

Covid19: updated work programme for 2020

Chief analysts

April 2020





Aims of this session

To provide the Board with an update on:

- our restructured work programme for 2020
- emerging options for possible analysis during the summer 2020 period
- outline key messages for corporate strategy year-one check.

NB. Given the current internal resource constraints and challenges with engaging stakeholders and potential suppliers, the overview of summer 2020 analysis sets out our priorities for exploring the feasibility of different options.

We will be able to provide a prioritised programme for this work once we have more detail on the scope and cost/resource requirements of each project.

Summer 2020 work - qualitative

Project *	Value of outputs	Timescales	Cost/resources
DfT longitudinal research. Include questions on attitudes to aviation noise into a survey of 3000 respondents conducted by DfT.	Medium. Small sample may not include many people affected by aviation noise, but this could provide some anecdotal evidence, comparisons with other transport sectors and possible insights into people being newly affected.	Medium/long. Fieldwork starting in May and continuing until approx. June 2021. Results may only be available after that.	Low. Modest resource required to develop questions for inclusion.
Bespoke survey. Commission Ipsos Mori to conduct an online, postal or telephone survey for ICCAN on attitudes to aviation noise.	Medium. Could provide anecdotal evidence of attitudes to aviation noise during this time in comparison to before, providing insight into the impact on quality of life and wellbeing.	Medium/long. Depending on time to commission, results could be available by end of Spring/Summer.	High. Financial cost TBC. Moderate resource required to manage the contractors and refine the outputs.
Smart survey. Conduct our own bespoke online survey through Smart Survey software.	Medium/low. Could provide anecdotal evidence of attitudes to aviation noise during this time in comparison to before, providing insight into the impact on quality of life and wellbeing.	Medium/long. Depending on resource constraints, results could be available by end of Summer.	Medium. Financial cost of targeting respondents TBC. Significant resource required to develop questions and analyse results.
Ipsos Mori Omnibus. Include questions in regular omnibus surveys being sent to up to 2000 respondents each week.	Low. Small sample may not include many people affected by aviation noise, but this could provide some anecdotal evidence and possible insights into people being newly affected.	Short. Depending on how long the questions are included, results could be available in May/June.	Medium. Financial cost TBC. Moderate resource required to develop questions and analyse results.
Desk research. Collation of publicly available information on current airport operations and complaints data.	Medium. Useful resource on how airports are reacting to the current crisis and what information is available on the noise complaints they receive.	Short. Initial research completed. Further analysis TBC.	Low. Modest resource required to undertake search work.



Summer 2020 work - quantitative

Project*	Value of outputs	Timescales	Cost/resources
Freight. Using CAA data to identify freight movements and changes over time, particularly distribution of freight throughout UK airports and flightpaths used.	High. Could provide insight into how much of the current activity and noise is due to freight, and how ‘purposeful’ and ‘belly’ freight have been affected during this quieter period. Could integrate into flight tracking and noise monitoring projects.	Short/Medium. Simple data on freight ATMs are available so could begin to be monitored now and continued indefinitely.	Medium. Moderate resource required to analyse and report on data.
Flight tracking. Using CAA data to assess track keeping performance during the COVID-19 pandemic and compared to previous patterns.	High. Could provide insight into how flights are being directed – and communities affected – differently during this period. Potential for analysis to be conducted on a monthly basis until the aviation industry appears to recover.	Medium/Long. Depending on CAA availability, initial analysis could be available by summer 2020.	Medium. Financial cost TBC. Moderate resource required to develop work with CAA and analyse results.
Long-term noise data monitoring. Examine available CAA noise monitoring data to identify patterns of noise and changes from previous periods.	Medium. Data only readily available for designated airports but could provide comparisons of both ambient and aircraft noise during crisis and previous periods, depending on monitor location. Other airports would need to be approached for data.	Short/Medium. Depending on CAA availability, initial analysis for designated airports could be available by June 2020.	High. Financial cost TBC. Significant resource required to analyse and report on data. Resource could be reduced by outsourcing analysis to CAA.
Correlations between complaints and aircraft noise. Combine analysis of CAA data (e.g. performance tracking or aircraft noise) with complaints data to identify relationships between these.	Low. Complaints data not uniformly available and will be difficult to obtain from airports. Where available, it could be possible to assess whether complaints are more likely to arise from areas with greater exposure to aviation noise.	Medium/Long. Unlikely to be able to capture data from airports at present.	Medium. Financial cost TBC. Moderate resource required to gather complaints data and perform correlation analysis with CAA noise data.

