fairly good option. However, I understand that the E7 flight path is now replaced by E7A. I don't like E7A at all.
This proposal is just profit driven	6	How much extra revenue is going to be gained by Edinburgh airport over the next few years by these changes to flight paths?
No need for change	4	I do not want the routes changed there is no need.
Keep the previous routes	3	I don't know why the changes have to be implemented now. Why cant there be a delay or keep them as they were?

Oppose change

Organisations and Elected Members

Topic	No	Example of verbatim comments
This proposal is just profit driven	4	This is not about the quality of life of residents around the airport it is about increasing the "worth" of Edinburgh Airport probably for re-sale.
Reject E7a	4	Residents clearly expressed during the phase one and two consultations that these routes would have a detrimental impact on their lives, with 56.8% of respondents from Fife either disagreeing or strongly disagreeing with flight path. E7a is only a minor tweak on E7, and these original objections should stand.
Keep the previous routes	2	In a residents' survey BACC conducted in 2016, it was clear that 87% of respondents had noted an increase in aircraft noise, and 70% wanted it to stop and return to the previous pattern of airspace use.
No need for change	1	There is no evidence that the purported yet still un-evidenced requirement for growth of 20% by 2024, can not be met by other means, such as more efficient use of the existing runway throughout the day, more efficient ground handling or alterations to scheduling so that departures and arrivals may be smoothed out across a 16 hour period during daytime hours between 07:00 and 23:00.

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Restrictions

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Night restrictions	34	I feel that there are too many night flights so would welcome a reduction in the window for take off/landing at night. Night flights are very disruptive to sleep in our family and our children often wake up due to the noise especially when aircraft land as it feels they are very low to the house. I feel that arrivals fly too low in general to would welcome any way to improve this.
Early and late restrictions	7	Late night and very early morning flights landing and taking off; which are disturbing the people of Cramond and Barnton's daily lives and sleep is unacceptable!

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Early and late restrictions	204	If there truly is no alternative flights should be limited to only occur up to 22:30 and not recommended until 07:00.
Weekend restrictions	55	Avoid flying over Dalgety Bay and find alternative routes & provide mitigation in terms of time restrictions i.e. no flying at the weekend and or early mornings.
Night restrictions	33	As the aircraft fly directly over my house I would ask that the aircraft to avoid flying over Dalgety Bay, find alternative routes to provide mitigation in terms of time restrictions for flying at weekends, early morning and nights.

Restrictions

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Early and late restrictions	6	There needs to be limits on the time of day that flights can take off and land at Edinburgh 06:00 to 24:00 would seems reasonable.
Night restrictions	3	The designated time which classifies day from night stretches reasonable boundaries. How can night time of 10pm – 7am suddenly be re-designated to 11pm to 6am! Night time for residents has not changed.

Other areas		
Topic	**No**	**Example of verbatim comments**
Night restrictions	13	A reduction in incoming overnight flights on runway 24 should be considered as it is noticeable that this frequency has increased greatly over the years.
Early and late restrictions	5	There should also be respite during early in the morning and at weekends.
Weekend restrictions	2	Please consider an alternative route-where planes fly further east out the Forth river before turning at a higher and less noisy altitude to that proposed. Also provide mitigation in terms of time restrictions including no flying weekends and/or early mornings/late evenings.

Restrictions

Organisations and Elected Members

Topic	No	Example of verbatim comments
Early and late restrictions	5	My constituents would like to see a tighter restriction on the 'daytime' window and a promise of no flights early in the morning and late at night.
Night restrictions	4	The removal of night flying from the E7a flight path is welcome, however we urge you to classify the hours of 10pm – 7am as the night time hours. A re-designation [of] night time hours to suit commercial gains is again detrimental to impacted local communities.

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Pollution

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Air pollution	7	These take off flight plan changes, including E7a will make a big difference to the Cramond area. A bigger issue concerns the landing flight paths which cause major noise and pollution problems. How will this be addressed and when?
Fuel dumping/deposits	2	Walking along the River Almond walkway near the airport I have noticed on a few occasions what appears to be the dumping of material etc. from aircraft.
Detrimental to wildlife and natural beauty	1	Causes a generally negative impact on an area of beauty and tranquillity.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Air pollution	112	I live in the beautiful town of Dalgety Bay spoilt only by the noise and pollution of never-ending overhead flights from 6am in the morning to 11pm at night.
Adds to climate change/ detrimental to the environment	33	Unacceptable noise levels of up to 80 decibels as well as detrimental environmental and health conditions.
Ground pollution	16	The pollution and fumes and other things that are falling from the sky onto us (Cancer causing agents etc.). These planes then go directly across the two schools in Dalgety Bay doing the same to our children whilst they are playing out at break time.
Fuel dumping/deposits	10	...the planes will be putting out fumes and unspent aviation fuel which are both highly toxic.
Detrimental to wildlife and natural beauty	10	This new flight path may affect the local wildlife. With extreme noise levels, I have seen an increase of activity of birds during the flyover of aircraft. What we will never know is, will the over head aircraft be causing anxiety to the local wildlife due to the increased noise levels.
Inefficient/fuel wasted	7	There may well be some environmental concerns about fuel burn but those can surely not take precedence over the health and well-being of thousands of decent citizens.
Detrimental to farming/crops	2	One of our main concerns is the combustion of Jet fuel which yields gaseous and particulate exhaust that can, with sufficient exposure, be hazardous to the health of those living near an airport and its flight paths. As we grow crops in raised beds and in the garden we are concerned that these particulates could cause problems to our health and crops.

Pollution

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Air pollution	16	Recent evidence suggests that air pollution is also linked to higher risk of diabetes, autism, and lower IQ.
Inefficient/fuel wasted	6	On the basis of the information you provide in your recent brochure, I disagree with your conclusion that a 15% increase in flights per day, combined with the flight path change to overfly North Queensferry at a lower altitude would have "no significant adverse cumulative impact" in terms of noise, fuel burn, CO_2 emissions etc. – if however I am mistaken, then once again your consultation document has at least confused or at worst intentionally misled.
Adds to climate change/ detrimental to environment	6	These planes are being asked to make fairly tight turns which increases the stress on the aircraft. Tight turns require more force which means more pollution, noise and CO_2 emissions.
Detrimental to wildlife and natural beauty	3	The NQ area includes a primary school as well as areas for bird breeding, special scientific interest, the Forth Rail Bridge is an UNESCO site. All these will be significantly affected.
Fuel dumping/deposits	1	Why would the airport choose to turn the plane at a relatively low height dispersing aviation fuel on our children, our parents and ourselves when it has been proven that aviation fuel causes cancers.

Other areas		
Topic	**No**	**Example of verbatim comments**
Air pollution	6	For a small compromise in flight time, less polluting fuel would be used and a greater altitude achieved before the coast is crossed to head north or west over the mainland. The height above ground is more important than the expediency of the climb out for those below. Aircraft should be above damaging noise and pollution thresholds before crossing the coast wherever possible.
Inefficient/fuel wasted	4	The aircraft industry and its ambitions for massive expansion will use far more fuel and emit far more carbon dioxide than planes using a long straight path as they gain height (as opposed to the tight climbing turns proposed).
Fuel dumping/deposits	1	The noise and frequency is unacceptable along with fuel deposits.

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Pollution

Organisations and Elected Members

Topic	No	Example of verbatim comments
Air pollution	2	Pollution has this been monitored.
Detrimental to wildlife/ detrimental to environment	2	We ask that you please give consideration to this in your decision-making process and that you look at other options which would not cause such a detrimental affect on the local community and natural landscape.
Ground pollution	1	The pollution over an area of triple S.I.

Supportive of proposal

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	110	I am relieved to hear there is to be a 20 degree alteration in the take off flight path over Cramond, and very much hope for some improvement in the incoming flight path which is too noisy and frequent.
Improvement to previous plan	12	E7a is an improvement on the previous proposal because it increases the left turn angle on take off over the relatively unpopulated Dalmeny Estate. Anything that can be done to increase the left turn angle further would be very welcome – As would the minimisation of night flights.
I'm not bothered by these plans	3	Personally, I have no issues with aircraft noise and/or changes of flight paths. I am very keen for Edinburgh Airport to develop and to thrive. Please be aware that in any dealings you have with local residents in the Barnton/Cramond area, there are many more like me who have no complaints about noise, pollution or future airport expansion plans.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	29	Happy with proposed flight path as long as minimum heights described are maintained as far as possible.
I'm not bothered by these plans	13	I have lived in the Bay for over 30 years and have no problem with aircraft noise. They only go over my house when the wind is from the east. They do not go over all day (in the morning & afternoon). As Ex RAF I like to hear the noise of aircraft.
Improvement to previous plan	4	Having studied map 5 detailing the flight simulation results for the E7a flight path, I feel this is a much improved proposal. It appears to impact far fewer residential areas, and I am very pleased to see that previously submitted concerns appear to have been addressed. E7a is my preferred flight path route, as opposed to the regular overhead flights.
Hurry up and do it	1	This change with the other changes to take off plans are welcomed. The question is WHEN as the proposals have been under discussion for over a year. The bigger noise and pollution issue is with landing and my question is "When is this going to be addressed?"

When reading the tables and illustrative quotes it is important to note that the majority of quotes contain more than one idea. If respondents mentioned more than one point they will have been coded under more than one theme. We have not edited the quotes to express just one idea but have reported them verbatim. We believe that this gives the reader more context and a fuller understanding of the issues. A change in usage of flight paths by airlines may have led some respondents to believe flight paths themselves may have been changed. Perceptions have been reported as given.

Supportive of proposal

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	18	I am in support of the new/proposed flight paths as we have had to live with the road bridge noise for decades with not one representatives of the community interested as it mainly effects the top of the village.
I'm not bothered by these plans	10	I have no problem with the flight paths as they are or proposed changes. I have lived here 50 years and the noise does not bother me. There are far nosier things. The sound last seconds and I quite like watching the planes.
Improvement to previous plan	1	From my point of view, flight path option 7a is a considerable improvement to flight paths E6 and E7. However, looking at map 1, I am wondering why 7a dips south of the flight path GOSAM ID (in blue) as it crosses North of the bridges. It would seem to be sensible to keep it on the same path until the crossing point in the Firth of Forth, where the new path continues up the Forth.

Other areas		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	13	As the volume of air traffic has greatly increased over the last 10 years, the level of noise pollution has become increasingly unacceptable when aircraft are departing in an easterly direction. The proposal to slightly change the departure route from the end of the runway would be extremely welcome.
Improvement to previous plan	1	I have definitely seen a big reduction in noise levels over my house in Rosyth since your programme started. I see the regular flights going over from airports but its not disturbing the peace! It has been very interesting to read your report and understand how you manage the whole operation of airports and flights.
Hurry up and do it	2	The 20 degree turn to the north and the flight path in the middle of the Forth has always been possible. GET ON WITH IT!

Supportive of proposal

Organisations and Elected Members

Topic	No	Example of verbatim comments
Happy with your proposal	6	The modified Eastern departure, flight E7a, seems to provide the maximum relief available to Cramond residents and we welcome the approval of this proposal by the CAA.
Improvement to previous plan	1	I am responding to welcome the modest improvement offered by replacing flight path E7 with the new E7a... This revised flight-path should provide a some improvement – although a further move to the west would be welcomed even more.

Property issues

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Negative affect on property values	1	I live directly underneath the flight path of incoming aircraft. I live in the top flat of small apartment block; this means that the incoming aircraft are only a few hundred feet above me – not the thousands of feet you portray on your "envelope". The value of our flats are the lowest in Edinburgh, but I guess that is not your worry.
I would want compensation	1	The cost of gathering information and using it to publish a glossy brochure would be better spend compensating the residents still affected by the flight path E6.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Negative affect on property values	64	A major consideration is what this will do to the property prices in the area. I certainly wouldn't buy a house under a known flight path and it will certainly make it harder to sell in the future if this E7a flight path becomes a permanent feature. Should all the residents have their houses valued now as a guide and we can then make a claim for compensation when the house prices have been driven down?
I would want compensation	18	Will residents be compensated for the distress, inconvenience and impact on their health that the noise pollution will undoubtedly cause?
Provide double glazing or insulation	9	I feel that maybe there should be some compensation for the extra noise e.g. help towards better double glazing or such like, etc.

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Property issues

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Negative affect on property values	10	Noise aside being forced to live under a flight path will result in a steep decline in property prices. Being a property professional I would expect a drop of around 25%. Who would willing pay full price for any property which is directly under flight paths? I for one would not even consider a property if it was directly under flight paths. For those who cannot bear the constant flight noise the cost to move would be in the region of £60,000, taking into account the high cos of LBTT!
I would want compensation	3	If the noise levels impacted negatively on property values in North Queensferry would there be compensation for property owners?
Provide double glazing or insulation	1	It would appear from the information provided that the flight path is much closer to North Queensferry than at present. Therefore I have the following concerns... ...If increased noise levels are significant is there provision to insulate affected properties?

All comments on property issues came from the Cramond, Dalgety Bay, North Queensferry and Inverkeithing postcode areas.

Property issues

Organisations and Elected Members

There were no comments from organisations and elected members on this subject.

Overall benefits

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	32	I am very happy to see the proposed change to the flight paths that will reduce the noise of aeroplanes over Cramond. At times, the flights are very noisy (especially when coming in to land and in the evening/early morning. It would obviously be great to reduce this further (!) but any improvement to the noise of flights over Cramond is welcome.
Supports economic growth and jobs	4	The economic development of Edinburgh is key for economy growth and must be allowed to develop to increase efficiency. All development and expansion is essential.
Gives more choice	1	I'm all for increasing Edinburgh Airport's capacity as it increases the options for travel and boosts the economy as a whole.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Supports economic growth and jobs	12	I am a supporter of airport expansion and the economic benefits it brings.
Supports Tourism/and me going on holidays	11	I have no objections to the flight path changes. Proceed by all means, in the hope that flights to any holiday/work destinations will be easily accessible.
Gives more choice	6	This increases the number of countries served by direct flights from Edinburgh, which hopefully will reduce flight costs and give more choice.
Reduced noise and flyover	2	I feel this is a much improved proposal. It appears to impact far fewer residential areas, and I am very pleased to see that previously submitted concerns appear to have been addressed. E7a is my preferred flight path route, as opposed to the regular overhead flights.
It lowers cost	1	Have no concerns whatsoever. I want to be able to fly from Edinburgh instead of having to travel south of border for some routes. We need to improve and move with the times. It will make flights hopefully more competitively priced.

When reading the tables and illustrative quotes it is important to note that the majority of quotes contain more than one idea. If respondents mentioned more than one point they will have been coded under more than one theme. We have not edited the quotes to express just one idea but have reported them verbatim. We believe that this gives the reader more context and a fuller understanding of the issues. A change in usage of flight paths by airlines may have led some respondents to believe flight paths themselves may have been changed. Perceptions have been reported as given.

Overall benefits

Individuals only

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	4	I would support the new E7a route as it looks like it would reduce the aircraft noise, with planes passing over the top of our house just now.
Supports economic growth and jobs	1	If the proposed E7a flight path is required to allow the development of Edinburgh Airport to a larger international airport, then we are all for it.

Other areas		
Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	4	I have definitely seen a big reduction in noise levels over my house in Rosyth since your programme started. I see the regular flights going over from airports but its not disturbing the peace!

Overall benefits

Organisations and Elected Members

Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	3	I'm grateful to the airport for working with the local community and given the increase in the margin of turn away from Cramond on take off. It makes this iteration of the airspace change programme better for my constituents so I'm happy to support.

Comments about planes and transport

Individuals only

Cramond		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	6	Proposal seems a reasonable one. Intensity of flights in & out has increased markedly in the 20 years we have lived in Cramond – mitigation of noise is welcomes (NB – Ryanair planes are the noisiest). They should all be quieter.

Dalgety Bay		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	10	Noise disturbance – euphemistically described in your documents as "impacts on visual and tranquillity" – can only be reduced by quieter aircraft (an aircraft industry problem).
There are other forms of transport	3	While people running the airport may wish to expand their empire it would be better for the population in general if the airport diminished in size e.g. cut back or better still stop flights that can be replaced by trains – all internal UK!!

North Queensferry and Inverkeithing		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	1	Yes aircraft such as Boeing 787's & A380's are much quieter than older models but only one of these aircraft operate from EDI; Qatar Airway's 787 and only on one flight leaving per day. Operators such at Jet2 use 737-300's, Delta and United use 20+ year old Boeing aircraft and even British Airways are using decades old 767's on their LHR routes.
There are other forms of transport	1	We often take a train to London for onward flights thereby giving Edinburgh Airport less of our business.

Other areas		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	2	Airlines will upgrade to modern, more efficient, quieter engines when possible but such upgrades take time.

Comments about planes and transport

Organisations and Elected Members

There were no comments from organisations and elected members on this subject.

When reading the tables and illustrative quotes it is important to note that the majority of quotes contain more than one idea. If respondents mentioned more than one point they will have been coded under more than one theme. We have not edited the quotes to express just one idea but have reported them verbatim. We believe that this gives the reader more context and a fuller understanding of the issues. A change in usage of flight paths by airlines may have led some respondents to believe flight paths themselves may have been changed. Perceptions have been reported as given.

Conclusions

Response rate
The response rate was higher from the mailbox drop audience than in previous consultations. The majority of respondents lived in close proximity to the airport. The responses comprised 1,133 individuals and 27 organisations and elected members. We received 7 surveys from individuals who didn't identify their status. Responses came from Cramond, Dalgety Bay, North Queensferry and Inverkeithing in the main with others spread across Scotland.

Support and opposition
We asked respondents to give us their views on the E7a flight path and provide information on any local issues we should be aware of. Our two previous consultations in this Airspace Change Programme gathered data regarding local issues in these areas and this supplementary consultation did not raise any additional matters. Those living in Cramond were more positive about the E7a proposal when compared to residents living in other areas, while the majority of those who responded were not in favour of the proposal.

Affects of noise
Noise was the subject most often reported as being the thing that will impact on the local areas affected by the flight path. Respondents in Dalgety Bay were very vocal on this issue. Respondents complained about noise in general as well as morning, evening and night noise. There was concern about more low flying aircraft, a need for better noise monitors and noise when turning and climbing.

Routes
Respondents were keen to suggest alternatives to the planned E7a route although in most cases they were unspecific about what an alternative route might be. The most often mentioned issue in connection to routes was a call to fly over the Forth for longer and avoid populated areas.

Impact
Respondents from Dalgety Bay were concerned about planes overflying schools and nurseries plus a general increase in planes overhead.

Consultation
While the question asked respondents to give views on the E7a flight path and any local issues we should be aware of, a large number of respondents turned their attentions on to the consultation process itself. There were comments about inadequate, unclear and confusing, false and inadequate information.

Health
Issues related to health were sleep disturbance, a reduction in quality of life and complaints about negative affect on health in general. Residents from Dalgety Bay were particularly vocal on this issue.

Change
There was a perception amongst some that the new flight path is driven by a need for profit and nothing else. Many just rejected E7a and claimed they preferred other flight path options. Many claimed not to understand the need for change. Some in Dalgety Bay, North Queensferry and Inverkeithing expressed a desire to keep the previous routes.

Restrictions
There was a call for night restrictions, early and late restrictions and weekend restrictions.

Pollution
Air pollution was a concern to some. A few said the new flight path would add to climate change and others were concerned about fuel dumping.

Property
This was an issue to a few who were concerned largely about negative effects on the values of their homes.

06

What did they say?

This section shows the information collated from respondents by area.
A breakdown of responses by theme is shown in Section 05.

Cramond

Individuals only

Noise		
Topic	**No**	**Example of verbatim comments**
Noise general	29	The main concern of the residents of the Cramond area is the noise. A concern, that you have singularly and studiously chosen to ignore.
Night noise	9	The number of night flights is also very intrusive.
Noise in the morning and evening	4	The recommended sleep for children is 9 hours and for adults it is 8 hours. The 7 hours you call night time is too short and it starts at 6am which is too early.
More low flying aircraft now	3	I feel that arrivals fly too low in general so would welcome any way to improve this.
Need better noise monitors	3	The previous consultations suggested that the noise monitoring was very deficient, but there's no indication if this has been rectified. You should have a much more robust method to monitor noise and severely punish non-conformance.
Noise when climbing or turning	2	I have no additional local issues apart from continued noise on both take-off and landing.

A number of respondents to this consultation made comments (41) on arriving flight paths – as this consultation is regarding E7a, a departing flight path, these comments were not coded as part of this consultation. However, they will be provided to the CAA as part of our reporting of this supplementary consultation.

Routes to consider		
Topic	**No**	**Example of verbatim comments**
Use other flight paths	44	This revised flight-path should provide some improvement – although a further move to the west would be welcomed even more.
Fly over the Forth for longer	8	This flight path should follow the river and fly over the Forth for longer. Away from Cramond as far as possible.

Cramond

Individuals only

Impact		
Topic	**No**	**Example of verbatim comments**
Leads to more planes overhead	7	The increase in flight numbers is our biggest concern, living in Cramond. E7a seems unlikely to have any beneficial effect on us. The number of night flights is also very intrusive and I would support limits similar to other UK airports.
Compromise safety and increase crashes	4	With the increase in flights, there have been increased aborted landings, extremely alarming when it happens overhead, particularly during the night. My concerns is one day, there will be a major incident.
Leisure disrupted	4	We are unable to hold a conversation in our garden when aircraft are landing or taking off over our house.
Impacts on children	3	I am concerned about the increase in noise from the planes going over my home throughout the day and night as well as the disruption this can cause to the children at Cramond Primary school, potentially impacting their learning.
Overflies Schools/nurseries	2	Did you know Cramond primary do not open their windows during every term – including hot days in the summer – due to aircraft noise.
Higher numbers in population affected	1	I support the proposal as it provides a marginal benefit to Cramond. However I have become aware of the limitations in the documentation used to justify the proposal and while this does not affect my support, it does mean that there are other factors to be considered. These include management of night flights and different paths over the Firth of Forth avoiding more population centres.

Comments on consultation process		
Topic	**No**	**Example of verbatim comments**
Confusing and misleading information	9	The maps 3 and 5 have such similar colours it is confusing. Perhaps as a start showing the lines in different colours to each other rather than 2 shades of blue over blue sea would be more helpful also.
Inadequate information	7	In the absence of any detailed information on what is included in "together with other proposed developments in the area" it is not possible to make any meaningful comment on Route E7a. I would be obliged if you can provide full details as soon as convenient.
Just a PR exercise	2	I repeat my previous assertion, that the whole consultation process is a huge PR stunt, to give the impression that the Edinburgh Airport authorities are truly concerned, about the impact on the quality of life of the people living under it's flight path. It is just a box ticking exercise, in order for you to be able to say, we consulted the residents affected.
False information	1	Whilst this route is OK, unless you do something with reducing overall noise level in Cramond, you are introducing an increase in noise level overall, which is not what you are stating in the report.

Cramond

Individuals only

Health		
Topic	**No**	**Example of verbatim comments**
Disturbs my sleep	27	We are told that there is no usage between 23:00 and 05:59 – this should be applicable for landing as well as this is the noisiest and occurs around 01:00 to 02:30 at the moment so once we have been awoken at that time it is very distressing and difficult to go back to sleep – only to be awoken again at 05:20 when another noisy plane lands.
Health issues in general	6	I work with young children in the Cramond area. The number of flights that fly over the area is a detriment to their health and well being. It is possible to change the flight paths! There is more to life than ££ and profit!
Reduces quality of life	5	The overall noise pollution we are experiencing is a serious and major factor affecting the quality of our lives, for example – landings – on the evening of the 17th of June between 11:30 and midnight planes, some of them very noisy, constantly one after another flew overhead.
Creates issues with breathing	2	My breathing has deteriorated over last couple of years.

Oppose change		
Topic	**No**	**Example of verbatim comments**
This proposal is just profit driven	3	There is more to life than ££ and profit!
Reject E7a	3	As far as I can see, the proposed E7a changes to the aircraft departure, will have a minimal beneficial effect on the residents of Cramond.
Preferred E1/2/3/4/5/6/7	2	We would prefer E6. E7a probably has little beneficial effect on us living in Cramond.

Restrictions		
Topic	**No**	**Example of verbatim comments**
Night restrictions	34	I feel that there are too many night flights so would welcome a reduction in the window for take off/landing at night. Night flights are very disruptive to sleep in our family and our children often wake up due to the noise especially when aircraft land as it feels they are very low to the house. I feel that arrivals fly too low in general to would welcome any way to improve this.
Early and late restrictions	7	Late night and very early morning flights landing and taking off; which are disturbing the people of Cramond and Barnton's daily lives and sleep is unacceptable!

Cramond

Individuals only

Pollution		
Topic	**No**	**Example of verbatim comments**
Air pollution	7	These take off flight plan changes, including E7a will make a big difference to the Cramond area. A bigger issue concerns the landing flight paths which cause major noise and pollution problems. How will this be addressed and when?
Fuel dumping/deposits	2	Walking along the River Almond walkway near the airport I have noticed on a few occasions what appears to be the dumping of material etc. from aircraft.
Detrimental to wildlife and natural beauty	1	Causes a generally negative impact on an area of beauty and tranquillity.

Supportive of proposal		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	110	I am relieved to hear there is to be a 20 degree alteration in the take off flight path over Cramond, and very much hope for some improvement in the incoming flight path which is too noisy and frequent.
Improvement to previous plan	12	E7a is an improvement on the previous proposal because it increases the left turn angle on take off over the relatively unpopulated Dalmeny Estate. Anything that can be done to increase the left turn angle further would be very welcome – As would the minimisation of night flights.
I'm not bothered by these plans	3	Personally, I have no issues with aircraft noise and/or changes of flight paths. I am very keen for Edinburgh Airport to develop and to thrive. Please be aware that in any dealings you have with local residents in the Barnton/Cramond area, there are many more like me who have no complaints about noise, pollution or future airport expansion plans.

Property issues		
Topic	**No**	**Example of verbatim comments**
Negative affect on property values	1	I live directly underneath the flight path of incoming aircraft. I live in the top flat of small apartment block; this means that the incoming aircraft are only a few hundred feet above me – not the thousands of feet you portray on your "envelope". The value of our flats are the lowest in Edinburgh, but I guess that is not your worry.
I would want compensation	1	The cost of gathering information and using it to publish a glossy brochure would be better spend compensating the residents still affected by the flight path E6.

Cramond

Individuals only

Overall benefits		
Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	32	I am very happy to see the proposed change to the flight paths that will reduce the noise of aeroplanes over Cramond. At times, the flights are very noisy (especially when coming in to land and in the evening/early morning. It would obviously be great to reduce this further (!) but any improvement to the noise of flights over Cramond is welcome.
Supports economic growth and jobs	4	The economic development of Edinburgh is key for economy growth and must be allowed to develop to increase efficiency. All development and expansion is essential.
Gives more choice	1	I'm all for increasing Edinburgh Airport's capacity as it increases the options for travel and boosts the economy as a whole.

Comments about planes and transport		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	6	Proposal seems a reasonable one. Intensity of flights in & out has increased markedly in the 20 years we have lived in Cramond – mitigation of noise is welcomes (NB – Ryanair planes are the noisiest). They should all be quieter.

Dalgety Bay

Individuals only

Noise		
Topic	**No**	**Example of verbatim comments**
Noise unspecified	426	This flight path is totally unacceptable as it will fly directly over a populated area, increasing noise and disturbance.
Noise in the morning and evening	137	My biggest concern is flight noise between 6-7am and 10-11pm and those flights should if at all possible be restricted over populated areas.
More low flying aircraft now	108	Do not want flights directly overhead! They are already flying too low and are a constant noise nuisance! I object strongly to this new flight path as it is directly over Dalgety Bay.
Need better noise monitors	48	Why is there no noise monitoring equipment in Dalgety Bay area? How is the average person supposed to calculate the noise impact?
Noise when climbing or turning	46	The planes when turning and extremely low, the noise is unacceptable. We strongly object to the proposed flight path E7.
Night noise	41	I find the noise level intrusive when the flights are directly over my house while still climbing. I am resigned to this happening during daytime flights but as I have already raised the point previously, Edinburgh Airport should be adopting the Sydney Airport of flights stopping after 10:30/11pm. No flights during the night.

Routes to consider		
Topic	**No**	**Example of verbatim comments**
Fly over the Forth for longer	258	Previous consultations asked you to use the Firth of Forth to limit any impact but there doesn't look to be a big difference to your proposed E7a – it seems more or less similar as the flight path turns and goes directly over Dalgety Bay. So I presume the idea of making use of the Firth of Forth has been ignored?
Use other flight paths	252	There is more than enough aircraft noise as it is over Dalgety Bay. This is not the only route available. There are others which cause less noise.
Sacrificing Fife to help Edinburgh	109	Edinburgh seems to be the only City that is not impacted. This needs to change. Fife should not be a convenient alternative just because Edinburgh have a "privileged" position.
Why fly north to go South or East	12	Very noisy especially in morning when wind is coming from East, why do they need to turn over Dalgety bay if they are going south and why can't they fly out along the river and why can't they fly over Edinburgh.
Need quieter planes	10	Noise disturbance – euphemistically described in your documents as "impacts on visual and tranquillity" – can only be reduced by quieter aircraft (an aircraft industry problem).
There are other forms of transport	3	While people running the airport may wish to expand their empire it would be better for the population in general if the airport diminished in size e.g. cut back or better still stop flights that can be replaced by trains – all internal UK!

Dalgety Bay

Individuals only

Impact		
Topic	**No**	**Example of verbatim comments**
Overflies Schools/nurseries	115	It would make sense both for environmental and noise hazards to route the planes over to the south or north of the river Forth so that planes are neither turning or flying low over populated areas with schools
Leads to more planes overhead	103	Please do not subject Inverkeithing and Dalgety Bay to upwards of 35 flights per day. Perhaps the decision-makers do not live in areas with this many flights so they do not appreciate what this will be like – lucky them!
Higher numbers in population affected	86	More people live in the towns of Dalgety Bay, Inverkeithing and N. Queensferry than Cramond.
Has local impact issues	82	It will have an adverse environmental and social impact in my locality. The existing noise levels from aircraft are difficult to tolerate at the moment.
Impacts on children	63	There should be alternative options you can look at which will not have a negative impact on the lives of so many families and children.
Impact on previously unaffected area	61	This flight path is totally unacceptable as it will fly directly over a populated area, increasing noise and disturbance for a populace previously unaffected.
Leisure disrupted	53	There is no peace in the garden – planes extremely noisy.
Compromise safety and increase crashes	29	Seeing planes all day and in a queue waiting to land is something that will happen more and more and could become dangerous.

Comments on consultation process		
Topic	**No**	**Example of verbatim comments**
Inadequate information	88	You appear to have been withholding relevant information (which has been requested several times by various people at the meetings).
Lack of consultations and trials	77	I feel that the information and consultation process is rather unfair and under hand. We only received notification of the meeting on 8th June a couple of days beforehand and clearly not enough notice was given.
Confusing and misleading information	75	The proposals shown on the map I have more recently received which indicate even more proposed flight paths from routes D and F only serve to demonstrate the real intentions which are horrendous and are completely unacceptable.
False information	27	I believe that the information the Airport has provided has been deliberately vague and possibly disingenuous in an attempt to underplay possible effects on those living in the Dalgety Bay Area.
Just a PR exercise	23	At a public meeting in Dalgety Bay it was stated by Managers from Edinburgh Airport that the CAA and the airlines have the final say on whether a route should be adopted, so is consultation just a tick box exercise?
Inadequate health information	17	You have not given information about any restrictions such as no flights at weekends or early mornings as well as the negative impact to the environment, health and general wellbeing of a built up family residential area. As a mother of four children who all live and school here.
Consultation period too short	11	The timescale for consultation appears clearly insufficient.

Dalgety Bay

Individuals only

Health		
Topic	**No**	**Example of verbatim comments**
Health issues in general	105	If you take the three most significant flight paths to affect Dalgety Bay and surrounding area (D0, F2a and E7a) and taking swathe and vectoring into the equation there can be no doubt that noise and air pollution will increase to the detriment of our health and wellbeing.
Disturbs my sleep	97	This noise is so high that we are unable to rest in the evenings and early mornings. Children complaining that they cannot sleep due to the plane emitted sound affecting their physical and mental health, education. We are extremely concerned of the consequences of elevated sound levels to the health and wellbeing.
Reduces quality of life	89	There is Henderson House a care home plus two schools in Dalgety Bay but in the flight path area there are eight schools in the area – the flights overhead will damage the education and development of Dalgety bay's children – impair their future health and well being.
Adds to stress/mental stress	28	With the proposed increase in air traffic the noise will become intolerable. I recently underwent major heart surgery and have to avoid stress and I believe that any increase in aircraft noise will cause me undue anxiety.
Creates issues with breathing	5	My main concern is in the atmosphere from the increase in aviation fuel. Will this be a cause for concern in asthma sufferers like myself.

Oppose change		
Topic	**No**	**Example of verbatim comments**
Reject E7a	204	I would encourage the Civil Aviation Authority to select routes that make better use of air corridors which cross less populated areas (such as the Forth Estuary and the farmlands south-west of Edinburgh), and avoid lower level flying over a town as populous as Dalgety Bay.
This proposal is just profit driven	55	PUT PEOPLE FIRST NOT PROFITS!!!
Preferred E1/2/3/4/5/6/7	33	I would prefer if all planes going east stick to route E6 so as not to overfly Dalgety Bay. Keep the planes over the water and it's a lot less nuisance noise for all surrounding communities.
No need for change	10	I still don't understand why E7a is so necessary (as opposed to aircraft turning south to the east of Edinburgh with much reduced environmental impact.)
Keep the previous routes	7	At the weekend there is still no respite as still fly over. The previous flight path up the Forth was better.

Dalgety Bay

Individuals only

Restrictions		
Topic	**No**	**Example of verbatim comments**
Early and late restrictions	204	If there truly is no alternative flights should be limited to only occur up to 22:30 and not recommended until 07:00.
Weekend restrictions	55	Avoid flying over Dalgety Bay and find alternative routes & provide mitigation in terms of time restrictions i.e. no flying at the weekend and or early mornings.
Night restrictions	33	As the aircraft fly directly over my house I would ask that the aircraft to avoid flying over Dalgety Bay, find alternative routes to provide mitigation in terms of time restrictions for flying at weekends, early morning and nights.

Pollution		
Topic	**No**	**Example of verbatim comments**
Air pollution	112	I live in the beautiful town of Dalgety Bay spoilt only by the noise and pollution of never-ending overhead flights from 6am in the morning to 11pm at night.
Adds to climate change/ detrimental to the environment	33	Unacceptable noise levels of up to 80 decibels as well as detrimental environmental and health conditions.
Ground pollution	16	The pollution and fumes and other things that are falling from the sky onto us (Cancer causing agents etc.). These planes then go directly across the two schools in Dalgety Bay doing the same to our children whilst they are playing out at break time.
Fuel dumping/deposits	10	...the planes will be putting out fumes and unspent aviation fuel which are both highly toxic.
Detrimental to wildlife and natural beauty	10	This new flight path may affect the local wildlife. With extreme noise levels, I have seen an increase of activity of birds during the flyover of aircraft. What we will never know is, will the over head aircraft be causing anxiety to the local wildlife due to the increased noise levels.
Inefficient/fuel wasted	7	There may well be some environmental concerns about fuel burn but those can surely not take precedence over the health and well-being of thousands of decent citizens.
Detrimental to Farming/crops	2	One of our main concerns is the combustion of Jet fuel which yields gaseous and particulate exhaust that can, with sufficient exposure, be hazardous to the health of those living near an airport and its flight paths. As we grow crops in raised beds and in the garden we are concerned that these particulates could cause problems to our health and crops.

Dalgety Bay

Individuals only

Supportive of proposal		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	29	Happy with proposed flight path as long as minimum heights described are maintained as far as possible.
I'm not bothered by these plans	13	I have lived in the Bay for over 30 years and have no problem with aircraft noise. They only go over my house when the wind is from the east. They do not go over all day (in the morning & afternoon). As Ex RAF I like to hear the noise of aircraft.
Improvement to previous plan	4	Having studied map 5 detailing the flight simulation results for the E7a flight path, I feel this is a much improved proposal. It appears to impact far fewer residential areas, and I am very pleased to see that previously submitted concerns appear to have been addressed. E7a is my preferred flight path route, as opposed to the regular overhead flights.

Property		
Topic	**No**	**Example of verbatim comments**
Negative affect on property values	64	A major consideration is what this will do to the property prices in the area. I certainly wouldn't buy a house under a known flight path and it will certainly make it harder to sell in the future if this E7a flight path becomes a permanent feature. Should all the residents have their houses valued now as a guide and we can then make a claim for compensation when the house prices have been driven down?
I would want compensation	18	Will residents be compensated for the distress, inconvenience and impact on their health that the noise pollution will undoubtedly cause?
Provide double glazing or insulation	9	I feel that maybe there should be some compensation for the extra noise e.g. help towards better double glazing or such like, etc.

Dalgety Bay

Individuals only

Overall benefits		
Topic	**No**	**Example of verbatim comments**
Supports economic growth and jobs	12	I am a supporter of airport expansion and the economic benefits it brings.
Supports Tourism/and me going on holidays	11	I have no objections to the flight path changes. Proceed by all means, in the hope that flights to any holiday/work destinations will be easily accessible.
Gives more choice	6	This increases the number of countries served by direct flights from Edinburgh, which hopefully will reduce flight costs and give more choice.
Reduced noise and flyover	2	I feel this is a much improved proposal. It appears to impact far fewer residential areas, and I am very pleased to see that previously submitted concerns appear to have been addressed. E7a is my preferred flight path route, as opposed to the regular overhead flights.
It lowers cost	1	Have no concerns whatsoever. I want to be able to fly from Edinburgh instead of having to travel south of border for some routes. We need to improve and move with the times. It will make flights hopefully more competitively priced.

Comments about planes and transport		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	10	Noise disturbance – euphemistically described in your documents as "impacts on visual and tranquillity" – can only be reduced by quieter aircraft (an aircraft industry problem).
There are other forms of transport	3	While people running the airport may wish to expand their empire it would be better for the population in general if the airport diminished in size e.g. cut back or better still stop flights that can be replaced by trains – all internal UK!!

North Queensferry and Inverkeithing

Individuals only

Noise		
Topic	**No**	**Example of verbatim comments**
Noise unspecified	70	E7a is slightly better than E7 but will still be noisier for us than the existing GOSAM1D route because, over Inverkeithing, it seems to swing south for no obvious reason before re-joining the GOSAM1D route temporarily. If we must have an E route, then the existing route should be maintained until it has passed the bridges. After that, it could re-join the proposed new E7a route up the middle of the Forth.
More low flying aircraft now	26	This flight path is completely inappropriate it is far too low and flies directly over North Queensferry this will give rise to excessive noise.
Noise when climbing or turning	16	This flight path is simply wrong, it involves flying at low altitude and turning over the village, this level of noise will ruin the tranquil nature of the village and our lives.
Noise in the morning and evening	15	This morning, for a period after 6am, there was a flight approximately every 90 seconds, loud enough to wake me up. E7a appears to be on a route which will make this worse.
Need better noise monitors	15	This proposal has not been trialled with appropriate consultation OR TESTING using noise & pollution monitoring equipment, such as that used in areas such as Cramond (Edinburgh). We object to the E7a flight path proposal.
Night noise	6	Deliberately flying extremely low over the coastal towns of North Queensferry, Inverkeithing and Dalgety Bay, including the NIGHT TIME period of 06:00 to 07:00, when it can easily be avoided, is an act of pure commercial profiteering and total disregard for the wellbeing of thousands of people and children.

Routes to consider		
Topic	**No**	**Example of verbatim comments**
Fly over the Forth for longer	48	Why can planes not go further up the water from take off, turn out over the sea and then come up the Forth over the middle of the bridges. This would stop any flights over any populated rural areas.
Use other flight paths	24	Please find new Route for planes. DO NOT fly over Dalgety Bay.
Why fly north to go South or East	2	Why do they need to turn over Dalgety bay if they are going south and why can't they fly out along the river and why can't they fly over Edinburgh.
Sacrificing Fife to help Edinburgh	2	Planes are not allowed to fly over Edinburgh at this height due to the noise so Dalgety Bay is to have the noise instead? Not acceptable! Please find an alternative route, the river preferably.

North Queensferry and Inverkeithing

Individuals only

Impact		
Topic	**No**	**Example of verbatim comments**
Has local impact issues	16	It will effect tourism and the health of the all who live in the area.
Leisure disrupted	9	Gardening is my hobby and I can assure you of the noticeable flight noise and frequency in recent years as I have lived here forty years. Mine is a simple awareness from my ground level position without knowing any of the technicalities involved. All your technical drawings of flight routes, turning paths, height levels whilst impressive do not give the real affect as experienced on the ground by people like me.
Impact on previously unaffected area	7	I object to the proposed flight path change. I live just by Port Laing beach which is a very tranquil location. I have lived here for nearly 20 years. In the last two years more and more flights are already taking tighter turns and flying almost directly above my home.
Overflies Schools/nurseries	7	Deliberately causing gross noise pollution over at least 4 schools, a handful of nurseries and the coastal path (tranquil areas when there are no flights!). Inhuman! And completely avoidable.
Leads to more planes overhead	5	Since the delivery of this document we have witnessed a huge increase in the number of planes using this route.
Compromise safety and increase crashes	5	North Queensferry only has two entrances and exits which would present a problem should there be an emergency.
Higher numbers in population affected	4	You can easily fly crossing the coast between Dalgety Bay and Aberdour, turning west flying north of the A921, gaining plenty of height and largely avoiding the communities to the north of the bridges. It would also mean LESS people overflown, NOT MORE as you have told me.
Impacts on children	2	At the moment we can not leave window open since the sound is too loud and always wakes our newborn baby.

North Queensferry and Inverkeithing

Individuals only

Comments on consultation process		
Topic	**No**	**Example of verbatim comments**
Confusing and misleading information	41	I am also critical of your consultation materials which are confusing and overly technical. They have not been written for a lay audience. No wonder so many of the public feel alienated and let down by this.
Inadequate information	38	The consultation material does not provide any useful information for me to assess the effects the proposed flight path will have on me and my area. Until this information is provided in a clearly accessible form the new flight path should not be agreed.
Lack of consultations and trials	35	We need to understand why this has been implemented, without real consultation given the disruption caused.
False information	11	How can we trust what you say as each time you have been proven to issue false information to get your way.
Just a PR exercise	11	Edinburgh Airport is doing the minimal amount of consultation to fulfil its legal and PR obligations.
Inadequate health information	8	I would like to know how Edinburgh airport intends to mitigate the long term negative health effects upon those who live along the Fife corridor?
Consultation period too short	4	Communities have not been given adequate time to respond.

Health		
Topic	**No**	**Example of verbatim comments**
Reduces quality of life	29	This flight path is completely inappropriate. It is far too low and flies directly over North Queensferry. This will give rise to excessive noise and diminish both the local environment, the fact that the coastal path is a wildlife sanctuary and the local residents quality of life, please reconsider this route.
Health issues in general	17	I am against it. It can be redirected. The noise pollution would be damaging to the area. It will effect tourism and the health of the all who live in the area.
Disturbs my sleep	12	It will increase noise levels early in the morning from 6 onwards – do you like to be awakened from your sleep? We ask you to carry out test flights to let us understand how loud this new flight path will be over our house.
Adds to stress/mental stress	5	Why can the flight path not be altered every three months to allow communities respite from constant intractable aviation noise pollution? Environmental noise is a psycho-social stressor that affects subjective well-being and physical health. Noise disturbs communication, concentration, relaxation and sleep.
Creates issues with breathing	2	Children, the elderly, and people with heart or lung disease, diabetes, minority and low – income communities are particularly vulnerable to adverse health outcomes from exposure to air pollution, including cardiovascular disease, asthma and other respiratory diseases, and cancer.

North Queensferry and Inverkeithing

Individuals only

Oppose change		
Topic	**No**	**Example of verbatim comments**
Reject E7a	32	But no change is necessary as no evidence beyond subjective statements on impact by the airport have been made. No to 7A.
This proposal is just profit driven	12	The flight path over Inverkeithing is too close. The noise is already very bad, the path should avoid this area. The government should limit flights. It's all about profit.
Keep the previous routes	5	Leave flight plan where it is, and give a big donation to charity.
Preferred E1/2/3/4/5/6/7	5	Oppose Flight Path E7a. Prefer E4, E3, or E5, over less populated areas.
No need for change	4	Notwithstanding the unproven need for change Route 5 remains the best option. Route 7A will ensure ongoing and increasing noise blight for Inverkeithing. But no change is necessary as no evidence beyond subjective statements on impact by the airport have been made.

Restrictions		
Topic	**No**	**Example of verbatim comments**
Early and late restrictions	6	There needs to be limits on the time of day that flights can take off and land at Edinburgh 06:00 to 24:00 would seems reasonable.
Night restrictions	3	The designated time which classifies day from night stretches reasonable boundaries. How can night time of 10pm – 7am suddenly be re-designated to 11pm to 6am! Night time for residents has not changed.

Pollution		
Topic	**No**	**Example of verbatim comments**
Air pollution	16	Recent evidence suggests that air pollution is also linked to higher risk of diabetes, autism, and lower IQ.
Inefficient/fuel wasted	6	On the basis of the information you provide in your recent brochure, I disagree with your conclusion that a 15% increase in flights per day, combined with the flight path change to overfly North Queensferry at a lower altitude would have "no significant adverse cumulative impact" in terms of noise, fuel burn, CO_2 emissions etc. – if however I am mistaken, then once again your consultation document has at least confused or at worst intentionally misled.
Adds to climate change/ detrimental to the environment	6	These planes are being asked to make fairly tight turns which increases the stress on the aircraft. Tight turns require more force which means more pollution, noise and CO_2 emissions.
Detrimental to wildlife and natural beauty	3	The NQ area includes a primary school as well as areas for bird breeding, special scientific interest, the Forth Rail Bridge is an UNESCO site. All these will be significantly affected.
Fuel dumping	1	Why would the airport choose to turn the plane at a relatively low height dispersing aviation fuel on our children, our parents and ourselves when it has been proven that aviation fuel causes cancers.

North Queensferry and Inverkeithing

Individuals only

Supportive of proposal		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	18	I am in support of the new/proposed flight paths as we have had to live with the road bridge noise for decades with not one representatives of the community interested as it mainly effects the top of the village.
I'm not bothered by these plans	10	I have no problem with the flight paths as they are or proposed changes. I have lived here 50 years and the noise does not bother me. There are far nosier things. The sound last seconds and I quite like watching the planes.
Improvement to previous plan	1	From my point of view, flight path option 7a is a considerable improvement to flight paths E6 and E7. However, looking at map 1, I am wondering why 7a dips south of the flight path GOSAM ID (in blue) as it crosses North of the bridges. It would seem to be sensible to keep it on the same path until the crossing point in the Firth of Forth, where the new path continues up the Forth.

Property issues		
Topic	**No**	**Example of verbatim comments**
Negative affect on property values	10	Noise aside being forced to live under a flight path will result in a steep decline in property prices. Being a property professional I would expect a drop of around 25%. Who would willing pay full price for any property which is directly under flight paths? I for one would not even consider a property if it was directly under flight paths. For those who cannot bear the constant flight noise the cost to move would be in the region of £60,000, taking into account the high cos of LBTT!
I would want compensation	3	If the noise levels impacted negatively on property values in North Queensferry would there be compensation for property owners?
Provide double glazing or insulation	1	It would appear from the information provided that the flight path is much closer to North Queensferry than at present. Therefore I have the following concerns… …If increased noise levels are significant is there provision to insulate affected properties?

North Queensferry and Inverkeithing

Individuals only

Overall benefits		
Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	4	I would support the new E7a route as it looks like it would reduce the aircraft noise, with planes passing over the top of our house just now.
Supports economic growth and jobs	1	If the proposed E7a flight path is required to allow the development of Edinburgh Airport to a larger international airport, then we are all for it.

Comments about planes and transport		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	1	Yes aircraft such as Boeing 787's & A380's are much quieter than older models but only one of these aircraft operate from EDI; Qatar Airway's 787 and only on one flight leaving per day. Operators such at Jet2 use 737-300's, Delta and United use 20+ year old Boeing aircraft and even British Airways are using decades old 767's on their LHR routes.
There are other forms of transport	1	We often take a train to London for onward flights thereby giving Edinburgh Airport less of our business.

Other areas

Individuals only

Noise		
Topic	**No**	**Example of verbatim comments**
Noise unspecified	30	I cannot see why aircraft departing in an easterly direction cannot follow the line of the Forth estuary until they have achieved sufficient height for their noise to be muted at ground level.
More low flying aircraft now	13	We are already aware of planes on the existing flight path. The proposed E7a planes will be lower and therefore noisier, with a high chance that the noise will be disturbing.
Noise when climbing or turning	9	Aberdour is equally affected. Planes flying over the village immediately after take-off are very noisy, they disturb our everyday life and are now non-stop for 18 hours/day.
Noise in the morning and evening	4	Over the last month the noise of planes over this area seems to have increased remarkably from very early morning 6am onwards.
Night noise	4	This proposal states that there will be no night time flights with the daytime hours quoted 06:00-22:59 which is welcome, however it remains a concern that these hours fall out with the World Health Organisation day time definition which is 07:00 hrs to 23:00 hrs.
Need better noise monitors	3	Sound monitoring should be undertaken so a before baseline for noise can be generated before the introduction on the new proposed E7a flight path.

Routes to consider		
Topic	**No**	**Example of verbatim comments**
Fly over the Forth for longer	29	Why cant the flights go up the Forth river then turn further up past Bridges where there is no houses?
Use other flight paths	22	Why concentrate flights on immediate coastal area over Dalgety Bay? If Aircraft took a slight turn over Cramond Island after take of a loop over the Forth would miss all residential areas except Braefood Bay which is Industrial anyway.
Why fly north to go South or East	2	The noise of the aircraft will be much reduced by flying the planes further East before turning to fly West.
Need quieter planes	2	Airlines will upgrade to modern, more efficient, quieter engines when possible but such upgrades take time.
Sacrificing Fife to help Edinburgh	1	In the consultation papers from last year there is reference in flight plans H to routes being proposed – heading down the river – to 'minimise impact on the coastal area and the city'. If this applies to the south bank of the Forth why should it not apply to the north bank too?

Other areas

Individuals only

Impact		
Topic	**No**	**Example of verbatim comments**
Impact on previously unaffected area	4	I have lived here for 35yrs and did not settle here ever thinking this would happen here in this quiet village, Please reconsider this, I have contemplated moving house, after all these years it would break my heart.
Has local impact issues	3	The community impact in South Queensferry needs to be considered as part of this consultation.
Higher numbers in population affected	1	Flying too close to areas of significant population. Move these flight paths well out the way of population density.

Comments on consultation process		
Topic	**No**	**Example of verbatim comments**
Lack of consultations and trials	11	The community impact in South Queensferry needs to be considered as part of this consultation.
Confusing and misleading information	7	The E7a flight path appears to be entirely theoretical given the maps provided showing where the aircraft actually turn is nowhere near the existing 'nominal centre' line of the current flight path.
Inadequate information	4	The 'supplementary consultation' process has been seriously flawed. There are changes now proposed to fight-paths other than E6/E7a which are not fully described in the consultation material, and which residents who will be affected have not been informed of, and whose views have not been sought. I believe that the 'end of runway' westwards turn taken by take-offs on Rwy06 will increase with the proposed new routes including E7a, relative to GOSAM, though this is again no-where spelled-out, explained or even mentioned in the supplementary consultation material.
False information	4	I can have no confidence that the airport is telling us the truth, and I can therefore have no idea how many planes there will be and what the impact on my home will be. I do not accept these proposals are necessary, or that a route travelling west of the Forth Bridges that would avoid Blackness altogether has been properly considered.
Consultation period too short	4	Overall, this is not a fair or meaningful process – a very short period of time for responses.
Just a PR exercise	2	This really is typical of the approach Edinburgh Airport have taken to the Airspace Change Process – doing the minimum to get the 'necessary consultation' boxes ticked, and getting minimum feedback from people who will be affected by it.
Inadequate health information	1	The health impact study is inadequate to describe the actual impact on health. The baseline is again false, and should have been taken from an earlier year before the changes I described above took place.

Other areas

Individuals only

Health		
Topic	**No**	**Example of verbatim comments**
Disturbs my sleep	13	Over the last month the noise of planes over this area seems to have increased remarkably from very early morning 6am onwards, often waking the family up.
Health issues in general	4	Recent research shows rod traffic and aircraft noise increase the risk of high blood pressure, especially noise exposure at night.
Adds to stress/mental stress	2	The company who own EAL GIP are a foreign owned investment corporation, who once the flight paths are in place make no secret of the fact that the airport will be sold to the highest bidder and a handful of individuals will leave with hundreds of millions of pounds in profit, as they did with London City Airport. Those of us, left behind who will suffer from the resultant sleep deprivation and increased anxiety and stress caused by these new flight paths are of no consequence to EAL.
Reduces quality of life	2	Flying too close to areas of significant population. Move these flight paths well out the way of population density. Much damage to people's health and quality of life if any of the new flight paths are allowed to go ahead.
Creates issues with breathing	1	I have no proof but I have the feeling that my asthma is slightly worse since the flight path came over my house.

Oppose change		
Topic	**No**	**Example of verbatim comments**
Reject E7a	9	I am unhappy with the proposed change to flight path over Dalgety Bay.
Preferred E1/2/3/4/5/6/7	7	In the initial consultation I thought the E7 flight path was a fairly good option. However, I understand that the E7 flight path is now replaced by E7A. I don't like E7A at all.
This proposal is just profit driven	6	How much extra revenue is going to be gained by Edinburgh airport over the next few years by these changes to flight paths?
No need for change	4	I do not want the routes changed there is no need.
Keep the previous routes	3	I don't know why the changes have to be implemented now. Why cant there be a delay or keep them as they were?

Other areas

Individuals only

Restrictions		
Topic	**No**	**Example of verbatim comments**
Night restrictions	13	A reduction in incoming overnight flights on runway 24 should be considered as it is noticeable that this frequency has increased greatly over the years.
Early and late restrictions	5	There should also be respite during early in the morning and at weekends.
Weekend restrictions	2	Please consider an alternative route-where planes fly further east out the Forth river before turning at a higher and less noisy altitude to that proposed. Also provide mitigation in terms of time restrictions including no flying weekends and/or early mornings/late evenings.

Pollution		
Topic	**No**	**Example of verbatim comments**
Air pollution	6	For a small compromise in flight time, less polluting fuel would be used and a greater altitude achieved before the coast is crossed to head north or west over the mainland. The height above ground is more important than the expediency of the climb out for those below. Aircraft should be above damaging noise and pollution thresholds before crossing the coast wherever possible.
Inefficient/fuel wasted	4	The aircraft industry and its ambitions for massive expansion will use far more fuel and emit far more carbon dioxide than planes using a long straight path as they gain height (as opposed to the tight climbing turns proposed).
Fuel dumping/deposits	1	The noise and frequency is unacceptable along with fuel deposits.

Supportive of proposal		
Topic	**No**	**Example of verbatim comments**
Happy with your proposal	13	As the volume of air traffic has greatly increased over the last 10 years, the level of noise pollution has become increasingly unacceptable when aircraft are departing in an easterly direction. The proposal to slightly change the departure route from the end of the runway would be extremely welcome.
Improvement to previous plan	1	I have definitely seen a big reduction in noise levels over my house in Rosyth since your programme started. I see the regular flights going over from airports but its not disturbing the peace! It has been very interesting to read your report and understand how you manage the whole operation of airports and flights.

Other areas

Individuals only

Property issues		
Topic	**No**	**Example of verbatim comments**
All comments on property issues came from the Cramond, Dalgety Bay, North Queensferry and Inverkeithing postcode areas.		

Overall benefits		
Topic	**No**	**Example of verbatim comments**
Reduced noise and flyover	4	I have definitely seen a big reduction in noise levels over my house in Rosyth since your programme started. I see the regular flights going over from airports but its not disturbing the peace!

Comments about planes and transport		
Topic	**No**	**Example of verbatim comments**
Need quieter planes	2	Airlines will upgrade to modern, more efficient, quieter engines when possible but such upgrades take time.

07

Next steps

This Supplementary Consultation has further informed our knowledge of local issues and concerns. We will use this information to update our Application for Airspace Change and will re-submit this to the CAA over the Summer.

We will also publish an amendment to our Application for Airspace Change Rational document to highlight the consideration we have given to the issues raised, arguments made and suggestions put forward in this consultation and the changes in our re-submission. This will be publicly available by the end of the Summer.

08

Appendices

Appendix 1:

Map 1: Supplementary consultation focused areas – Inverkeithing and North Queensferry

Map 2: Supplementary consultation focused areas – Dalgety Bay

Map 3: Supplementary consultation focused areas – Cramond

Appendix 2:
Facebook Live Q&A Comments

Facebook	Edinburgh Airport replies
why did the flightpath taking of to the east change gradually and now turns ten degrees north which deposits so much noise over Kinghorn and Burntisland as the air craft make the climbing turn south over Kinghorn. This turn used to be over Inchkeith	Hi Ian, our proposals move the flight path you're referring to further over the Forth. You can see this in our Proposals Document from September 2107 on letsgofurther.com Thanks, SM
Aberdour is a conservation village that is subjected to constant noise from aircraft yet we were not included in your consultation – why ? I have watched aircraft today and last night travelling up the River Forth, heading towards Burntisland then turning right travelling towards Musselburgh – why can't this route be used ALL the time, therefore missing out residential areas ?	Hi Lynn, This is a supplementary consultation which follows two previous consultations that lasted over 3 months each – Aberdour was included in those two consultations. This supplementary consultation is focused on those areas where we've assessed that the impact will be different to what we proposed to the CAA in Sept 2017. However, we welcome any comments from those outwith the consultation area. The flight path used by an aircraft is determined by its final destination. Air traffic control requires aircraft to be in certain position for certain routes. This requires a number of flight paths leaving for departures. In addition, in order to operate efficiently as an airport, we need aircraft to use different flight paths.
basically then – Aberdour will continue to suffer from aircraft noise – no change ! Looks like this is an open and shut case and you're just going through the motions to tick boxes.	Hi Lynn, We want to hear as many views as we can so that we can make the best decision and get the best balance possible. Our regulator, the CAA, will decide whether we have done just that.
I agree with Lynn Slater. This is a paper exercise. Aberdour will continue to suffer noise pollution. You are bowing to your SNP masters. Why bother if you are not listening to our concerns. Shame on you	
Why have options not been considered that do not fly over residential areas such as turning further out into the Forth?	Hi Ann, We understand that residents want to see a flight path that avoids their area as much as possible however we operate under strict parameters and cannot put forward any proposal that will have a negative impact on those communities already flown over. That includes no increase in track mileage, no increase in fuel burn or fuel consumption. We have looked at a range of options further east over the Forth to try and minimise noise disruption and they do not adhere to these parameters which is why we have not put that option forward. It must meet guidelines to be considered by the CAA.
Surely the CAA has to take into account that aircraft being built now are more fuel efficient so increased fuel burn to fly a wider route could have a nil impact – doesn't sound like CAA take into account on people's right to have peace	
Dalgety Bay currently is flown over and the new routes will increase that traffic so we will be subject to increased track mileage so your response is confusing	

Facebook	Edinburgh Airport replies
I am also wondering, if this about using new technology, what consideration has been given to the flightpaths using the full length of the Forth and routing flights over the North Sea where there are no people.	Hi Ann, we're putting forward a proposal that we think meets the airport's operational requirements, the requirements of our regulator and our responsibilities to our communities. We cannot propose a route that, for example, sees an increase in track mileage, fuel burn or fuel consumption – the range of options we looked at further east over the Forth wouldn't meet these parameters which is why we haven't put that forward. However, the feedback we receive from communities will help shape our final proposal.
I would like to know why a change of routing is necessary. the booklet only says to 'modernise' what is meant by that?	Hi Ann, We've entered into this airspace process for two main reasons; firstly, all airports in the UK are having to modernise the airspace above them as navigation methods are changing. Air traffic control is moving from ground-based navigation beacons to a new system called 'RNav', which is more efficient and GPS-based. Secondly, Edinburgh Airport is growing and has been growing for the past number of years so as we modernise flight paths, we wish to build more capacity into the airspace above us. We believe this will allow us to continue growing and meet the demands of Scottish passengers and those that wish to visit our wonderful country. All of our consultation material on this topic has used average flight numbers. This is because flight path usage is at the mercy of the weather and therefore can vary from day to day. An average number of allows us to compare years. Our noise modelling under the CAA process requires us to use averages. Our noise tracking device from our website tracks flights everyday, and is a good way to find out flights above you at any given time. https://bit.ly/2tHffmt
Based on your reply re growth, your information thus far is disingenuous at best. Do you really mean the number of flights on average will only go up by an average of 1 flight per day each year, if you are growing new routes and passenger numbers?	

Facebook	Edinburgh Airport replies
Q1 Was Kinghorn Community Council's alternative flight path previously evaluated under the Airspace Change consultation and, if so, what were the findings? Why was it not proposed? Q2 What impact assessments have been carried out by EAL/Ricardo specifically in relation to E7a, taking into account noise levels, and the effect on mental/physical health. Also, as expressed at the recent public meeting, the health impact of leaked jet fuel at low flight levels? Q3 How many submissions have you received re: E7a and to what extent would negative feedback force Edinburgh Airport to consider other flight path options? Would you consider those options before making an official submission to the CAA?	Hi Lesley, Q1) A number of options were considered in the design process prior to consultation 2. We presented in that consultation those options that best balanced the regulatory requirement, comms feedback from consultation 1 and our operational needs. We then consulted on those options. Q2) The CAA process asked us to look at the proposals as a whole – E7A was included in that. Appendix A of the environmental assessment provides the noise detailed assessment and Appendix C is the health assessment. You can find this report here: bit.ly/2lEZvgh. The health impact assessment focusses on noise – we don't recognise this issue of leaked fuel. Impacts on local air quality from aircraft emissions are not particularly sensitive above a height of approximately 200 metres. It's in Chapter 8 of the environmental assessment. Q3) The reason we are consulting on this route is to get feedback, both positive and negative from communities. The discussions to date have been robust and rich and we've found the process very useful. As we've said from the outset, the right balance of our regulatory requirements, our operational needs and the responsibilities to communities is what we're constantly striving for. This consultation will help us do just that and is supplementary to the 7 months of discussions carried out in previous exercises. As in those consultations, we'll consider all of the feedback given and assess our proposals against it. We've had hundreds of responses and views so far and we're grateful to all who've participated. We'd urge anyone who's not to do so before the 28th of June.
I have only just found out that this session was taking place, obviously too late. Where was the invitaction published?	Hi Brian. We published some Facebook posts last week to say it was happening. We value your feedback and if you have any further questions please refer to our consultation material: https://bit.ly/2lEZvgh. Feel free to also comment below and we will pick up tomorrow.
The consultation Paper does not consider reduced flights in the evening or early morning or even at weekends – why has this not been considered? A further note is that the Paper makes consistent reference to reducing impact to Crammond – everyone would know that buying a house there would incur some aircraft noise but I had no such indication when buying my house in Dalgety Bay so why is it important to reduce Crammond impact?	
I am actually sitting here in my garden in Dalgety Bay using this Facebook page and the aircraft noise is constant. No sooner has a plane flown over and the noise starts to recede then another flies over – there is no respite. A plane does not have to be flown directly overheard to be heard so any plane flying in the vicinity of the normal line will be heard.	

Facebook	Edinburgh Airport replies
The consultation paper sent to us does not include total number of flights from proposed route plus the other routes we are also impacted by. Nor does it indicate the maximum number of flights we will be subjected to – lots of other information missing so I find the consultation inadequate	
The more flights the better, bringing in money to the Scottish economy	
Can you let me know if the flight paths are changing over Livingston. Some nights there are flights every 2 mins and the noise is unbearable at times.	
Try living in the flight path. I use Edinburgh airport too, but as I stated earlier. Unbearable at times. Especially the summer months!!!!	
I work in the airport and live in broxburn I'm in the flight path too. I don't have any problems with noise and have never experienced flights every 2 minutes.	
It's not every night, some nights are worse than others. I just wondered if the flight paths were about to change. 4 flights have gone over sine I first contacted Edinburgh Airport!!!	
I am in Inverkeithing and planes have flown this way as long as I have been here and sometimes right over the house. I have no problem with it. It is a background noise lasts seconds. There's a motorbike comes along here is far noisier. Good double or triple glazing and they are hardly heard in the house. I like watching them when in the garden	
I was not criticising Edinburgh Airport. Just thought I would ask the question. I use Edinburgh Airport for my holidays and visiting relatives. Good luck for the future Edinburgh Airport.	
Also want to add that i have used Edinburgh airport and had no problems what so ever. Just wish you did direct flights to Norway ;-	
Oh and Estonia.	
Marion Bennett There are direct daily flights to Oslo from Edinburgh Airport. Two airlines to choose from; Norwegian and SAS. https://www.edinburghairport.com/flights/destinations/a-to-z	
Neil Burrells yes but i go to Sola, Oslo would mean a change of planes and another flight back to Sola. The only direct flight to there goes from Aberdeen	

Facebook	Edinburgh Airport replies
Flight paths are the least of the airports problems. The operational inefficiencies and poor procedures and the impact they have on passengers are making a laughing stock of Scotland's infrastructure. If you don't know how to get your house in order get some consultants in who can!	Hi Craig. Could please send us a DM and we will try our best to answer your query. This forum is only for questions relating to the supplementary consultation on our Airspace Change application.
Lived in Broxburn for nearly 30 years. Love watching the planes from my garden. My 2 year old points and waves. With the evolution off newer planes and engines they are less disruptive. For example the new 737 max flown by Norwegian and the 787 from Qatar are some of the quietest around. Sadly on the flip side the older 737 500's are a little rough. But they are few and far between. Bring on more routes, airlines and aircraft models. Can't wait for Emirates t7 and Qatar's a350	Thanks Mike for your comments and support!
Just a comment I live in Rosyth and have no problems with any flight path probably most of the people who complain more than likely use the air port people must realise thing have to change to keep up with the modern world I really enjoy using Edinburgh Airport good luck	Thanks for your support, Rona!
Always fly from Edinburgh even if I need to connect. Flights might be more expensive but worth it for the convenience.	Good to hear Pamela, thanks for your comments and explaining that convenience is key for you.
Lived in Livingston 47 years and we have probably had the biggest amount of flights in and out on a daily basis. Be good to see them get shared out a bit more however you just get used to it, nowadays you get more noise from the traffic on the roads opposed to the planes Great that Edinburgh Airport are increasing the options of more direct flights, unfortunately as you will know you will never please everyone!	Thanks Iain MacIver for your comments!
Don't get why people moan about living under the flight path. Surely you knew that when moving there. I live under the flight path and love it. The noise doesn't bother me at all x	Thanks Louise for joining the conversation tonight and sharing your comments!
I love Edinburgh Airport, and never have any issues, will be there on Thursday and always enjoy the experience	Thanks Tracy! That's good to hear and will see you Thursday. Flying anywhere nice?!
I've lived in broxburn and pumpherston for over 20yrs they never bothered me both my kids born and never bothered them	Thanks Damian!

Facebook	Edinburgh Airport replies
So now you've had time to reflect on MP Lesley Laird's letters, what was the rational for not consulting Aberdour residents in the supplementary consultation on 7a? Further the noise modelling you referred to please can you reference the source of this and when can we expect noise monitoring equipment to be installed and how long will the monitors be in place, given we are back to East take offs right now, perhaps you can get this over now?	Hi Iain. In 2017 we applied to the CAA to change 8 flight paths from Edinburgh Airport. The Supplementary Consultation is a change to this application regarding one flight path. Aberdour was not included in this supplementary consultation as there will be no difference to what we proposed initially to the CAA last year. Aberdour was involved in the previous two consultations on the Airspace Change Programme – these public consultations spanned seven months. These public consultations got us to our proposals – and as we have explained we've had to alter one route slightly. It is this change to the single flight path over Cramond, Dalgety Bay, Inverkeithing and North Queensferry that we're consulting on at the moment. Our analysis was that Aberdour would not be affected to the change to the proposal, therefore was not in the scope of the consultation. We are however, delighted to hear your views. We use noise modelling to predict future noise as we're consulting on future changes that have not happened yet. This is the process laid down by the CAA and is the same for all airports enacting airspace change. However, we recognise the need to understand the impacts better which is why we have invested in new portable monitors and are pressing ahead with measuring that noise. If the new routes are approved then we will position monitors in suitable sites to evaluate current noise levels and then regular re-measurements to gain an understanding of noise levels and evaluate the noise modelling used.
Guessing you weren't live until 19.30 then	These responses came after the Live Q&A had finished.
I live in rosyth has never bothered me grandson loves watching the planes so please leave fight path alone	
As I have commented on many threads and pages about flight noise. I live under a flight path, right beside the rail bridge and station and I can honestly say the planes make very little impact as the trains are louder. Don't see folk up in arms over the trains.	
I assume you are obliged under your license to go through a public consultation? It would be good if you could also open up a voluntary consultation on customer requirements, parking needs and operational concerns for the travelling public…	
When we moved to Livingston, there were not as many flights as there are now. Flight paths and air travel has increased over the years. So was not my choice to live under a fight path. Moved here over 40 years ago and there was not as many flights as there are now.	
Thought you had already done this and won last year! What used to be a distant noise has turned into a bloody nightmare! Why oh why do you need to change anything again!	
There hasn't been any changes yet.	

Facebook	Edinburgh Airport replies
Simon McDonald yes they did they got to change their flight path and it was approved by the Scottish government! We were part of that consultation. As a result we have lots of unbelievable noise and planes that never used to fly above us!	These responses came after the Live Q&A had finished.
do people have to much time on their hands, we are closer to the bridge, & its a noise you get used to	
Your doing all this because of the increased number of tourists. But the prices you charge at the coach park is highway robbery.	
What are the changes, I looked online but cannot find what changes are proposed and which neighborhoods are likely affected? Edit: answered my own question, see below for more info, people of Fife coastal towns this affects you a lot…	
I digged a bit deeper, there is a site with the new modelling of the route: http://www.letsgofurther.com/consultation-material perhaps the Q&A should be quoting it in the welcome text for people to understand and have material to refer to? Transparency? Much? In summary, if you live in Fife, flights will be on top of the coastal towns instead of over the Forth and over Crammond instead of turning over the bridges for east approach. There is no map for the west approach (Livingston, Broxburn…) Here you go.	
I live in Rosyth, planes go right over my house, doesn't mother me one bit, I'd rather have the.plane fly over my house rather than the black reek that comes from the stagecoach bus that stoosnoutside my house, wherever the flight path may be there will always be some people not happy	
Oh I'm not affected by it, I just found it problematic that this information was not advertised in this forum at the time. How can people ask the right questions without being invited to consult the changes?	
why did the flightpath taking of to the east change gradually and now turns ten degrees north which deposits so much noise over Kinghorn and Burntisland as the air craft make the climbing turn south over Kinghorn.This turn used to be over Inchkeith.	
The present flightpaths haven't changed since the 70s.	

Appendix 3:

Questions asked from public meeting in Inverkeithing

Over the last 4 weeks a constant stream of planes have passed directly over my house in Inverkeithing – is this a change that has already been made? Was this consulted on beforehand?
There have been no changes to the flight paths. The existing flight paths have been in operation since the runway was opened in the 1970s. No new flight paths are being flown at the moment, no trials of routes have taken place, and the earliest new flight paths will be flown will be Spring 2019.

Booklet says no night flights, yet over the past 2 weeks flights have taken off between 01:00 to 03:00?
There have been no changes to the flight paths. Currently Dalgety Bay is overflown by aircraft on 06-GOSAM departure route, this route operates 24/7. Our proposal would reduce night time flying over Dalgety Bay. The proposed route E7a would only operate 06:00 to 23:00 and this is what is referred to in the booklet.

Why was WHO (World Health Organization) guidance on noise not used in either consultation?
Our Airspace Change application must comply with the CAP725 policy set out by our regulator, the Civil Aviation Authority (CAA). WHO and the European Union is currently in the process of developing the WHO Environmental Noise Guidelines for the European Region as a regional update to the WHO Community Noise Guidelines. Previous guidance was issued in 1999. Our Environmental Impact Assessment (EIA) models noise as L_{night} as suggested by WHO guidance update (2002) and in addition to other noise indicators.

Why concentrate flights on immediate coastal area over Dalgety Bay? If aircraft took a slight turn over Cramond Island after take off, a loop over the Forth would miss all residential areas except Braefoot Bay which is industrial anyway?
We understand that residents want to see a flight path that avoids their area as much as possible. We have looked at a range of options further east over the Forth to try and minimise noise disruption and they do not meet the guidance as outlined in CAP725. Our Application for Airspace Change must meet guidelines to be considered by the CAA.

Why is this consultation on proposed flight path changes not looking at options to improve the flight path and take it further away from densely populated areas such as Dalgety Bay? The information in the documentation is trying to persuade us it will be no worse than currently, why not aim for better? What effect would using routes G and H rather than E7a, have on EAL, financially and operationally?
Currently Dalgety Bay is overflown by aircraft on 06-GOSAM departure route – this route operates 24/7. Our proposal would reduce night time flying over Dalgety Bay. The proposed route would only operate 06:00 to 23:00. We understand that residents want to see a flight path that avoids their area as much as possible. As mentioned in the answer above, we need to meet the CAP725 guidance for airspace change and part of that guidance relates to not increasing track mileage for the route.

In the second consultation, E1a and E1b, which are largely identical to E7a proposed, failed to comply with safety/International Civil Aviation Organization (ICAO) design criteria, why does E7a not now fail to comply?
As E1a and E1b both replicate the current flight paths (with their associated overflight of greater population than the preferred option E7a) they also have the issue of not turning sufficiently early to enable a one minute interval to be allowable between this route and route G (as per today's constrained operation between GOSAM and TALLA routes from runway 06). E7a turns as early as is possible and enables ICAO one minute departure interval criteria to be applied.

Alternative suggestions in consultation responses will be considered against CAP725 criteria and the outcome of that consideration reported in the forthcoming 'Application for Airspace Change – What we've proposed and why amendment' document.

I don't know why the changes have to be implemented now. Why can't there be a delay? Is it absolutely necessary that we suffer these changes right away? Can't they be postponed?
Applying for Airspace Change takes a substantial period of time to work through the various stages of the process and our current Airspace Change application began this process back in 2016. To ensure we have the runway capacity that we require and the move to RNAV technology we cannot postpone this process. Further information on RNAV technology is available within our second consultation documentation.

Is there a choice of direction of take off when there is 'no wind'?
A basic aspect of aviation safety is that aircraft need to land and take off into the wind. They can take off in the same direction as the wind, but this is only allowed if the wind speed is up to 5 knots, which is little more than a breeze. Decisions on the direction of runway usage are the sole remit of Air Traffic Control who are responsible for maintaining the safe and efficient management of air traffic within our airspace.

Is this being pushed through before CAP 1616 is enforced?
As the airspace change process at Edinburgh Airport commenced under CAP725 in 2016, we are continuing under those regulations. This approach has been agreed with the CAA.

Why have there been no sound tests in affected areas like Dalgety Bay, Aberdour, South Queensferry, Inverkeithing?
These proposed routes are not in operation so we have used projected noise levels. These models can be seen within the CAA ERCD and the EIA. If our Application for Airspace Change is approved and these proposed routes are implemented; prior to them coming into operation, noise measurements will be taken within communities to establish current noise levels, followed by regular re-measurements to gain an understanding of noise levels and evaluate the noise modelling.

Concerned about future proofing – if this flight path is approved we have no guarantees that it won't be used 24/7 because of increased demand. The 6am start is already hugely noisy and 2 minute intervals at capacity would be intolerable.
If our Application for Airspace Change is approved and changes to existing flight paths are made, any future changes to these flight paths would need to be consulted on. If we introduced a time restriction as part of the implementation, any changes to this restriction would be need to be consulted on. This would be under the CAP1616 process. Edinburgh Airport would again need to publicly consult and make an Application for Airspace Change which would need to be considered by the CAA.

On page 5 of the consultation booklet it says that by 2019 there will be 42 flights per day – how has this figure been arrived at? There were around 130 flights from 11:30 today to end of day, your estimate seems low.
The total number of departures in 2016 was 56,915, with 11,587 of those on runway 06 (departing towards the Forth). That equates to 21% of flights and the equivalent of 76 days of full-time usage which we have based this on. It must be noted that wind direction dictates the direction of arrival and departure, in turn dictating the number of hours runway 06 is used, so the number of flight has been averaged out to reflect this.

In North Queensferry we have the noise and pollution of the trains, traffic over the Forth Road Bridge and Queensferry Crossing. What is the impact on North Queensferry's community health with the proposed changes? The present consultation is to consider the impact from the change in the E7 flight path and makes assumptions that current disturbance to our quality of life re noise and pollution are acceptable. This is not so, Environmental considerations have changed considerably since the current flight paths were adopted. So we should review plans taking them from first principles. What happens if the noise is above Scottish government Guidelines on the new flight path?

The Environmental Impact Assessment was written and analysed by Ricardo and within the document's noise section modelling and analysis was carried out by Anderson Acoustics. The CAA Environmental Research and Consultancy Department (ERCD) also carries our noise analysis and modelling. The Environmental Impact Assessment (EIA) fully analyses various potential environmental impacts of the route amendment, including health, noise, tranquillity impacts and the impacts any changes may have on schools and hospitals. The Scottish Government does not have guidelines on aircraft noise.

Why have the residents in the eastern expansion of Dunfermline not been included in this consultation we are currently plagued by low flying planes while the wind is easterly and we are very likely to be troubled by the proposals?

The proposed flight path E7a is designed to pull aircraft away from Dunfermline which will also reduce noise.

At the moment flights over Aberdour are horrific, even though there is no east wind – why?

We only operate on Runway 06 when weather conditions are such that an easterly wind is blowing on the surface of the airfield at the point that it is measured – we have two wind sensors, one at each end of the airfield. There are also occasions when the weather conditions are benign (i.e. zero wind on the airfield) when we may operate on either runway as it makes no difference to the operators which end we have in use, they are only concerned about trying to land or take off with a tailwind. Whenever the wind is from the west we will operate on Runway 24 although, there are also occasions when the weather conditions are benign (i.e. zero wind on the airfield) when we may operate from runway 24 as above.

If these proposals go ahead are you going to provide compensation to affected householders for the loss of value to their property and for loss of quality of life?

We will be resubmitting our Application for Airspace Change over the summer, and will hear from the CAA before Christmas as to the outcome of our application. If our application is successful and flight paths will change in 2019, we will work with communities regarding these changes. This may include compensation and mitigation measures. However, we are waiting until the outcome of the Application for Airspace Change to understand the communities impacted and to have local conversations.

Alternative suggestions in consultation responses will be considered against CAP725 criteria and the outcome of that consideration reported in the forthcoming 'Application for Airspace Change – What we've proposed and why amendment' document.

THANK YOU

If you need this document in a different format, please contact us at edicommunications@edinburghairport.com or call us on 0131 348 4141

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Edinburgh Airport
Where Scotland meets the world