

ICCAN survey: Experiences of aviation noise during lockdown

FAQs

Why did ICCAN chose the five airports in the study?

We wanted to ensure we got the survey done as promptly within lockdown as possible. Due to time and resources the survey was not able to collect information from all UK airports. This led to the decision to focus on five airports. These were chosen to represent a range of airport sizes in terms of Air Traffic Movements and size of population affected, geographical location, levels of freight and levels of activity during lockdown.

How were the postcodes chosen for sample generation?

The Civil Aviation Authority (CAA) already had access to 2018 noise contour maps for all the airports except East Midlands, which provided us with its own 2019 map. Using mapping software, the CAA were able to select all the post codes which fall within the contours for each airport.

For the 'newly overflown', CAA produced new overflight contours arising from the increased use of the northern runway at Heathrow and compared them to a similar period in 2019. This allowed them to identify postcodes which have experienced 2x and 10x more overflights.

Why did ICCAN not survey outside the 54dB noise contour?

The aim of this survey was not to identify the onset of community annoyance but to gather data on people's experience of aviation noise during lockdown and their attitudes towards the aviation industry. We also had a short space of time to complete the survey due to aviation activity slowly increasing, so were limited in the data which was easily available to us. ICCAN is already working on a new survey to update the Survey of Noise Attitudes 2014 (SoNA), which looked at the onset of community annoyance – you can find more details [here](#).

Why do the responses in some of the questions not add up to 100% or other totals listed in tables?

This is because of multi-coding (respondents being able to choose multiple answers) or is due to computer rounding e.g. if the responses were provided to one decimal place, some inconsistencies would disappear (e.g. 55.5 and 44.5 add up to 100% but rounded to 56 and 45 the total becomes 101).

What does ICCAN plan to do with the results?

ICCAN undertook the survey to create a snapshot of people's experiences during a period of reduced aircraft activity. The intention is to follow up on this survey as the aviation industry recovers and assess how experiences and attitudes change among people living near airports when aircraft activity increases.