



Summer 2020 work programme

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May 2020



Aims of this session

To update the Board on the Summer 2020 work programme:

- Attitudinal survey (Sophie)
- Analysis of aviation data - activity, flight tracks and noise monitoring (Stuart).



Attitudinal Survey– overview

Purpose of work:

To gather evidence from people living around airports on their attitudes towards aviation noise, and whether these have changed, during this period of reduced aviation activity.

Approach:

- Commissioned Ipsos MORI to deliver the work including carrying out the fieldwork, analysing the results and producing the report
- 2000 telephone surveys lasting around 10 minutes (20-30 questions)
- Sampling around 5 airports: Heathrow, East Midlands, Gatwick, Edinburgh and Manchester (provisionally selected)
- Random targeting, within noise contours, of telephone numbers.



Attitudinal Survey – research question themes

1. Has aviation noise exposure changed since April 2020 from respondent's residence? (Including daytime and night time noise).
2. What are people's attitudes towards aviation noise during covid-19?
3. Is aviation noise annoying/bothering during these times? Was it previous to April 2020?
4. Are there any factors which are contributing to people's current aviation noise exposure? E.g. decrease in other transport noise (rail and road), working from home, spending more time in garden.
5. To what extent people are happy to accept things going back to pre covid-19 aviation noise?
6. What do people think of the value of economic benefits of airports versus the dis-benefit of the noise? Is the local airport a net benefit or dis-benefit to their community?

Attitudinal Survey – timelines and risks

Milestone	Date
Sampling strategy and methodology agreed	29 May
Questionnaire agreed	12 June
Fieldwork	18 June-10 July
Initial data	17 July
First draft report	w/c 27 July

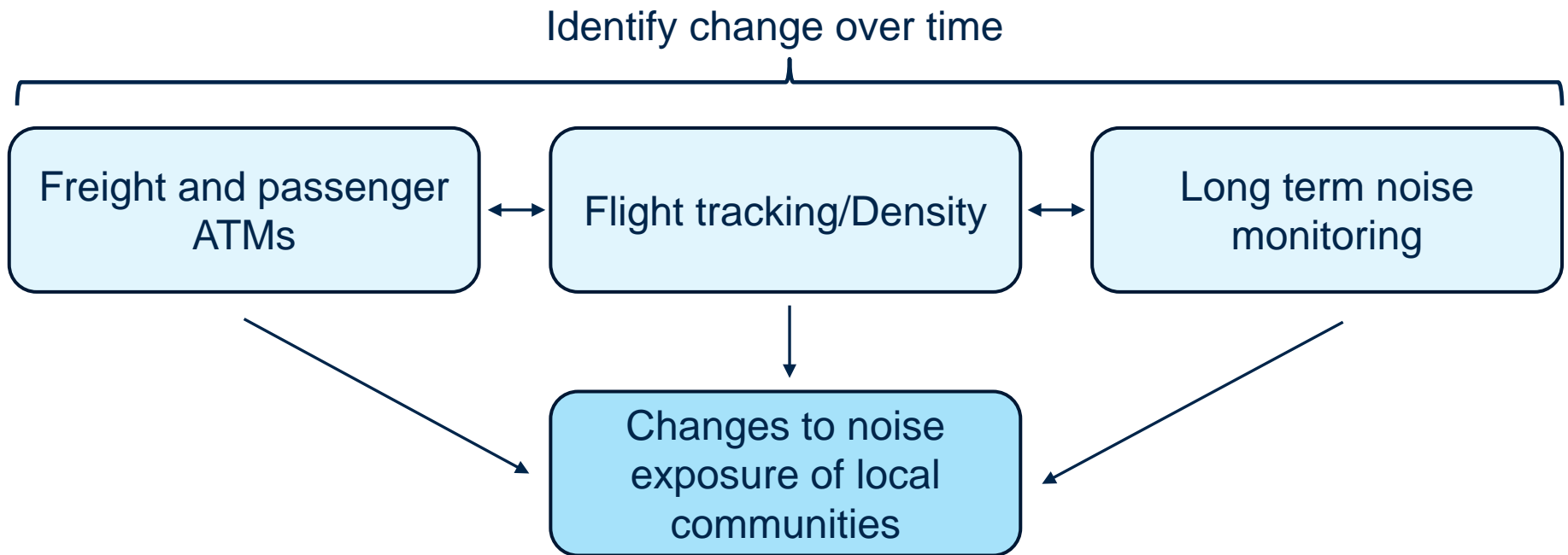
Key risks / issues / concerns	Mitigation	RAG
Delay in receiving postcode data from CAA could delay milestones.	Ask CAA to treat the data needed for the five airports for this survey as top priority.	A



Aviation noise – overview

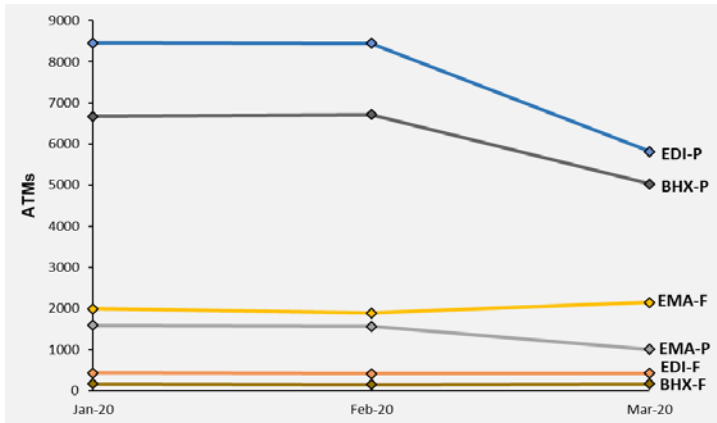
Purpose of work:

To examine how aircraft noise around UK airports has changed during this period of reduced aviation activity.



Aviation noise – Analysis

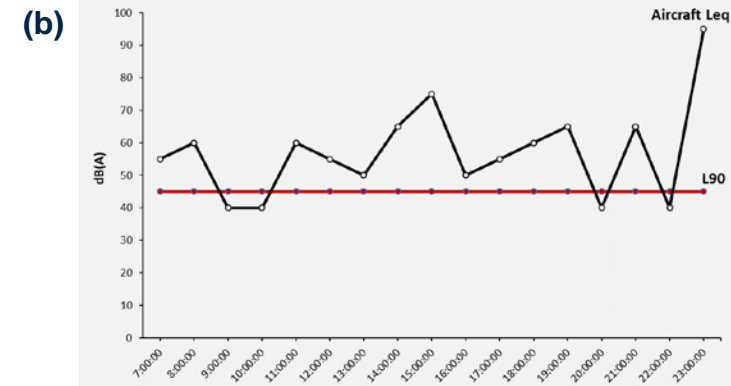
Freight (F) & Passenger (P) ATMs Jan – March 2020



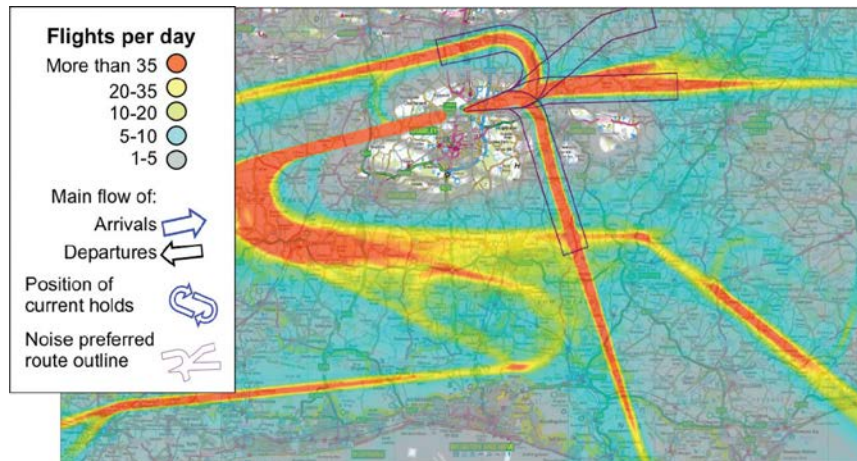
Aircraft Noise v Background Noise over time (a + b)



L90 contours can be compared to aircraft noise



Track density Gatwick. Impact of change over time



Aviation noise – analytical approach

Workstream	Analytical Approach	Time
Freight & passenger ATMs	Report changes and highlight trends and 2019 comparisons. KP	<ul style="list-style-type: none"> • Data will be available weekly • Aim to conduct a monthly analysis which will be ongoing. • Need to determine if/when findings will be published. • Need to define an end date to the analysis.
Flight track/density	Identify changes in flight patterns over time including how they are distributed along NPRs. Identify local communities that experience changes in number of overflights. SD	
Noise monitoring	Identify changes of ambient and aircraft noise before, during and after the crisis. Detail how noise changes over time throughout different communities. SD	
Changes to noise exposure for local communities	Draw together evidence from all three workstreams. Identify trends that demonstrate increases/decreases of aircraft noise for local communities. SD	

Key risks / issues / concerns	Mitigation	RAG
Stopping the analysis too soon may prevent ICCAN from providing the full picture in terms of any significant change in aircraft noise.	Engage with aviation industry experts to understand when aviation activity might recover.	A

