

Noise Impact Survey Summary of Responses

CAP 1748

A large, abstract graphic composed of overlapping, semi-transparent blue shapes in various shades, ranging from light cyan to deep navy blue. The shapes are curved and layered, creating a sense of depth and movement. The graphic occupies the lower two-thirds of the page.

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Chapter 1

We asked

- 1.1 The CAA ran a Noise Impact Survey from July 2017 to January 2018 to gather feedback on the different aviation noise concerns and activities we might prioritise in our work programme.
- 1.2 Alongside asking people to rank their priorities for the CAA's noise related activity, we also asked several questions to help us locate and understand more about people's concerns relating to noise, such as where the respondent lives and what sources of aviation noise impact them.
- 1.3 This survey was an engagement opportunity for us to hear more about the priority concerns of stakeholders who want the CAA to act on aviation noise. It was not intended to be a statistically representative piece of research, and can only be seen to represent the views of a self-selected sample of people, but we feel it contains useful information nonetheless. We will consider the survey responses alongside other sources of evidence, the CAA's strategic aims, and the role the government sets for us in policy and legislation.

Chapter 2

You said

- 2.1 In total, the Noise Impact Survey received 4,175 responses, which has provided us with information about impacted communities' views of aviation noise and the CAA's role. This was a voluntary engagement exercise and we would not expect the sample to be representative of the population as a whole, since the views it captures are only from those who found out about the survey and had the time and inclination to complete it. However, we believe it provides a good picture of those views¹.

Question 1. To help us understand which issues affect which areas, please select the country or region where you live.

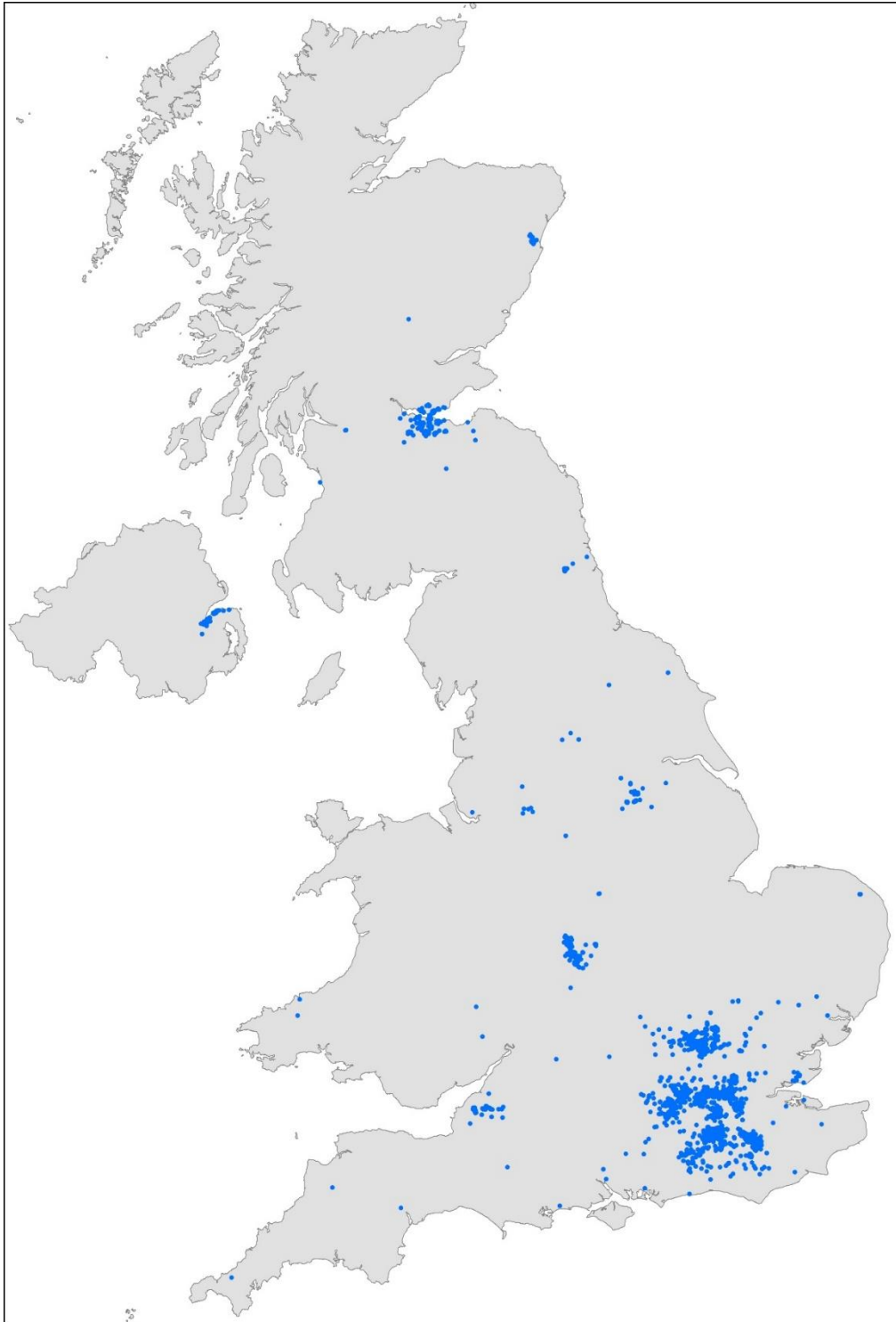
- 2.2 Nearly 70 per cent of responses came from London and the South East, although there was representation in the sample from all other parts of the UK.

Region	Respondents
South East	1,934
London	949
East of England	350
Scotland	332
West Midlands	294
South West	118
Northern Ireland	87
Yorkshire and the Humber	51
North East	27
East Midlands	19
North West	10
Wales	4
Total	4,175

¹ For example, having reviewed the data collected, we do not believe that the output has been affected by any respondents submitting multiple responses to the survey.

Question 2. Please enter your postcode

2.3 The responses we received have been plotted below:



2.4 Plotting the full postcode data reveals that there are clusters of responses around the UK's major airports, particularly those in London and the South East. However, some responses come from areas not close to commercial airports

(such as Cardigan in Wales, Pitlochry in Scotland or Ipswich in East Anglia), which reflects that some respondents were affected by noise from overflights, helicopters or General Aviation².

- 2.5 In the annexes to this report, we consider airport specific results and will present a mapping of the responses in the vicinity of the airport and tables giving numbers of responses for the largest postcode district or post towns³.

Question 3. It can sometimes be hard to tell, but which of the following airport(s) do you believe impact(s) you:

- 2.6 Respondents were allowed to make multiple selections for this question, which is why the total in the table below exceeds the 4,175 responses to the survey. In fact, 58 respondents identified none of the airports in our list as affecting them, and 31 identified five or more. However, by far the majority of respondents (3,201) only selected one airport as a source of noise affecting them. In the comments section, respondents also identified Biggin Hill (18 respondents) and Farnborough (12) airports as well as a handful for each of Redhill, Battersea Heliport, Northolt, Southend, Norwich, Bournemouth and Blackbushe airports.

Airport	Respondents identifying airport as impacting them	Percentage of respondents identifying airport
Aberdeen	49	1.2%
Belfast City (George Best)	88	2.1%
Belfast international	8	0.2%
Birmingham	291	7.0%
Bristol	65	1.6%
Cardiff	6	0.1%
Doncaster Sheffield	41	1.0%
East Midlands International	12	0.3%
Edinburgh	279	6.7%
Gatwick	975	23.4%
Glasgow	17	0.4%

² General Aviation includes business jets and private leisure flying.

³ For a postcode AA1 2BB, the 'postcode district' would be AA1 and the 'post town' would be AA.

Airport	Respondents identifying airport as impacting them	Percentage of respondents identifying airport
Heathrow	1,763	42.2%
Leeds Bradford	8	0.2%
Liverpool (John Lennon)	2	<0.1%
London City	419	10.0%
Luton	957	22.9%
Manchester	14	0.3%
Newcastle	20	0.5%
Southampton	17	0.4%
Stansted	205	4.9%
Don't know	202	4.8%
Total	5,438	

2.7 Heathrow was the airport which most respondents identified as affecting them, followed by Gatwick and Luton airports. The next highest selected airport, London City, was unusual in that over 85 per cent of respondents which identified it also nominated another London airport as affecting them⁴. The fourth and fifth highest ranked airports for this question were from outside the London area and were Birmingham and Edinburgh, each being chosen by about 7 per cent of respondents. There are many reasons why an airport could have a large number of respondents to our survey, including:

- A dense population inside its noise contour, i.e. a high number of people affected by noise;
- Recent airspace changes or air traffic changes, which may have resulted in stronger community concern about or interest in noise; or
- Areas with active local groups, local media or politicians that drew more attention to the survey or communicated it more widely.

⁴ This was also true for respondents who identified Stansted airport.

- 2.8 Only 202 (4.8 per cent of) respondents selected Don't Know as one of⁵ their responses, indicating that most respondents were confident they know which airport was the source of noise affecting them.

Question 4. What type of aircraft noise do you think impacts on you most?

- 2.9 Respondents were only allowed to make one selection for this question, but many used a free text field⁶ to identify that they were affected by more than one category or, for a small number of respondents, categories which were not included in the original list. The table summarises the selections of the 4,175 respondents along with the effect of adding these free text comments onto the results.

Type of aircraft noise	Number of respondents	Others	Total	percentage
Commercial airlines	3,508	81	3,589	86.0%
Helicopters	476	80	556	13.3%
Light aircraft	44	69	113	2.7%
Military aircraft	27	15	42	1.0%
Not Answered	19		17	0.5%
Other (please state)	101			2.4%
Unscheduled flights		1	1	<0.1%
None		13	13	0.3%
Ground Operations		3	3	0.1%
Total	4,175	262	4,334	

Note: see footnote for explanation of how 101 'Other (please state)' responses lead to 262 entries in the 'Others' column

- 2.10 86 per cent of respondents said that they thought commercial aviation noise impacted them the most (about two percentage points of which came from respondents who made multiple selections). 13 per cent of respondents selected helicopter noise (of which about two percentage points came from

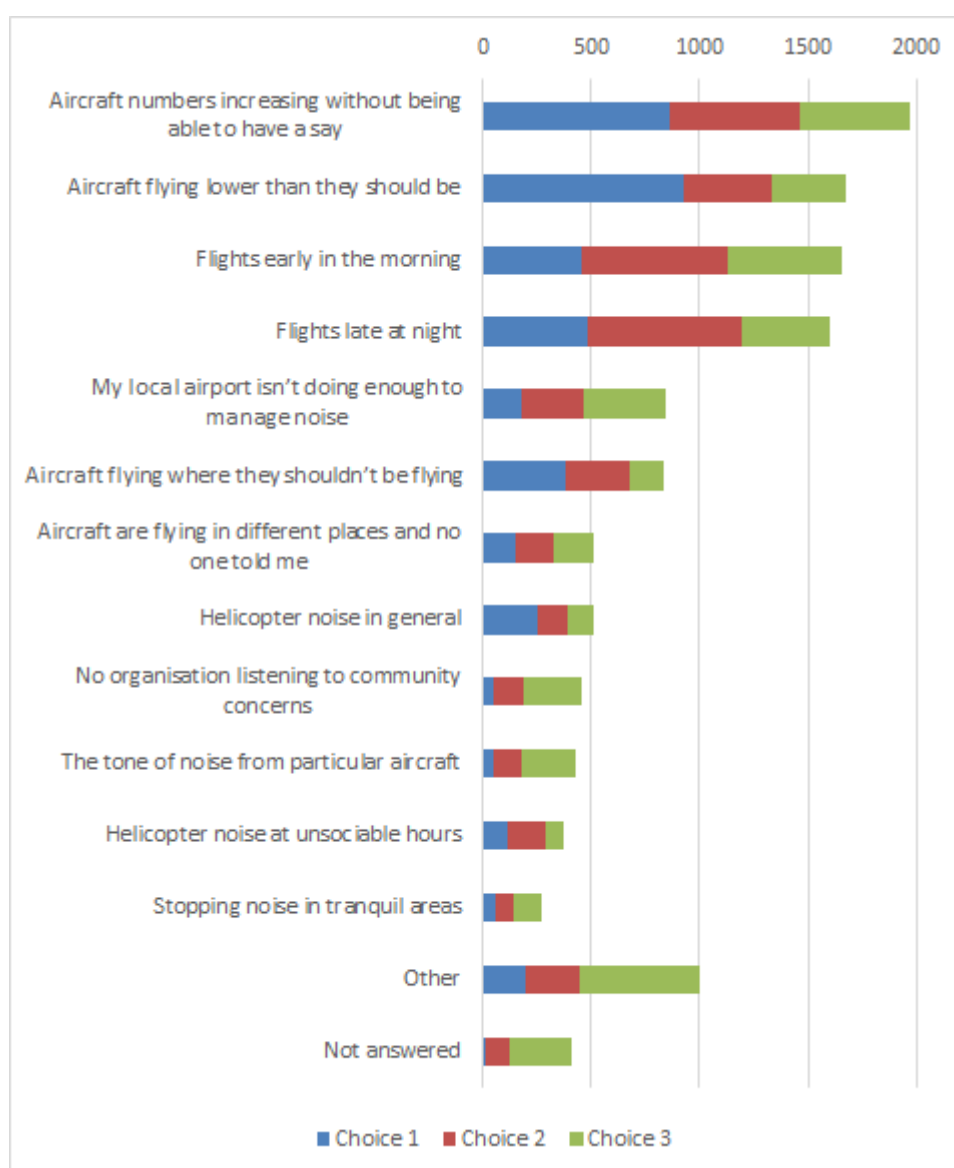
⁵ 175 selected only Don't Know – the other 27 also selected other airports.

⁶ Some respondents used the free text field even though they had not chosen the 'Other (please state)' option, which is why 262 extra responses are added in the table (including from two respondents who did not make any selection from the list) even though 'Other (please state)' was selected only 101 times.

respondents who made multiple selections). 0.7 per cent of respondents did not answer the question or said that they were not affected by aircraft noise.

Question 5. If the CAA was to tackle just three of the aviation noise issues that concern you, which would you like to see us focus on? (select up to three things)

- 2.11 The opinions of respondents to this question represented the CAA's main reason for establishing the survey.
- 2.12 The chart below shows the responses for all those issues which garnered at least 50 first choices or 250 choices overall.



- 2.13 The top four issues – aircraft numbers increasing, aircraft flying low, flights early in the morning and flights late at night – all attracted over 1,500 choices and over 450 first choices. Behind those, two issues – my airport isn't doing enough and

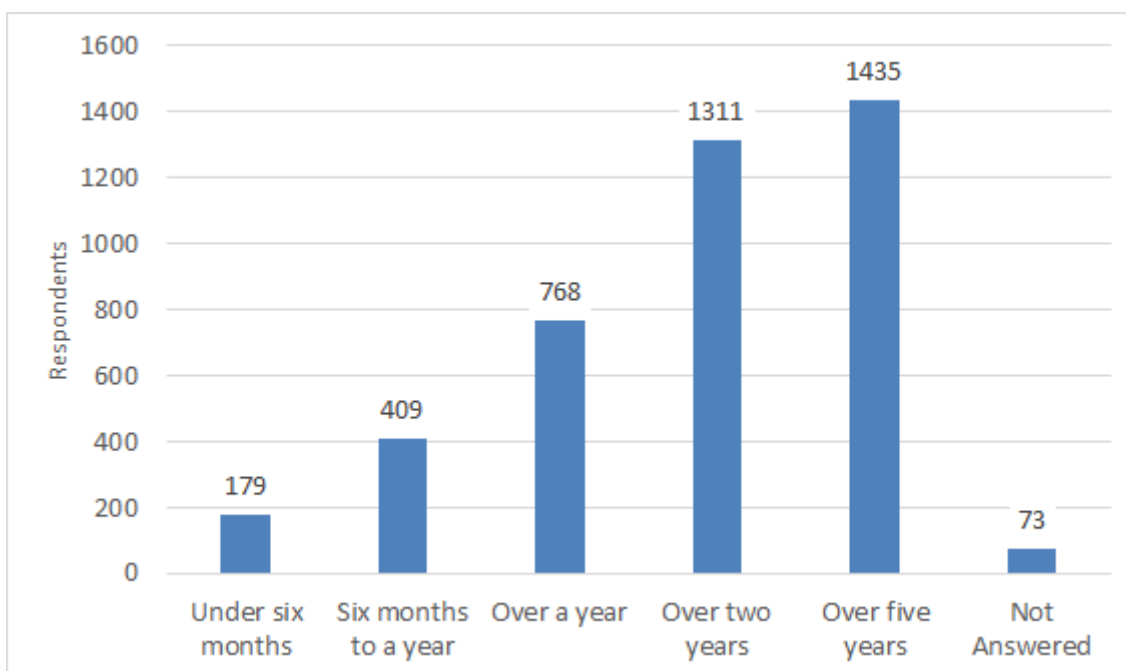
aircraft flying where they shouldn't – both attracted over 800 choices, about the same as the combined total of the two options which involved helicopter noise.

- 2.14 Of the answers grouped in the 'Other' category in the chart above, which includes those not on the list of choices in the survey but nominated by respondents, the most popular were:

Issue	Respondents
Nobody represents my interests to my local airport	132
Noise from aircraft when they are on the ground	109
Concentration of aircraft*	109
Not being given enough information about aircraft noise when I moved house	105
There is no national planning policy that guides against new homes being built under flight paths	97
Flight path changes*	76
Aircraft having their landing gear down	75
The information my local airport provides is difficult to understand	60
Noise from light aircraft	59
All others	138

Note: * issues not on list of choices in CAA survey

Question 6. Thinking of where you live now, how long have you been annoyed by aviation noise?

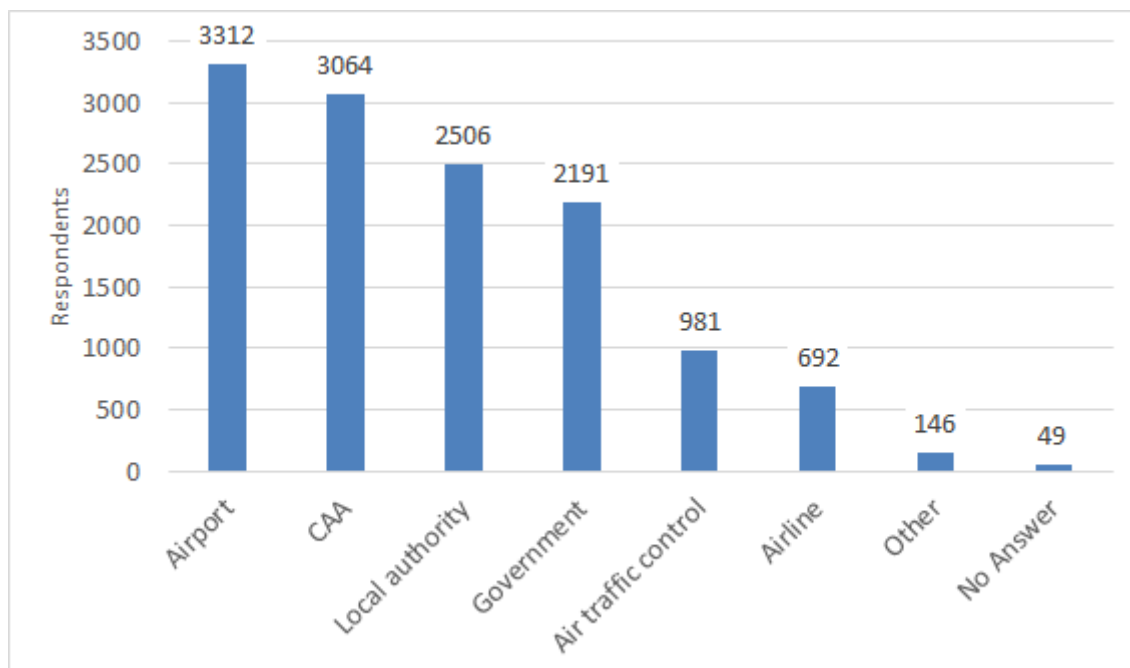


- 2.15 We asked this question to help understand how long people had been annoyed by aircraft noise, and to see if more recent changes and movement increases could be part of the cause for this annoyance. As shown above, of the total options offered, a slight majority have been annoyed for over five years, but most respondents have been annoyed by aviation noise where they currently live for less than five years. This could be because they have only moved to their current home within the past five years, because their perception of aviation noise has changed in that period of time, or because airspace usage has changed in that time (whether because of formal airspace changes or trials, or due to increases in air traffic movements, or other changes).

Question 7. Which of these organisations would you expect to provide information relating to aviation noise? Select all that apply.

- 2.16 This question allowed respondents to make as many selections as they wished from a list of organisations. Current legislative and regulatory responsibilities for provision of environmental information focus on the role of airports, overseen by guidance from the CAA. The CAA also currently provides information on its website⁷ relating to noise both directly and indirectly.

⁷ www.caa.co.uk/noise

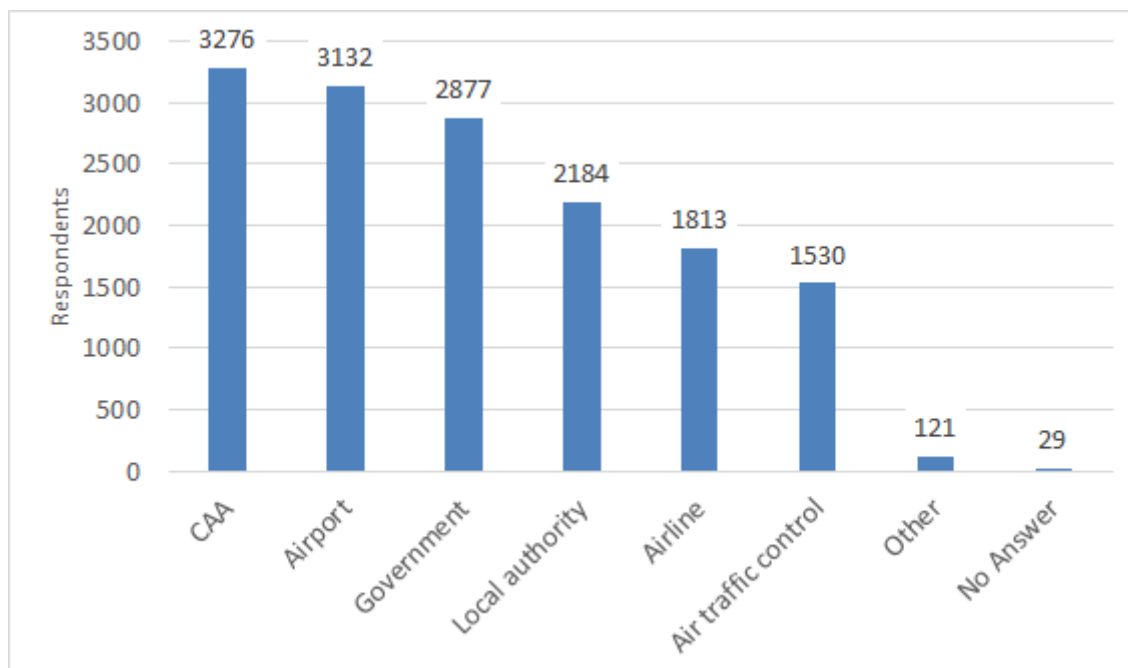


- 2.17 The majority of respondents gave multiple selections to this question, with the most common response being three selections (31% of respondents). 23 respondents (1%) selected all seven options and 49 respondents did not answer the question (1%).
- 2.18 The two most popular answers were the Airport (selected by 79% of respondents) and the CAA (73%), the two bodies which currently provide some information on aviation noise, followed by Local Authorities (60%) and Government (52%). Fewer respondents felt that Air Traffic Control⁸ (23%) or the Airlines (17%) should provide information on noise. Of the 146 'Other' answers, over half (77) suggested an independent body should provide information on noise.

Question 8. Which of these organisations would you expect to act to reduce aviation noise? Select all that apply.

- 2.19 This question allowed respondents to make multiple selections from the same list of organisations as in Question 7.

⁸ For example, NATS or the airport tower air traffic control body.



- 2.20 Once more, the majority of respondents gave multiple selections to this question, with the most common response again being three selections (26% of respondents). 34 respondents (1%) selected all seven options and 29 respondents (1%) did not answer the question.
- 2.21 This time, the most popular answer was the CAA (selected by 78% of all respondents), with Airports (75%) and Government (69%) also scoring very highly. Just over half of respondents expected Local Authorities (52%) to act to reduce aircraft noise, while fewer still expected it of Airlines (43%) or Air Traffic Control (37%). Of the 121 'Other' answers, the most popular suggestion (with 55 responses) to reduce noise was an independent body, followed by manufacturers (17).

Question 9: Is there anything else you would like to say about aircraft noise?

- 2.22 We offered a final opportunity for people to provide free text responses on any other information they felt relevant about their experience of aviation noise. In total over 2,500 people chose to answer this question, providing nearly 150,000 words of feedback. We read all of the responses to this question and analysed them by grouping them into different themes. The results are given in the table below (some answers were assigned to more than one theme).

Theme	Number of respondents	Percentage of all respondents
Flights at night / early morning / late evening	490	11.7%
Changes (to aircraft routes)	459	11.0%

Theme	Number of respondents	Percentage of all respondents
Frustration	428	10.3%
Changes (to numbers of aircraft)	330	7.9%
Health / pollution impact concerns	321	7.7%
Low flying	311	7.4%
Concentration of flight paths – bad	243	5.8%
Helicopters	232	5.6%
Distrust Industry	228	5.5%
Respite from noise / dispersal	207	5.0%
Recommendation for change	187	4.5%
Airport expansion – against	163	3.9%
(need for) stronger regulation / enforcement	162	3.9%
Cargo / old / noisy aircraft	104	2.5%
Distrust Government / local authority	97	2.3%
Distrust CAA	87	2.1%
Not concerned by aviation noise	82	2.0%
Flying outside flight paths	76	1.8%
Noise metrics	68	1.6%
(need for an) Independent Authority	65	1.6%
Concentration of flight paths – good	59	1.4%
GA / light aircraft noise	40	1.0%
Ground Operations	22	0.5%
No Answer	1,434	34.3%

- 2.23 Many of the responses helped to clarify and underline the quantitative questions, especially answers given to question 5. For instance, strong themes relating to dissatisfaction with perceived changes to airspace or use of airspace were expressed by many respondents. This took the form of frustration at such changes occurring without the ability to provide feedback, or without a

mechanism to reverse a change if it was believed to have too severe an impact on the public. One respondent told us,

“We lived here for fifteen years and were never remotely inclined to complain. Then, overnight, things changed, with no warning.”

- 2.24 An inability to have a say was a similar commonly expressed sentiment. For instance,

“There has been zero consultation with local residents on these proposals from official bodies, only some informal events promoted by the airport in inconvenient locations, and an application for planning permission for expanding the terminals which was not widely consulted on...”

And

“We were not consulted about the change in routes and it affects the quality of life and ability of our family to sleep.”

- 2.25 A sense of frustration at this perceived lack of say was clear in many responses:

“I cannot believe this is allowed to happen. We were not aware of the changes happening and were not given a chance to oppose them.”

- 2.26 For many, the greatest frustration was due to the effect of noise at night, early morning or late evening which affected sleep patterns. For instance,

“It blights our lives, on a bad day from about 5am to near midnight and sometimes wakes us at about 2 or 3 in the morning. Sleep deprivation and noise pollution has an adverse affect on mental health.”

And

“Flights coming over our house every 2 minutes at peak times make sleeping impossible, the noise severely affects my life for over 6 months of the year. There should be restrictions on flights between 10pm and 7am coming into Gatwick, often the busiest time of the day is 10pm-12.”

- 2.27 Health impacts were raised by some respondents, in particularly relating to night flights, and a lack of respite from noise. For instance,

“It affects our sleep. Meaning it affects our health.”

- 2.28 Although many respondents were concerned with noise from commercial operations at large airports, others felt equally if not more affected by noise from helicopters or small aircraft. These comments were typical:

“We've only recently moved to this address but the noise from helicopters is really interfering with our quality of life. They fly very, very low over our house frequently and often very late at night and very early in the morning. Police

helicopters are a nuisance but I appreciate they're doing a job, the private helicopters however are completely unnecessary and are the main culprits of the noise disruption. We get a lot of aircraft noise with planes coming into land at Heathrow, several an hour, but even this isn't as intrusive as the helicopters!"

And

"We are particularly affected by very low flying corporate and charter jets turning over us for final approach into Farnborough. Numbers of air movements and size of aircraft appear to have increased markedly in the past 6 months."

- 2.29 We observed a general sentiment of frustration across a significant number of responses. This took several forms – frustration with the CAA's role as regulator; with airports in relation to their perceived motivations or engagement; or with government in terms of the wider policy context for aviation noise. Some examples were,

"The CAA and the Dept of Transport have allowed the current situation to develop through complacency and a lack of expertise."

And

"The biggest frustration is that no one seems to care. Those who took decisions now just pretend it didn't happen and won't take responsibility, residents are given facts and figures which are impossible to understand unless you work in aviation. A complete and utter shambles with no accountability."

And

"CAA/NATS/airports are so slow to move as they are defensive and stuck in old ways of thinking and attitudes which historically have put airlines first and communities at the bottom of their 'concern' list"

And

"You are destroying our lives. The evidence of the devastating impact of aircraft noise is well documented. The landing approach flight paths to Heathrow have been a disaster for the populations now trapped in noise ghettos. We've had no say and our views are always ignored."

- 2.30 A further strong theme expressed by many of the respondents related to trust. A lack of trust in each or all parties was expressed by some respondents. For instance,

"Don't trust Heathrow or the government - both have lied to us too often. Should probably include CAA, too."

- 2.31 Some responses focussed on the CAA:

“Who do we complain to? The CAA? What powers do you have to help us? Can we even trust you - you seem to be on the side of the industry and its consumers.”

And

“The CAA as currently constituted, is not independent of the industry and therefore cannot be trusted to oversee such a regime. A new truly independent body should be established to undertake this role.”

2.32 And the government more generally:

“It has completely eroded any trust or respect for the UK government and official agencies as they regularly bow to private foreign owned business demands... at the detriment of the uk citizen and taxpayer. Spineless.”

2.33 Lack of trust also extended to industry:

“we cannot trust the information we are given and that the measuring criteria is inadequate. NO ONE seems to be able to provide any answers about NOISE in relation to plane altitudes, respite periods etc.”

And

“The airports themselves cannot be trusted, there must be Governmental policy and proper representation of communities.”

2.34 Several responses highlighted a lack of confidence that the CAA and government can hold industry to account. For instance

“I don't know why Government and the CAA are so frightened of industry and not able to set limits to growth.”

And

“Government should protect the happiness and welfare of the people of the UK, not just those who pay most taxes and most into party funds.”

And

“The CAA and the national Government should take on more responsibility for protect its citizens from noise.”

2.35 Another theme that was expressed by many respondents related to how recent changes introduced greater concentration of aircraft, and provided the overflow with less of what might be referred to as natural respite. We heard from one response for instance that,

“Introduction of concentrated flight paths is inhumane and has destroyed the peace of our neighbourhood.”

And another which said,

“They are now in a concentrated pattern which means they fly directly over my house. There is no respite from the noise.”

2.36 Some responses proposed mechanisms to develop respite:

“NATS need to organise flightpaths so that aircraft follow a wide range of paths without congregating in one area.”

And

“Almost everyone benefits from commercial aviation, so it's only fair that the disadvantages should be spread widely too.”

2.37 A lack of clarity about who to complain to, or how to complain featured in some responses:

“The feeling I get as a citizen is that the CAA is not interested in addressing noise complaints of citizens.”

2.38 Finally, some respondents used the free text box to tell us that they were not annoyed by, or concerned about aviation noise. These responses have been noted, even though the survey was specifically designed to enable us to gather feedback from those who are frustrated by aircraft noise.

Chapter 3

We did

- 3.1 At the beginning of 2018, the CAA introduced revisions to its airspace change process to ensure that consultation and engagement is at its heart, and that transparency is strengthened to allow all those who may be affected by changes to understand what the options are and why they have been developed, and to have their say about them. More information about the airspace change process can be found at: www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-Change/.
- 3.2 The top four answers to question 5 – what are the issues you would like the CAA to focus on – were: Aircraft numbers increasing without being able to have a say, Aircraft flying lower than they should be, Flights early in the morning and Flights late at night. Of these, three – Aircraft numbers increasing, Flights early in the morning and Flights late at night – relate to national policy set by Government and, in some cases, the planning process.
- 3.3 For the fourth – Aircraft flying lower than they should be – the government and CAA have introduced new guidance on transparency for airports around information relating to the use of airspace – for instance offering guidance on the type of information communities may find useful when flight numbers utilising particular routes have changed. This guidance can be found from page 96 of CAP 1616 (www.caa.co.uk/CAP1616) and the CAA has recently collected and published information on which elements of this guidance are currently being fulfilled by 10 airports and one Air Navigation Service Provider⁹.
- 3.4 In December 2018, the Department for Transport (DfT) published 'Aviation 2050, the future of UK aviation' its consultation on a future UK Aviation Strategy. We will share the results of this survey with the DfT as evidence which it can use in formulating its Aviation Strategy and, by publishing this report, we hope that stakeholders (community groups, airports or others) will also be able to use the data here in their own responses to the DfT if they wish.

⁹ This can be found on the CAA website at <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-information--transparency-about-airspace-use-and-aircraft-movements/>

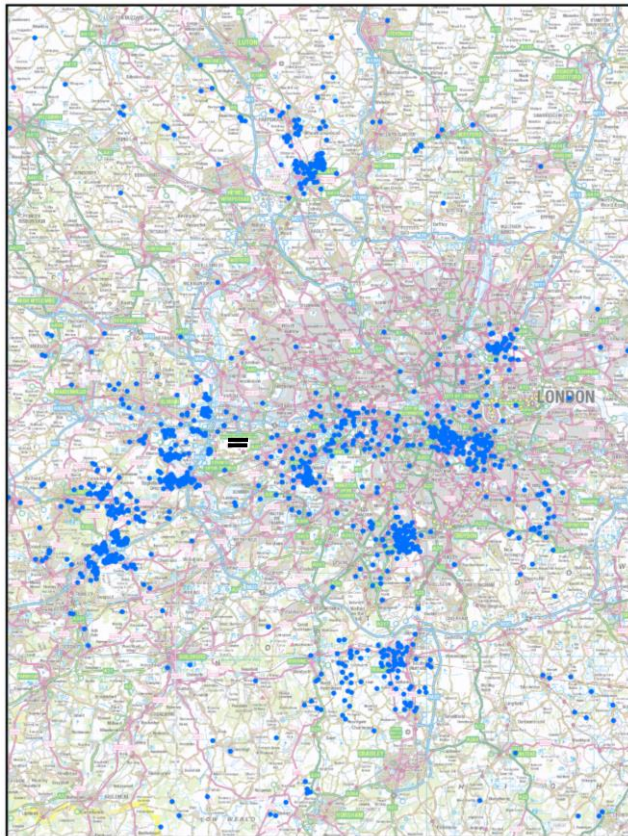
APPENDIX A**Analysis by airport**

1. In this appendix, we present a breakdown of the key responses to the survey for those airports which attracted more than 50 responses. These are:
 - Heathrow (1,763 responses)
 - Gatwick (975 responses)
 - Luton (957 responses)
 - London City (419 responses)
 - Birmingham (291 responses)
 - Edinburgh (279 responses)
 - Stansted (205 responses)
 - George Best Belfast City (88 responses)
 - Bristol (65 responses)

Noise impact survey results for all respondents identifying Heathrow Airport as affecting them

Sample size: 1,763 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



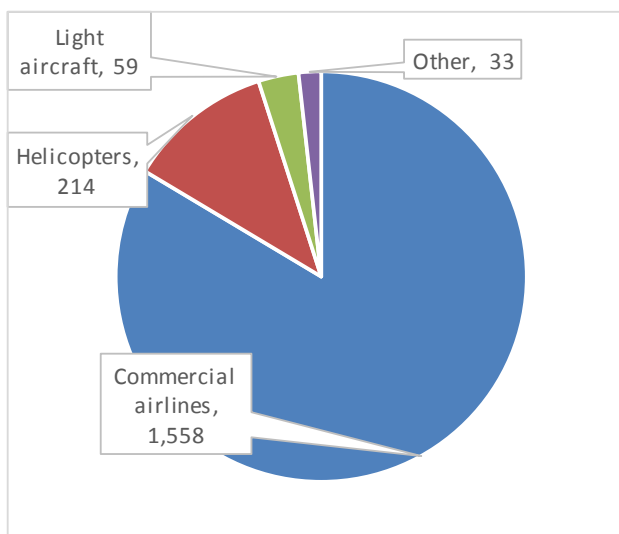
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Post Town	Respondents
TW	273
SL	251
GU	208
SE	196
RH	150
AL	142
SM	106
SW	87
E	73
Others	270
No Answer	7
Total	1,763

Airports affecting respondents

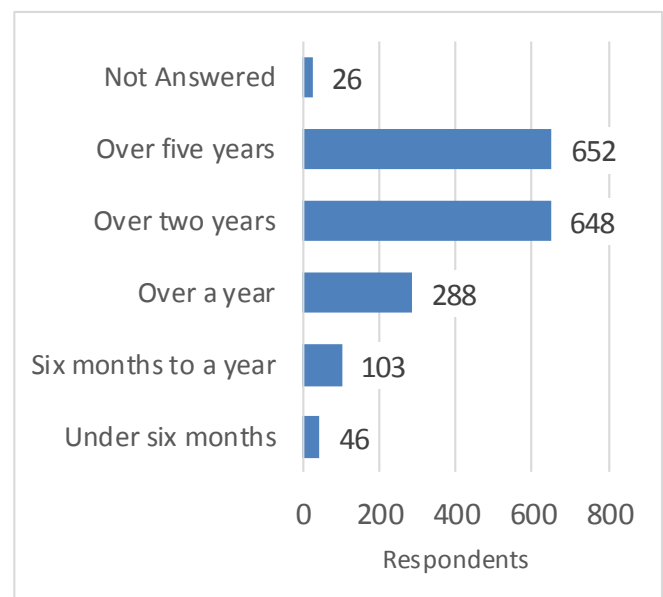
Airport	Respondents
Heathrow	1,763
Gatwick	427
London City	335
Luton	233
Stansted	145
Others	67

What type of aircraft noise annoys you most?



Note: multiple answers allowed

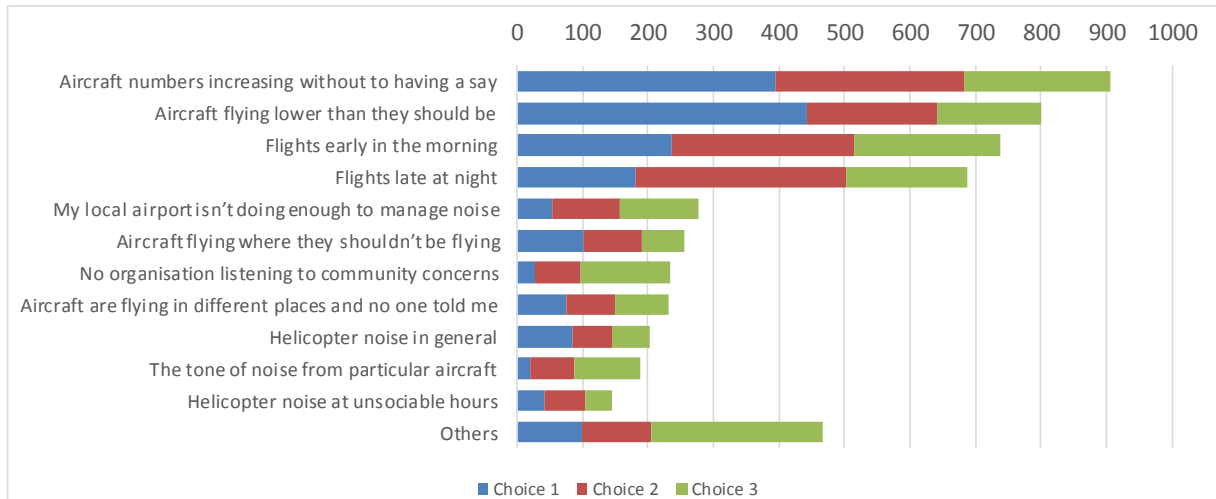
How long have you been annoyed by aviation noise?



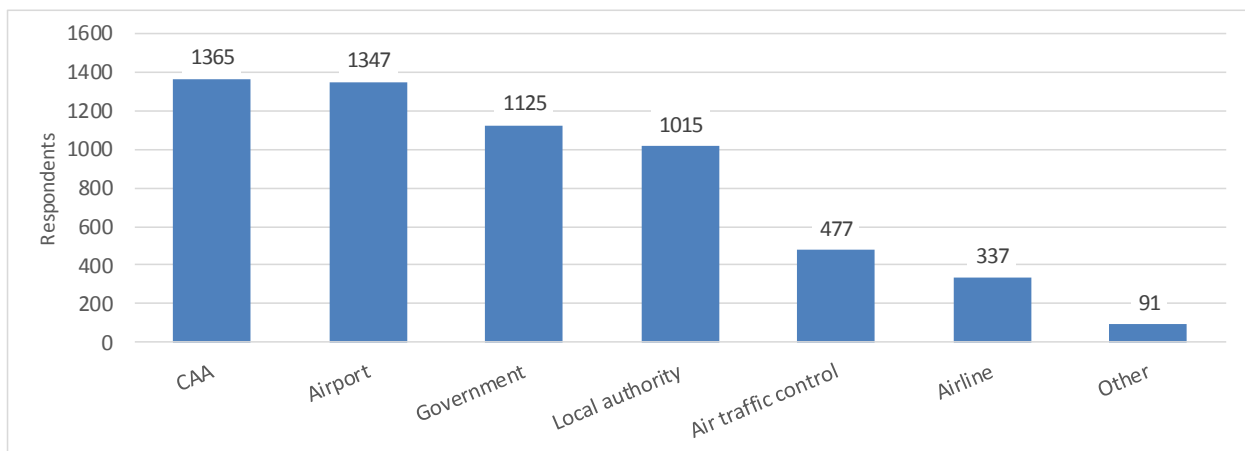
Noise impact survey results for all respondents identifying Heathrow Airport as affecting them

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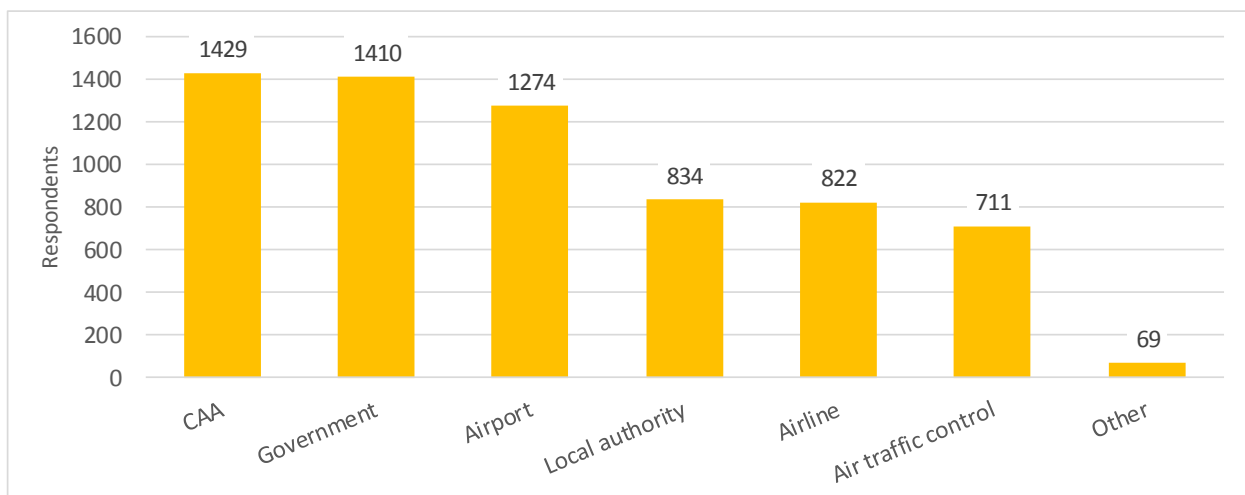
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



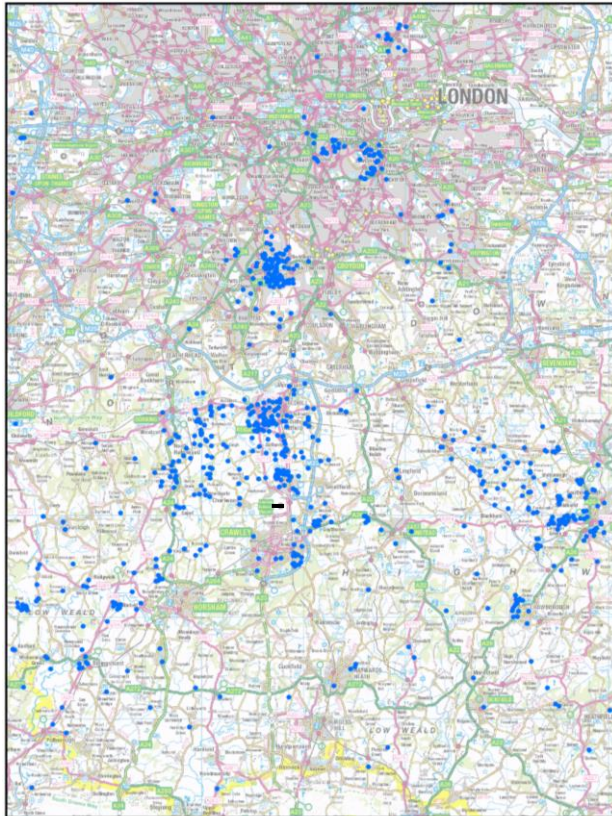
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying Gatwick Airport as affecting them

Sample size: 975 out of 4,175 responses

Location of respondents (note: some respondents outside map area)

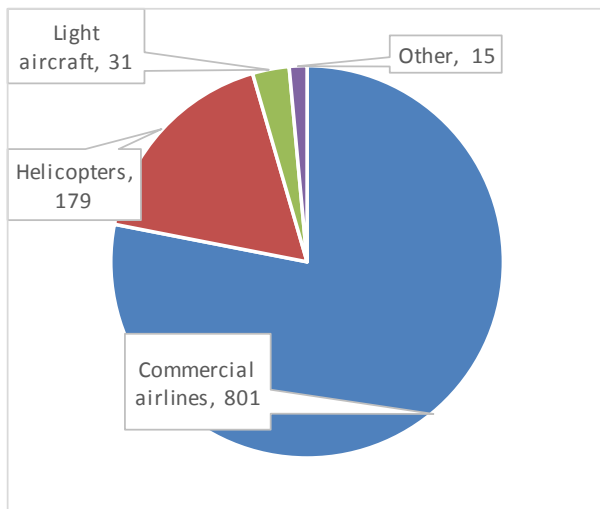


Post Town	Respondents
RH	458
TN	193
SM	113
SE	57
GU	40
Others	107
No Answer	7
Total	975

Airports affecting respondents

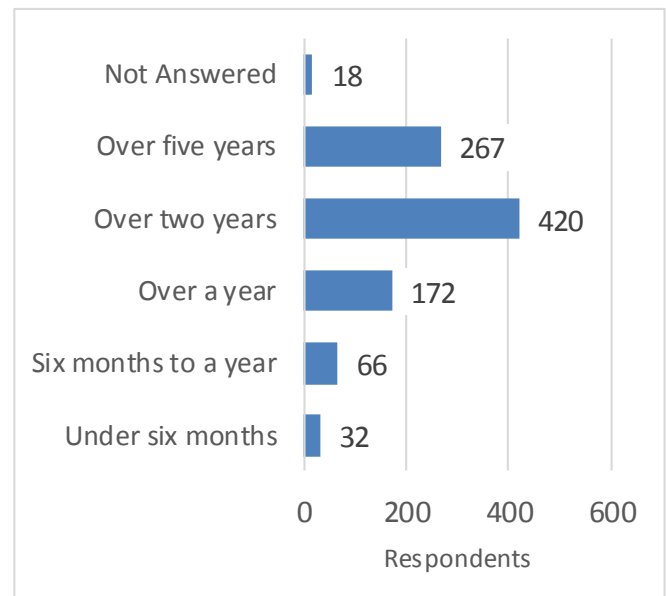
Airport	Respondents
Gatwick	975
Heathrow	427
London City	148
Stansted	62
Luton	53
Southampton	13
Others	23
Don't Know	15

What type of aircraft noise annoys you most?



Note: multiple answers allowed

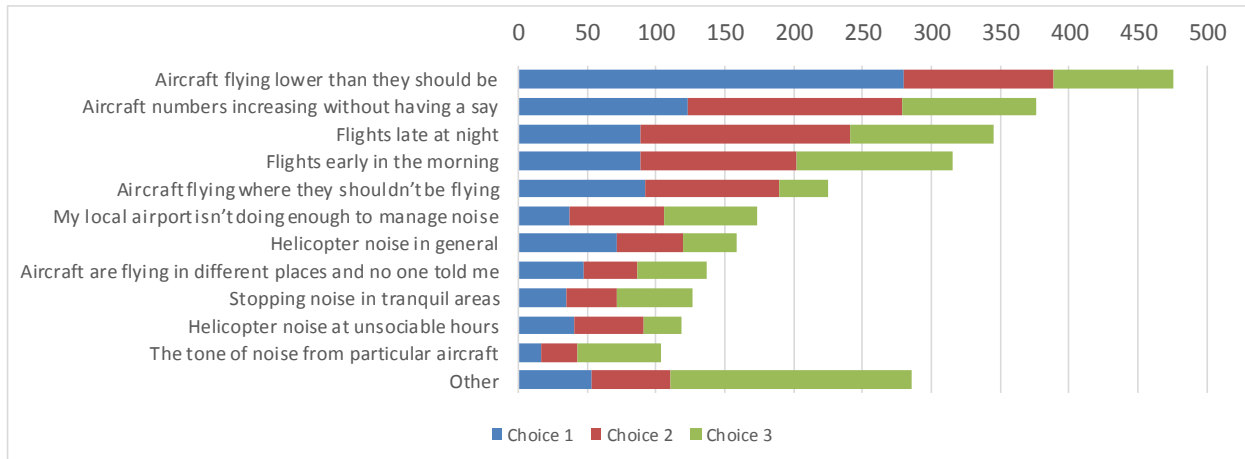
How long have you been annoyed by aviation noise?



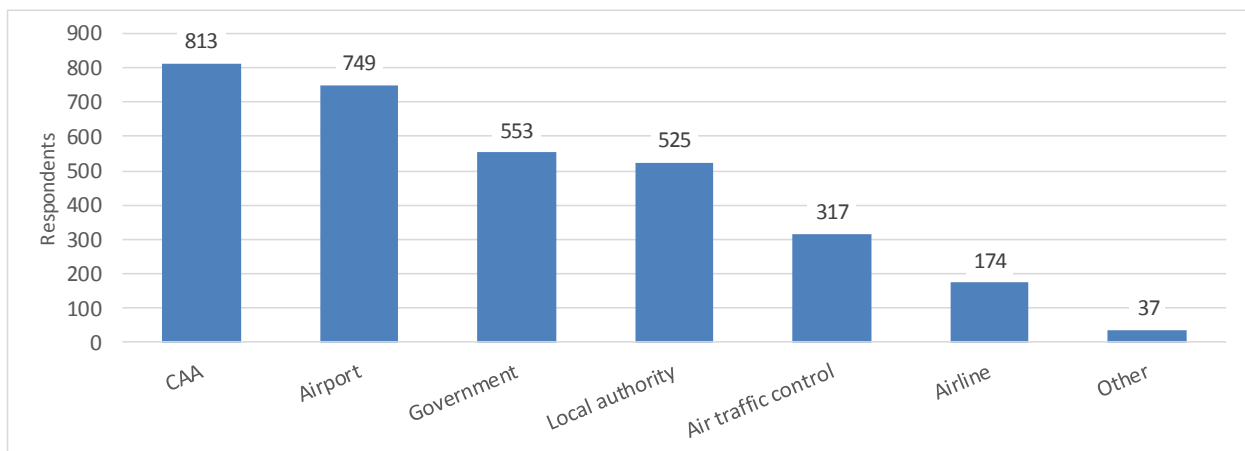
Noise impact survey results for all respondents identifying Gatwick Airport as affecting them

Sample size: 975 out of 4,175 responses

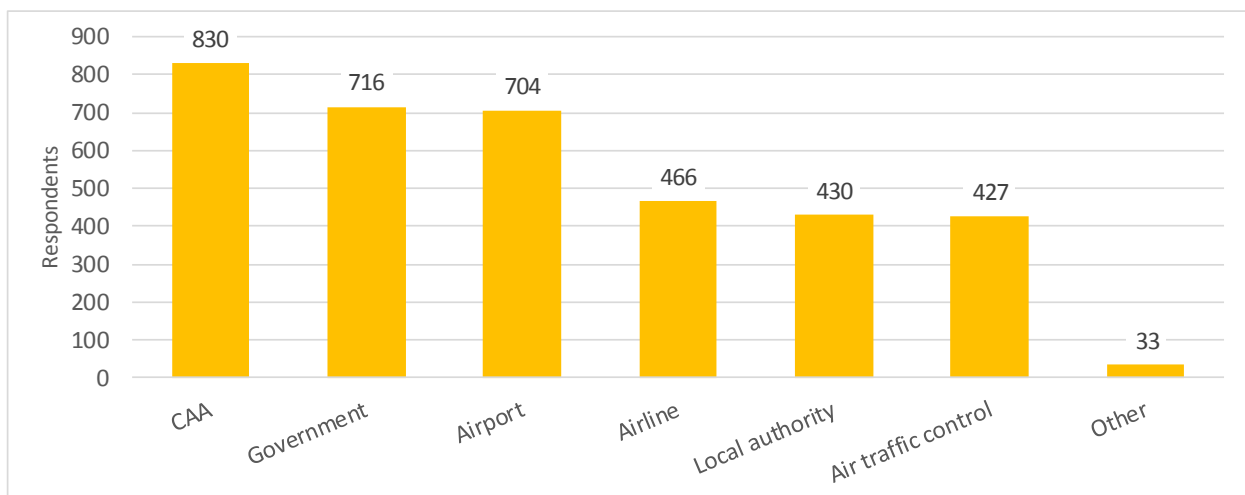
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



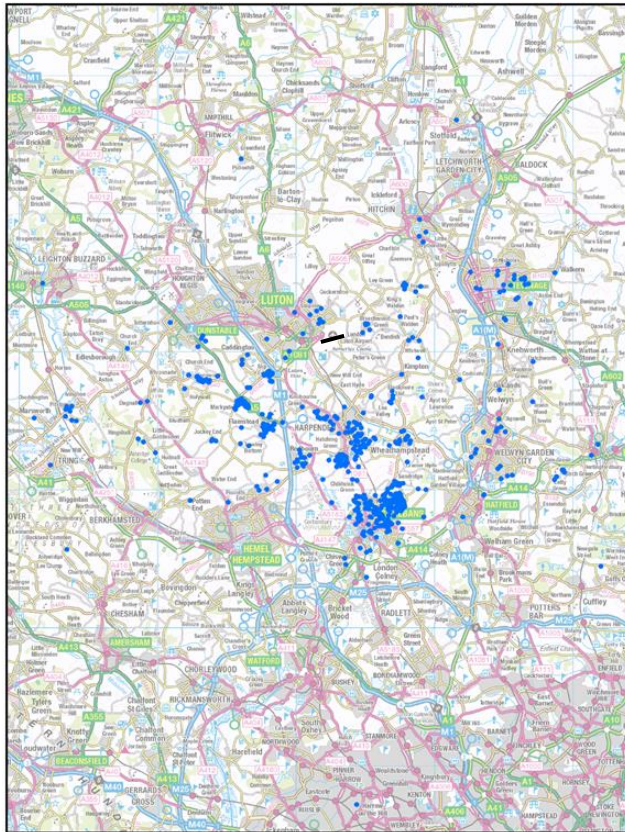
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying Luton Airport as affecting them

Sample size: 957 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



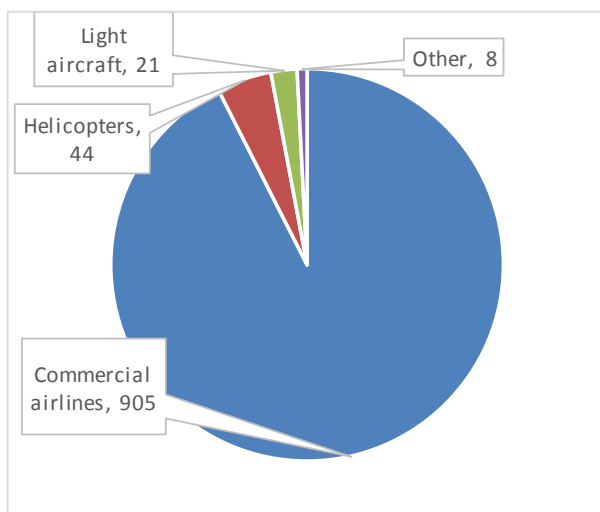
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Post Code District	Respondents
AL3	236
AL4	184
AL5	120
AL1	74
LU1	56
LU6	50
SG4	43
Others	187
No Answer	7
Total	957

Airports affecting respondents

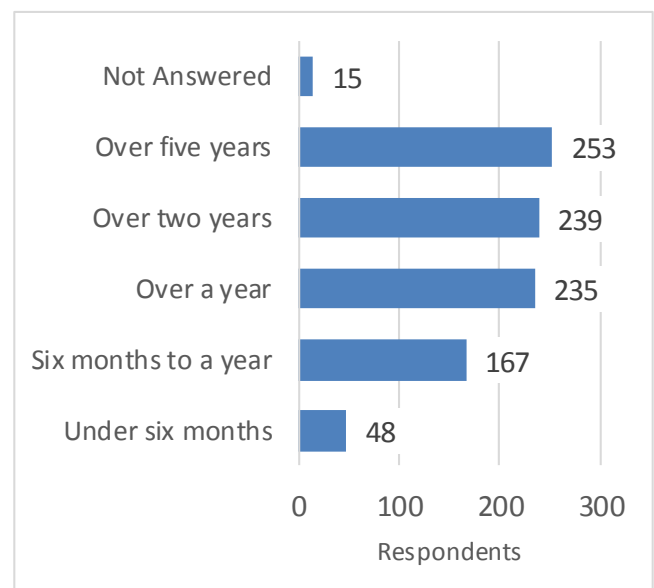
Airport	Respondents
Luton	957
Heathrow	233
Stansted	144
London City	54
Gatwick	53
Others	20
Don't Know	2

What type of aircraft noise annoys you most?



Note: multiple answers allowed

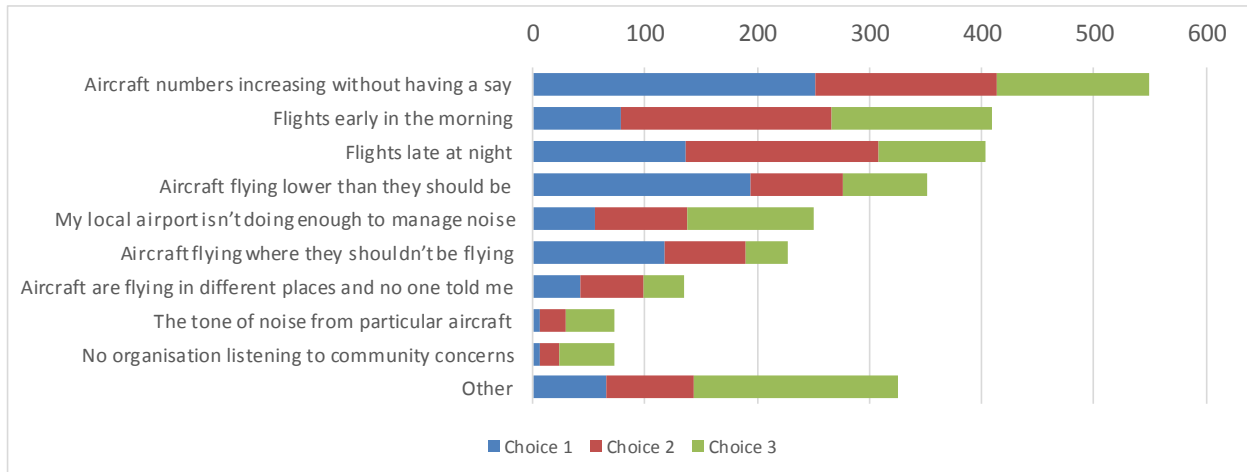
How long have you been annoyed by aviation noise?



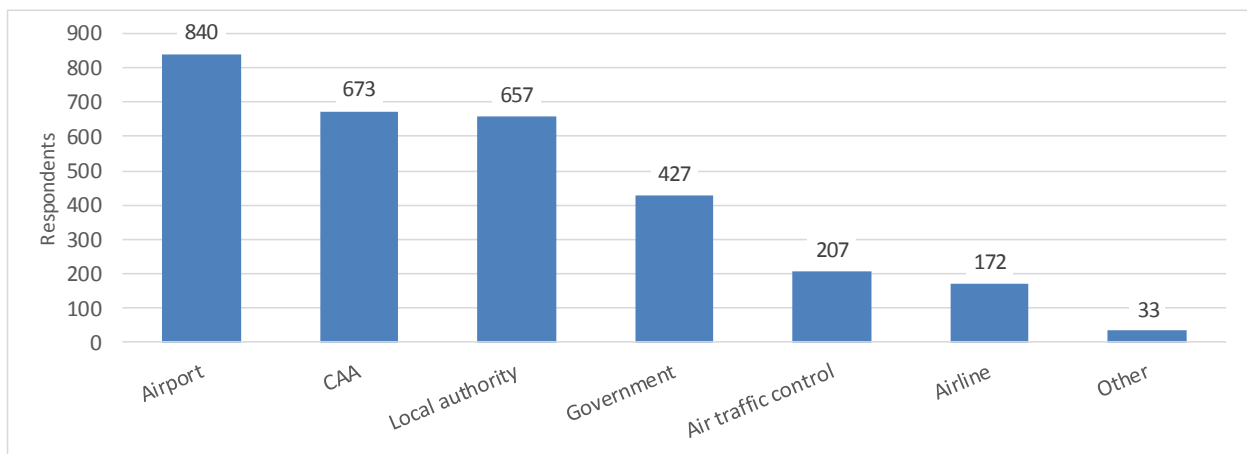
Noise impact survey results for all respondents identifying Luton Airport as affecting them

Sample size: 957 out of 4,175 responses

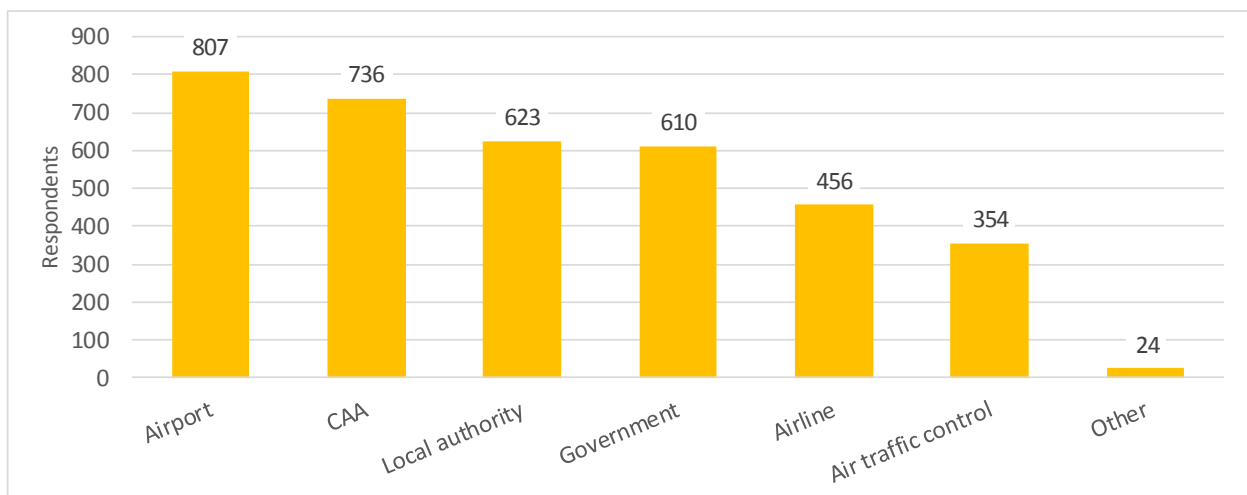
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



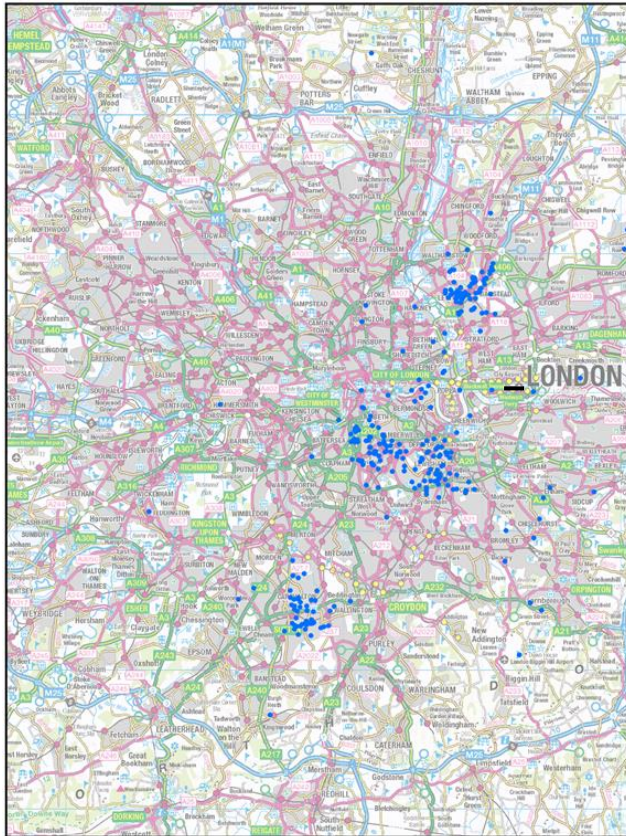
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying London City Airport as affecting them

Sample size: 419 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



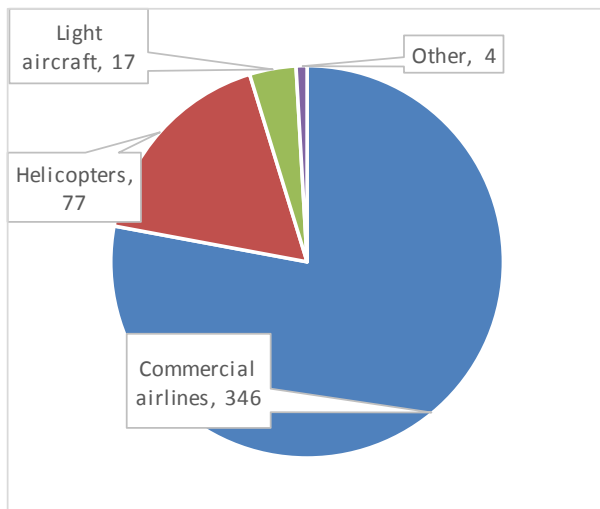
Contains OS data © Crown copyright and database right 2018

Post Town	Respondents
SE	144
E	108
SM	50
SW	29
AL	17
SG	12
RM	8
BR	7
Others	43
No Answer	1
Total	419

Airports affecting respondents

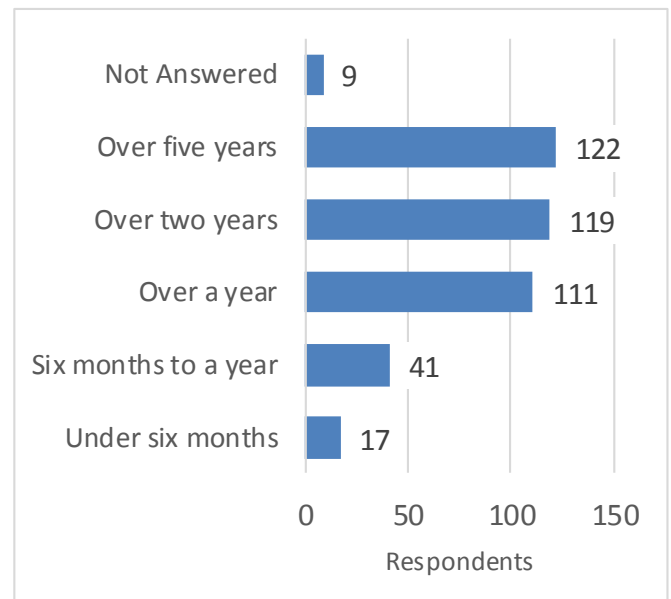
Airport	Respondents
London City	419
Heathrow	335
Gatwick	148
Stansted	86
Luton	54
Others	18
Don't Know	12

What type of aircraft noise annoys you most?



Note: multiple answers allowed

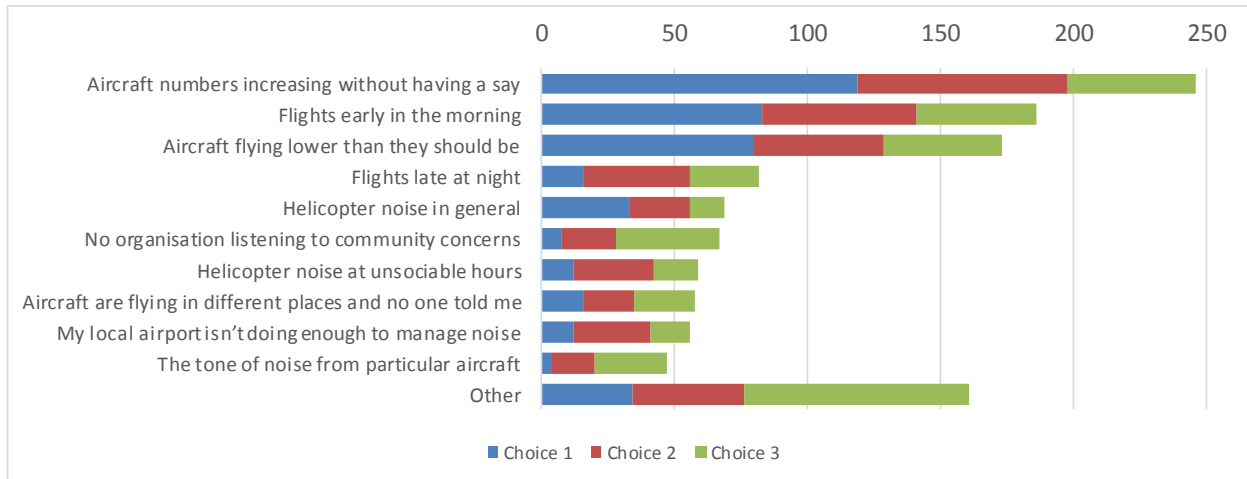
How long have you been annoyed by aviation noise?



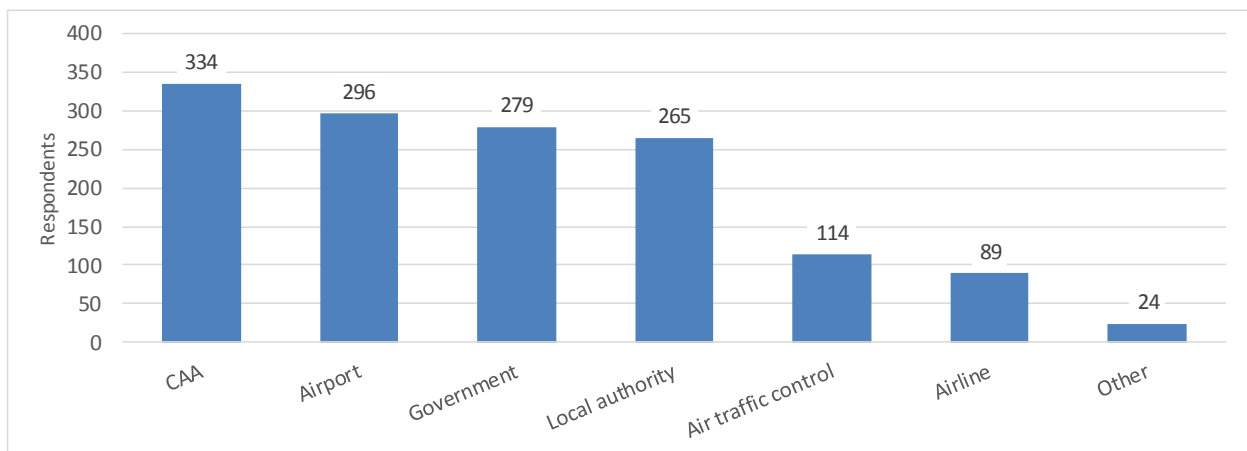
Noise impact survey results for all respondents identifying London City Airport as affecting them

Sample size: 419 out of 4,175 responses

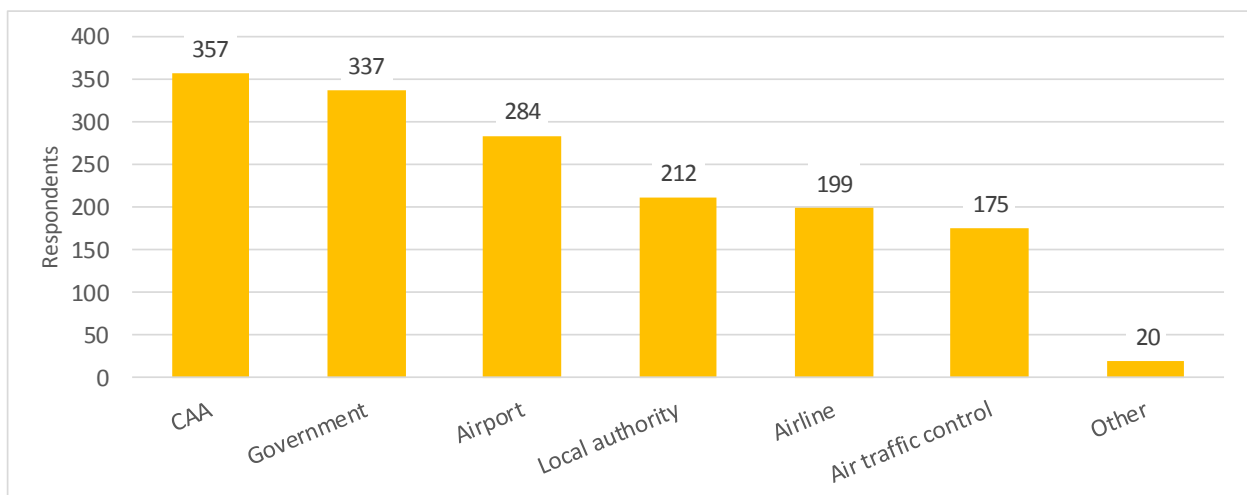
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



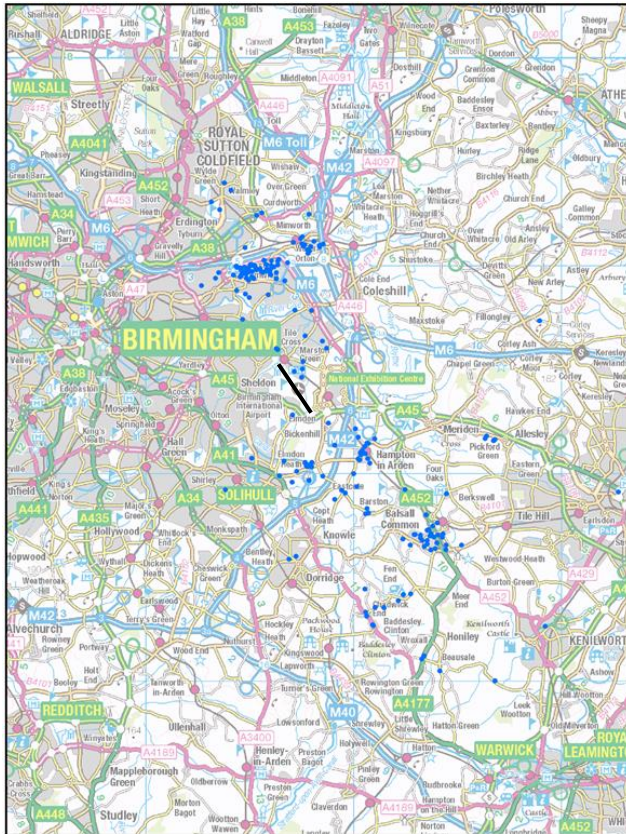
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying Birmingham Airport as affecting them

Sample size: 291 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



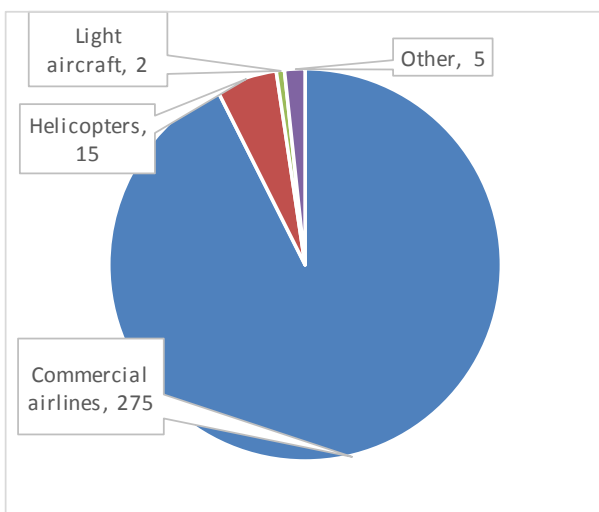
Contains OS data © Crown copyright and database right 2018

Post Code District	Respondents
B36	101
B92	36
B91	35
CV7	34
B46	16
B93	14
B37	9
B76	8
CV8	8
CV5	7
Others	21
No Answer	2
Total	291

Airports affecting respondents

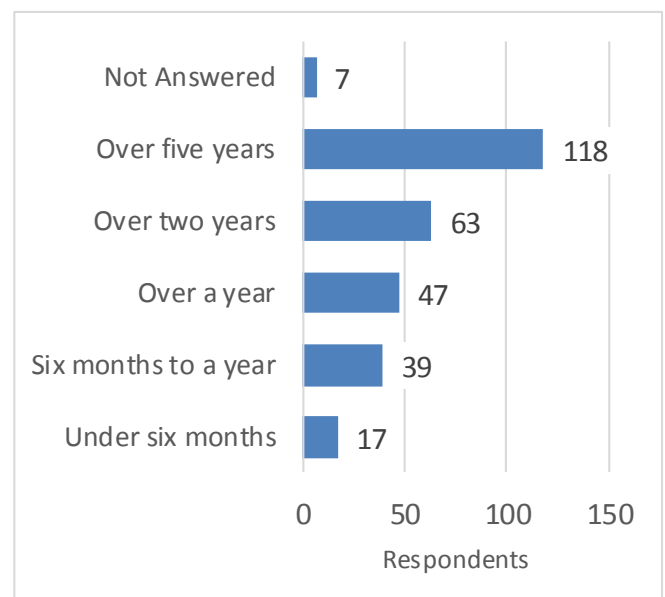
Airport	Respondents
Birmingham	291
East Midlands	7
Heathrow	4
Others	8
Don't Know	1

What type of aircraft noise annoys you most?



Note: multiple answers allowed

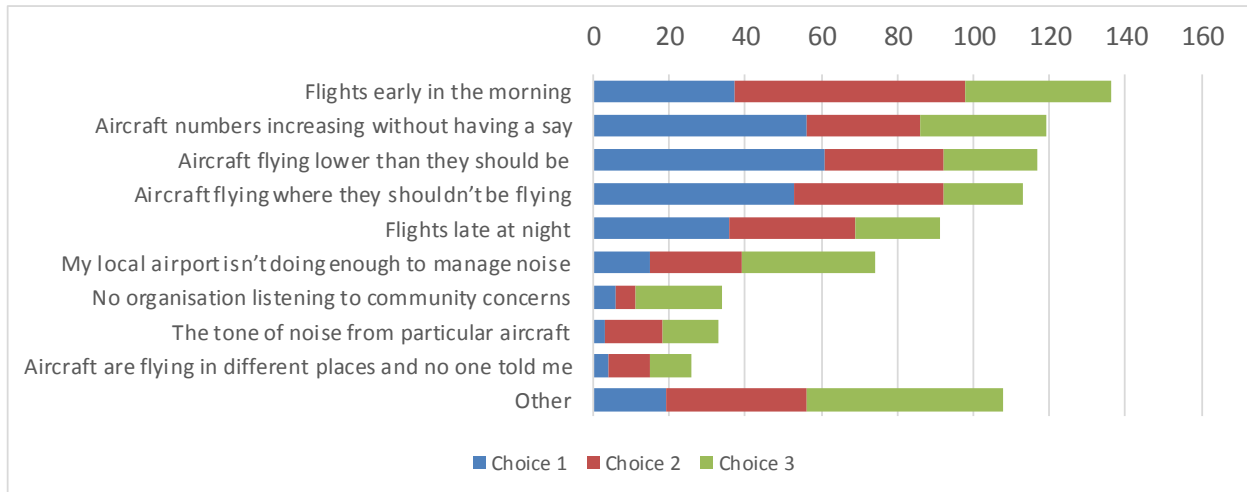
How long have you been annoyed by aviation noise?



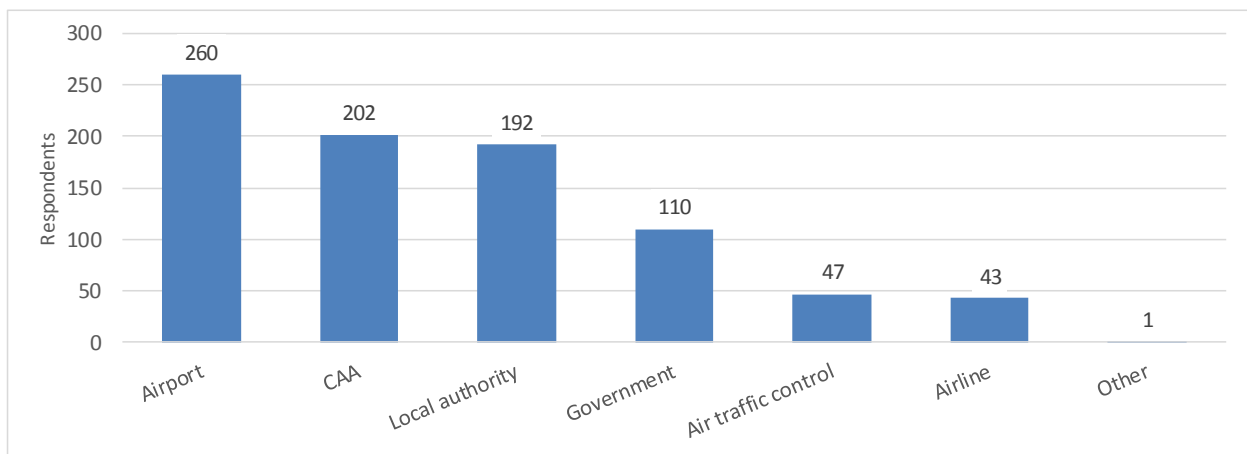
Noise impact survey results for all respondents identifying Birmingham Airport as affecting them

Sample size: 291 out of 4,175 responses

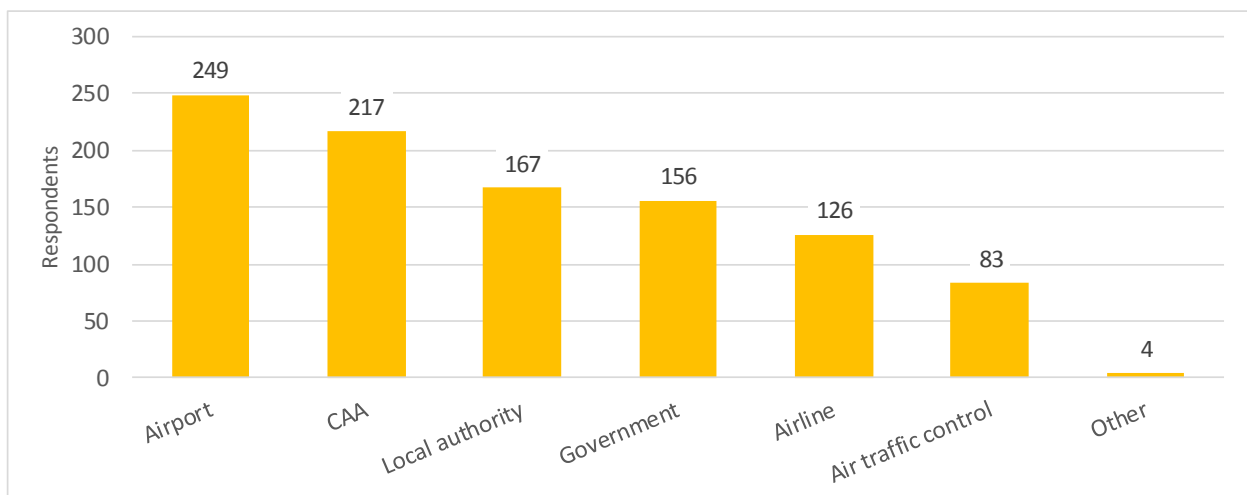
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



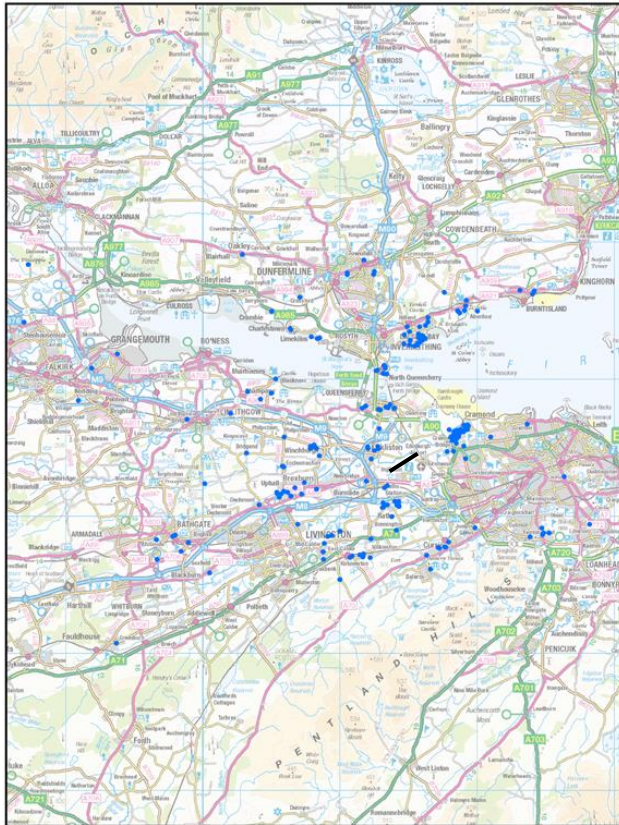
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying Edinburgh Airport as affecting them

Sample size: 279 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



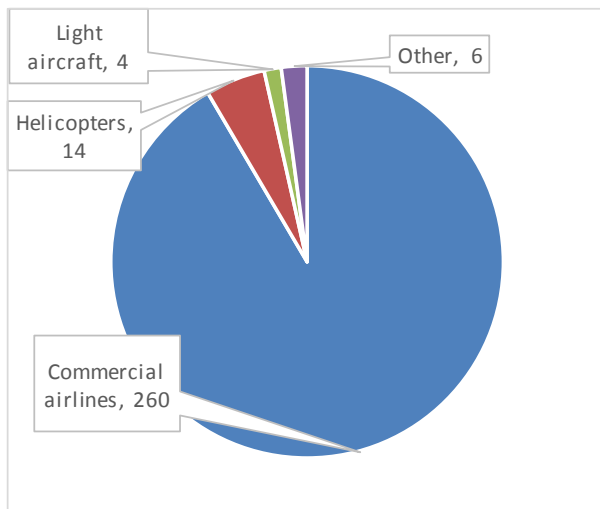
Contains OS data © Crown copyright and database right 2018

Post Code District	Respondents
EH4	51
KY11	43
EH52	35
EH28	20
EH53	17
EH30	15
EH49	13
KY3	13
EH27	12
EH48	10
Others	50
No Answer	0
Total	279

Airports affecting respondents

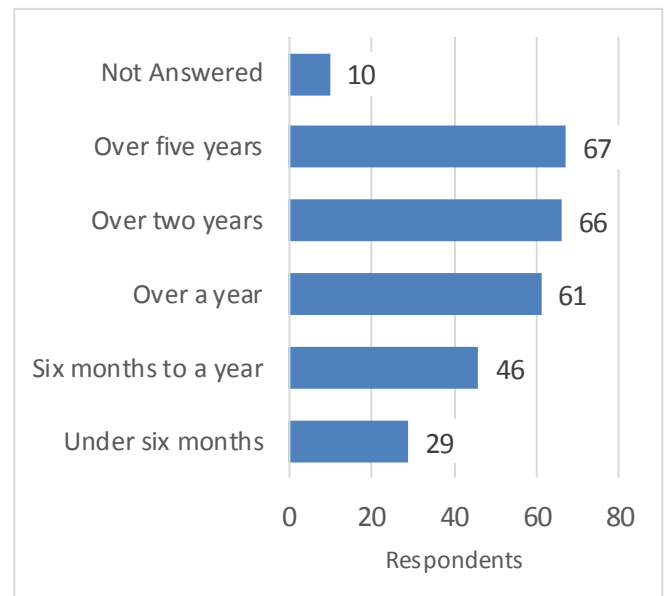
Airport	Respondents
Edinburgh	279
Glasgow	6
Aberdeen	4
Others	11
Don't know	1

What type of aircraft noise annoys you most?



Note: multiple answers allowed

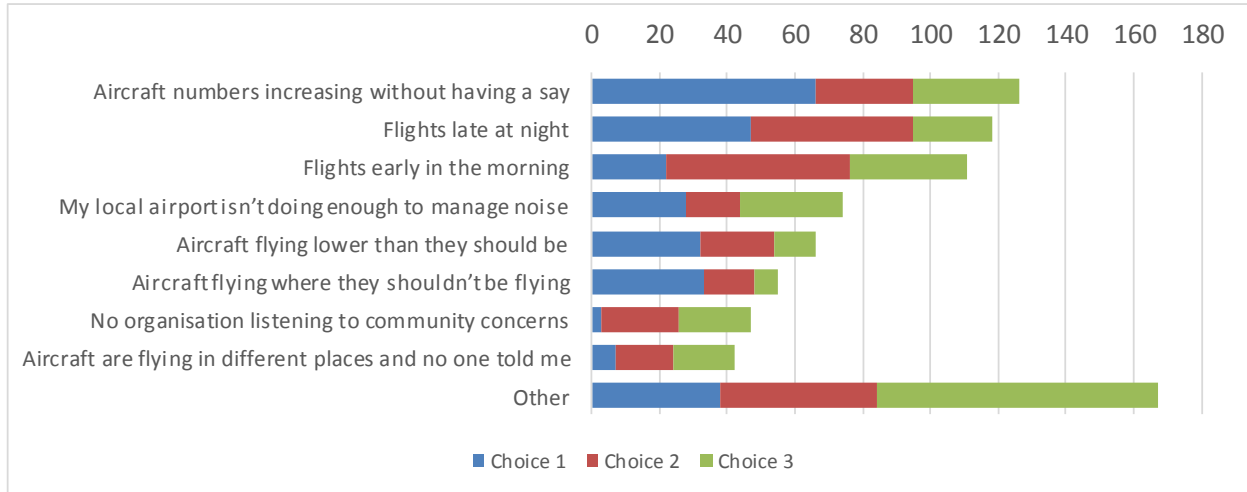
How long have you been annoyed by aviation noise?



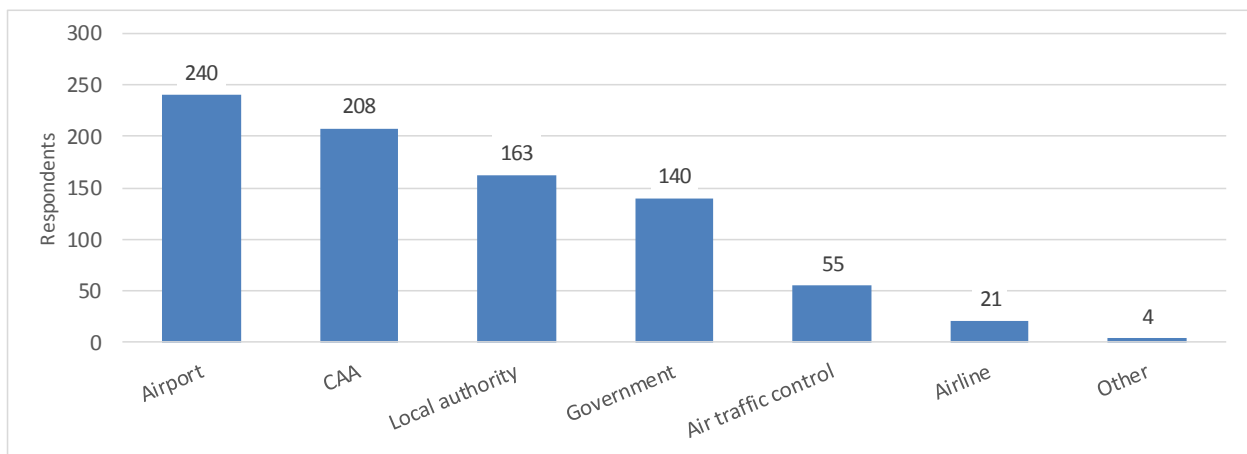
Noise impact survey results for all respondents identifying Edinburgh Airport as affecting them

Sample size: 279 out of 4,175 responses

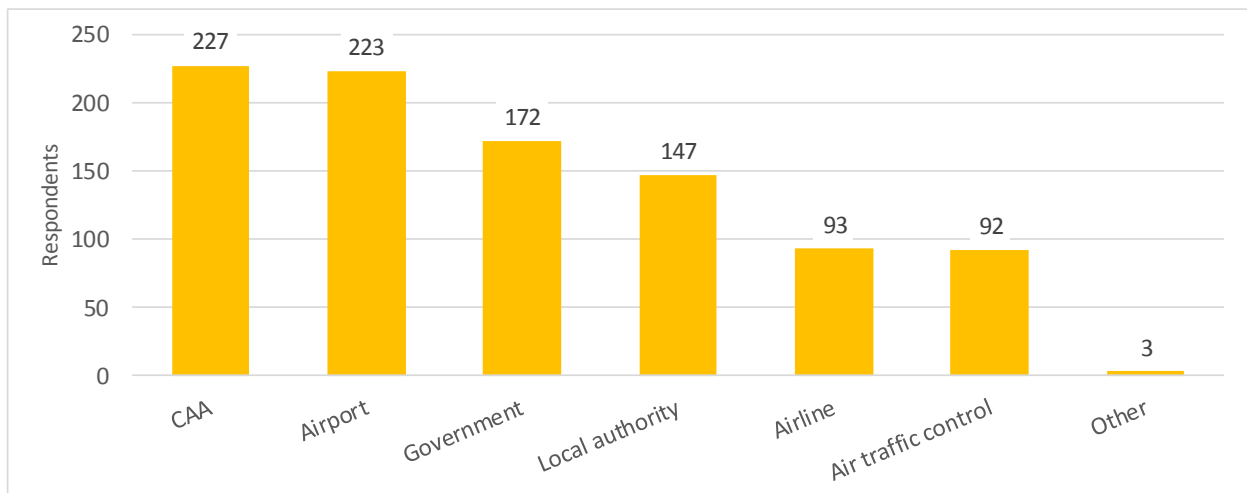
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



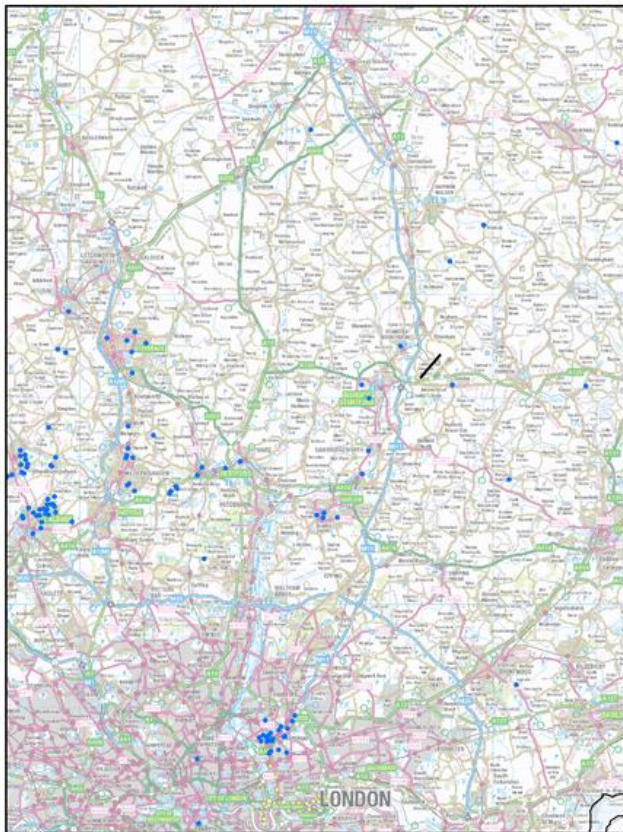
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying Stansted Airport as affecting them

Sample size: 205 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



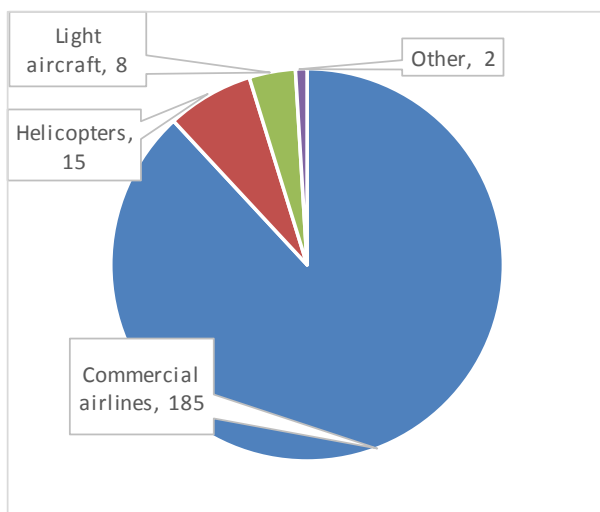
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Post Town	Respondents
AL	58
SG	31
E	23
SE	17
CM	15
TW	8
RH	7
CO	7
Others	39
No Answer	0
Total	205

Airports affecting respondents

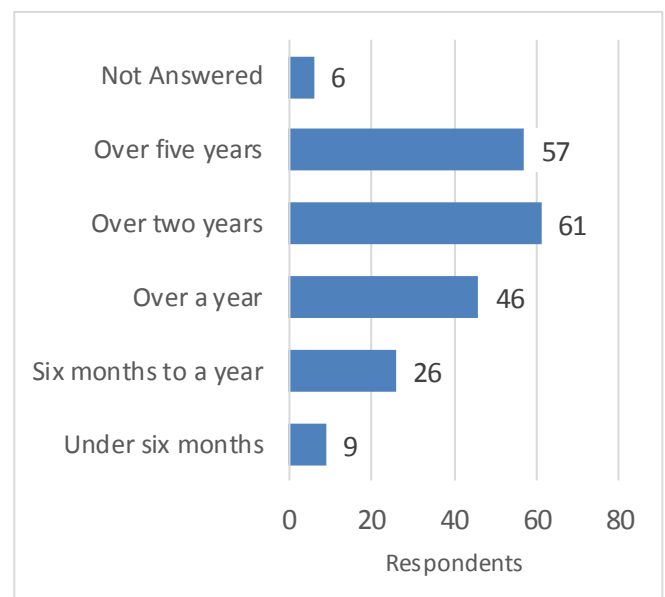
Airport	Respondents
Stansted	205
Heathrow	145
Luton	144
London City	86
Gatwick	62
Others	18
Don't know	4

What type of aircraft noise annoys you most?



Note: multiple answers allowed

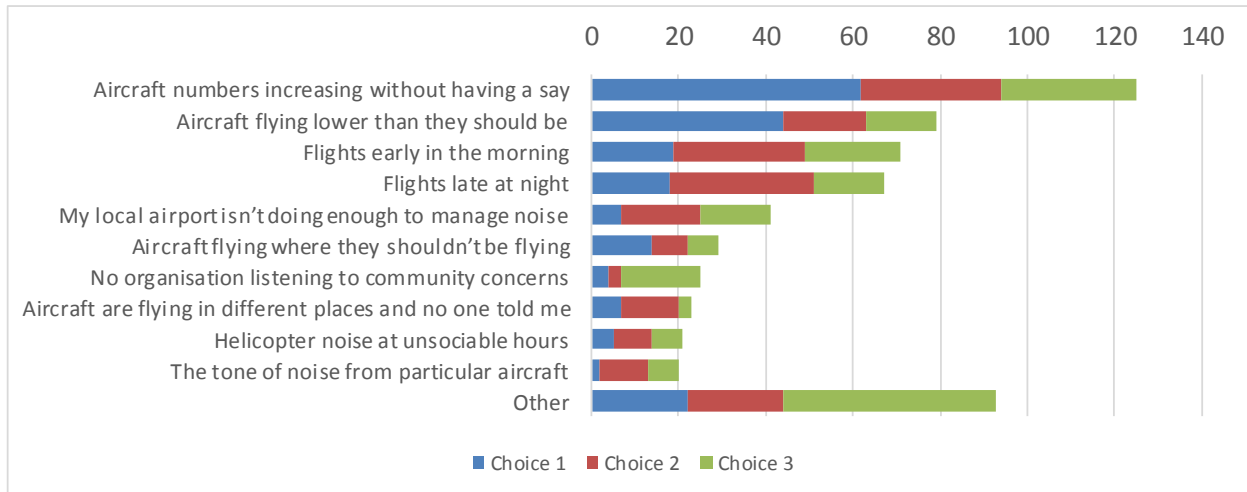
How long have you been annoyed by aviation noise?



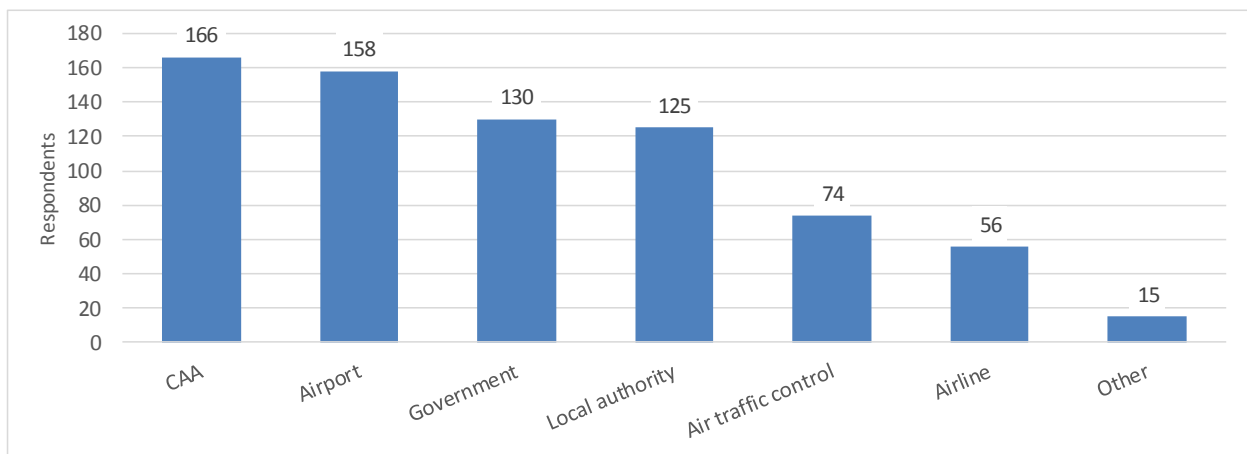
Noise impact survey results for all respondents identifying Stansted Airport as affecting them

Sample size: 205 out of 4,175 responses

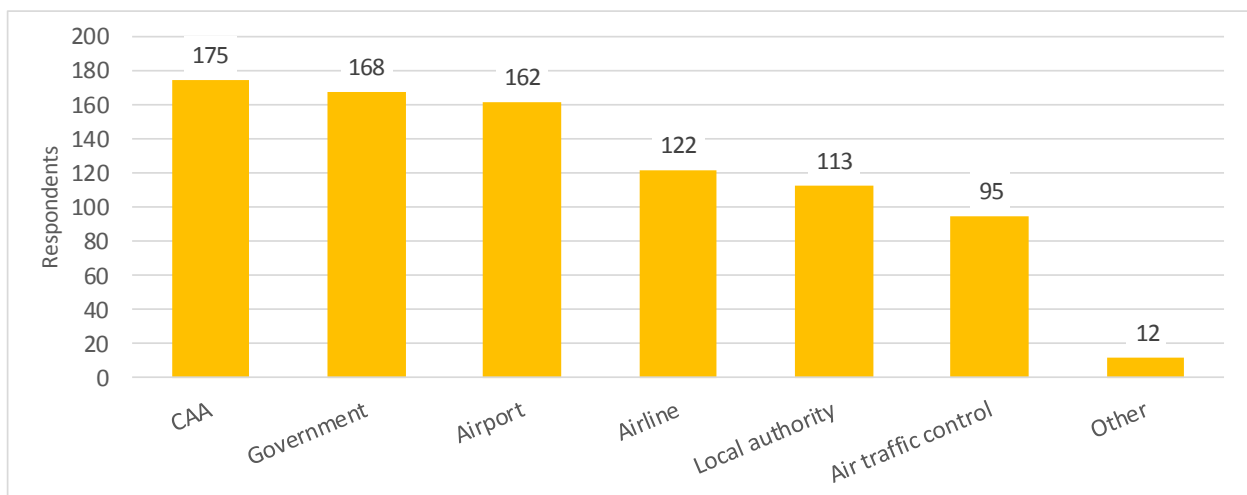
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



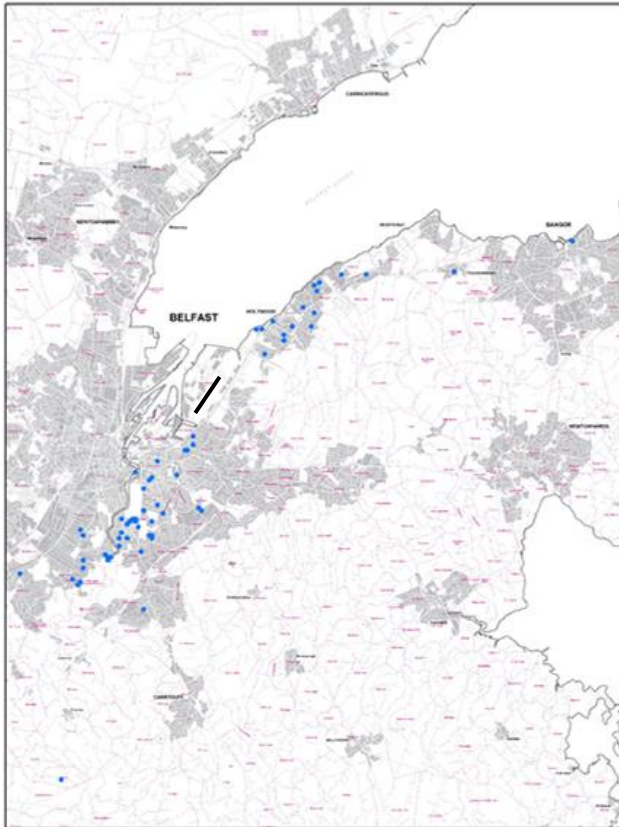
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying George Best Belfast City Airport as affecting them

Sample size: 88 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



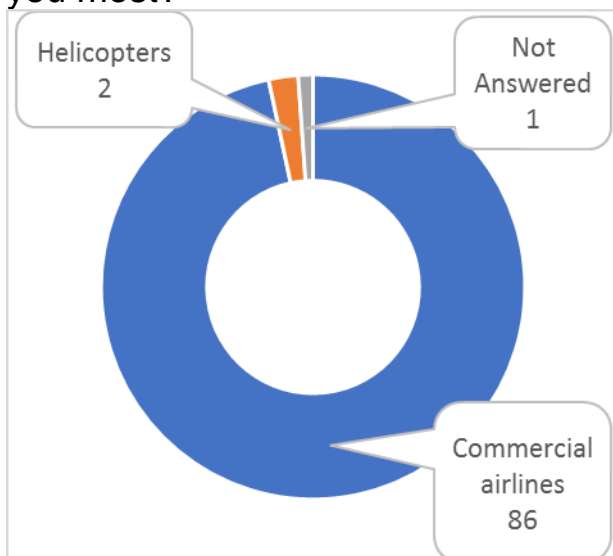
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Post Code District	Respondents
BT7	22
BT18	21
BT9	15
BT6	13
BT5	5
BT4	4
Others	7
No Answer	1
Total	88

Airports affecting respondents

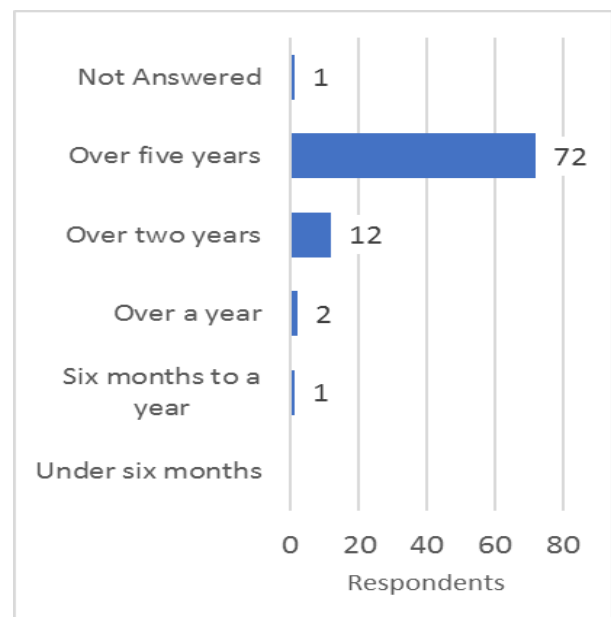
Airport	Respondents
Belfast City	88
Belfast International	7

What type of aircraft noise annoys you most?



Note: multiple answers allowed

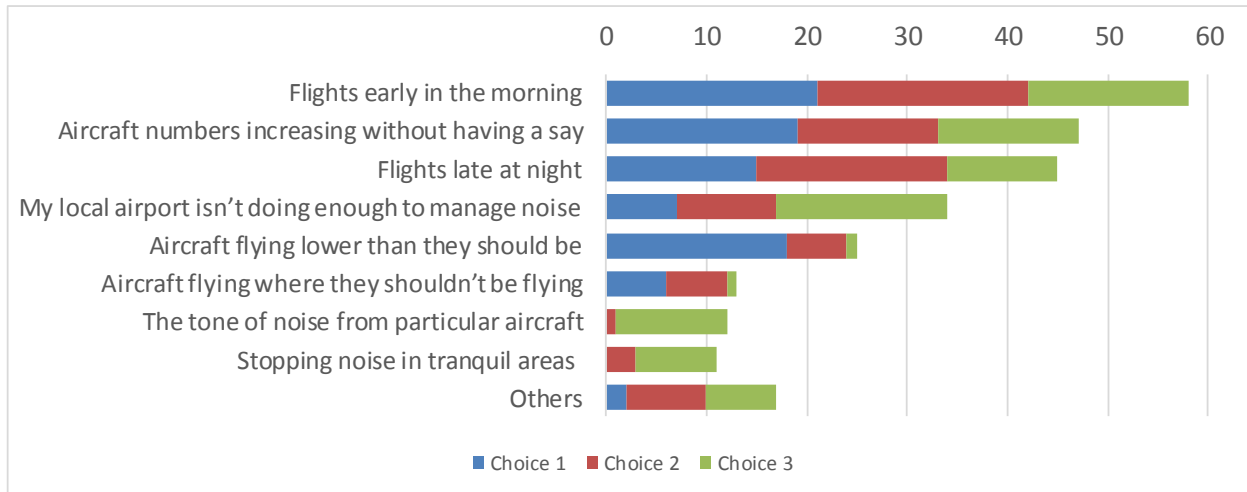
How long have you been annoyed by aviation noise?



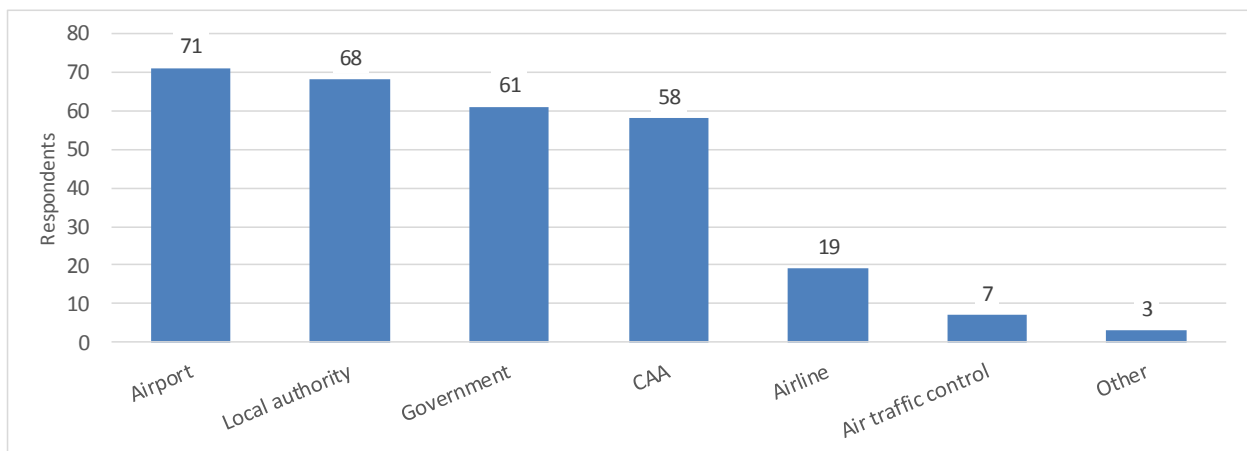
Noise impact survey results for all respondents identifying George Best Belfast City Airport as affecting them

Sample size: 88 out of 4,175 responses

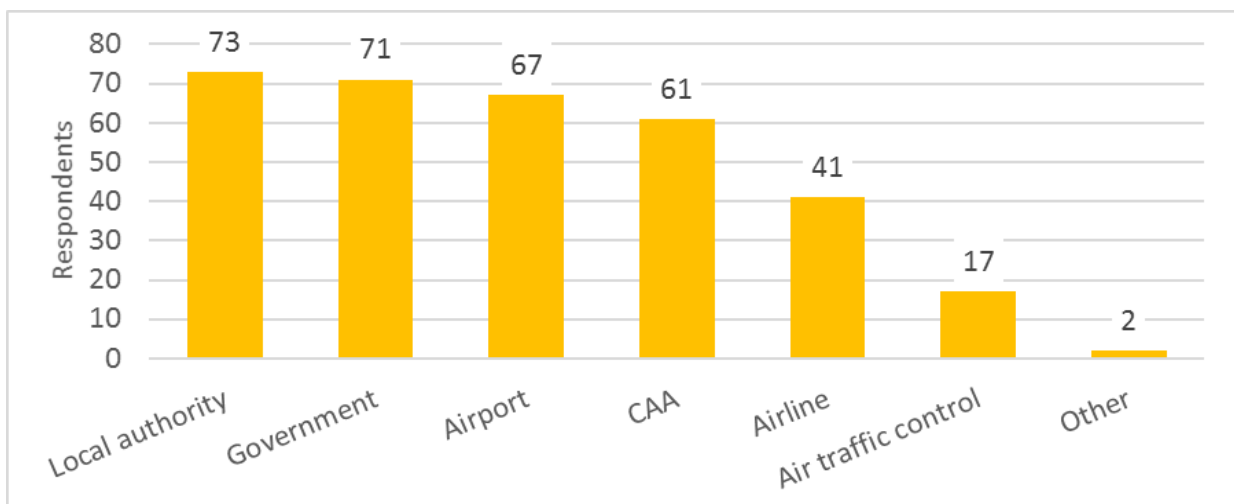
What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



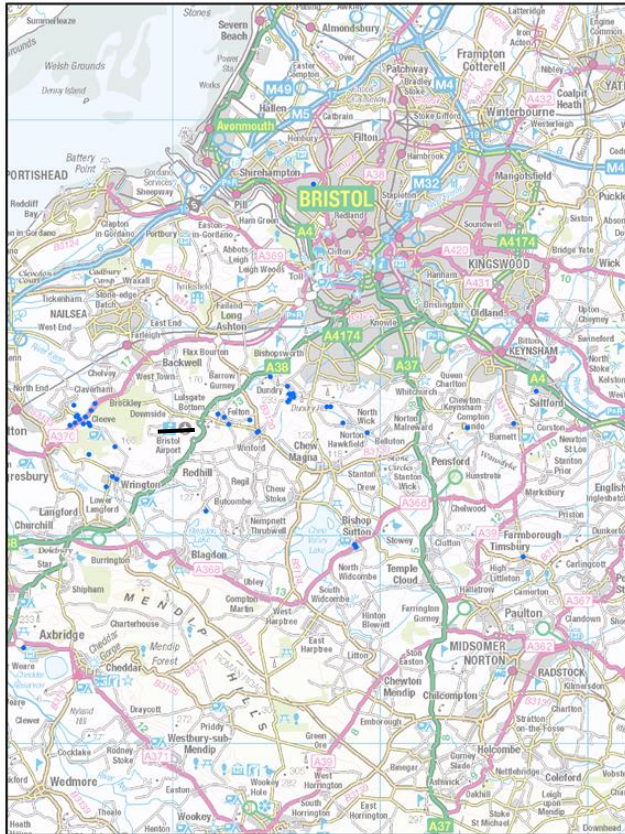
Who would you expect to reduce aviation noise?



Noise impact survey results for all respondents identifying Bristol Airport as affecting them

Sample size: 65 out of 4,175 responses

Location of respondents (note: some respondents outside map area)



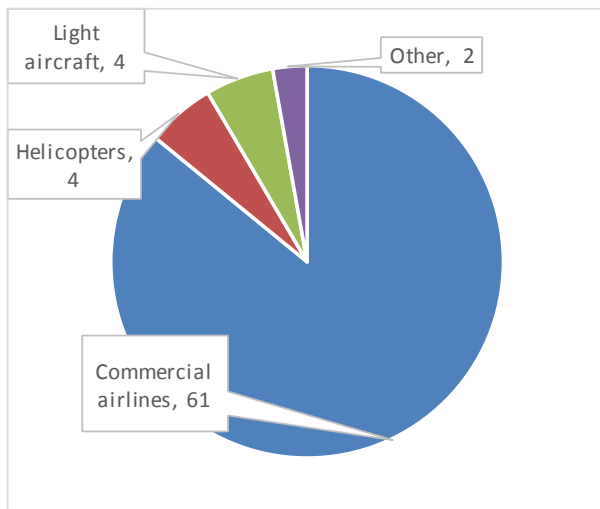
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Post Code District	Respondents
BS49	20
BS41	14
BS40	13
BS39	5
BS31	2
BS9	2
Others	9
No Answer	0
Total	65

Airports affecting respondents

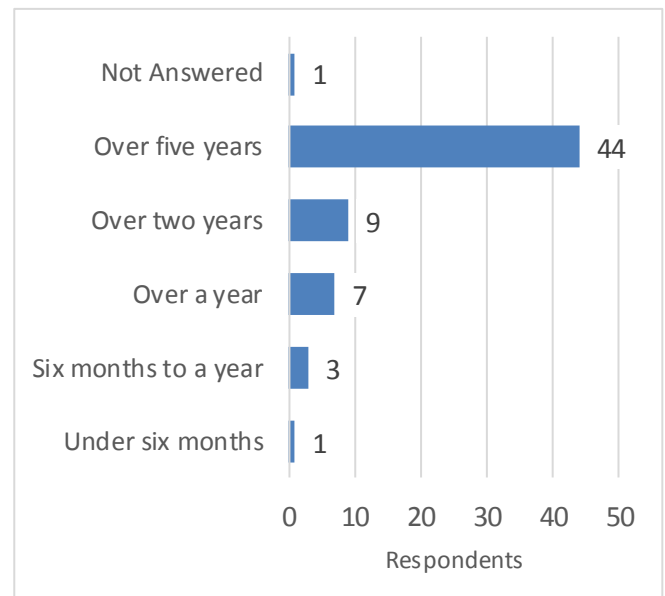
Airport	Respondents
Bristol	65
Heathrow	7
Gatwick	5
Stansted	4
Luton	4
Others	9
Don't know	1

What type of aircraft noise annoys you most?



Note: multiple answers allowed

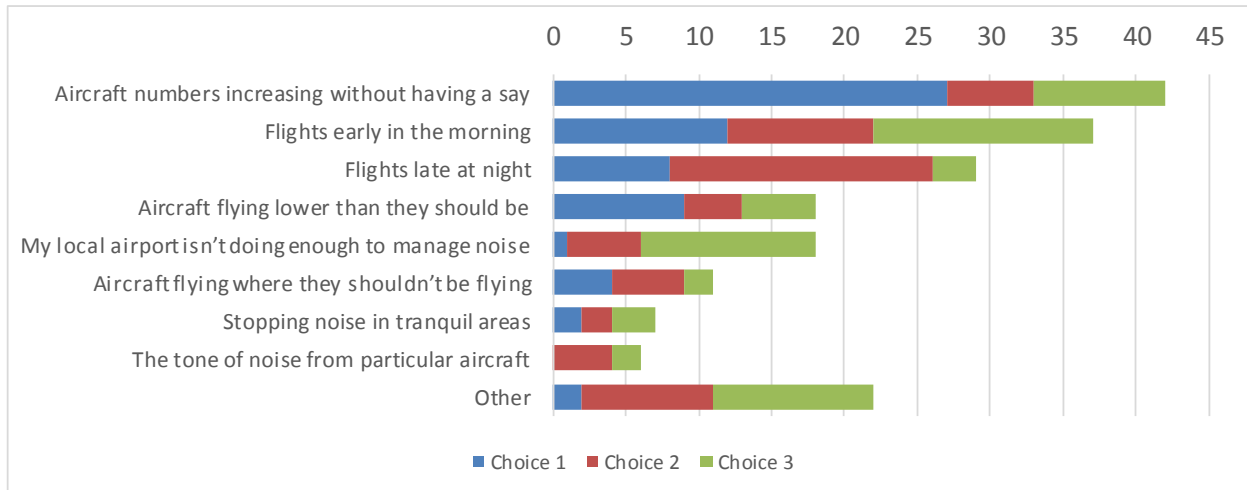
How long have you been annoyed by aviation noise?



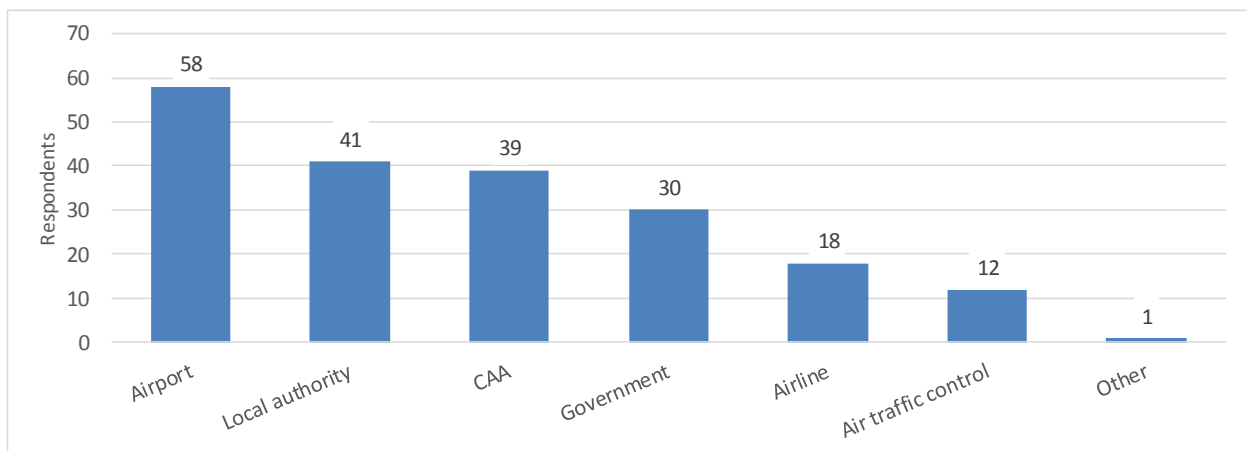
Noise impact survey results for all respondents identifying Bristol Airport as affecting them

Sample size: 65 out of 4,175 responses

What three issues would you like to see CAA focus on?



Who would you expect to provide information on aviation noise?



Who would you expect to reduce aviation noise?

