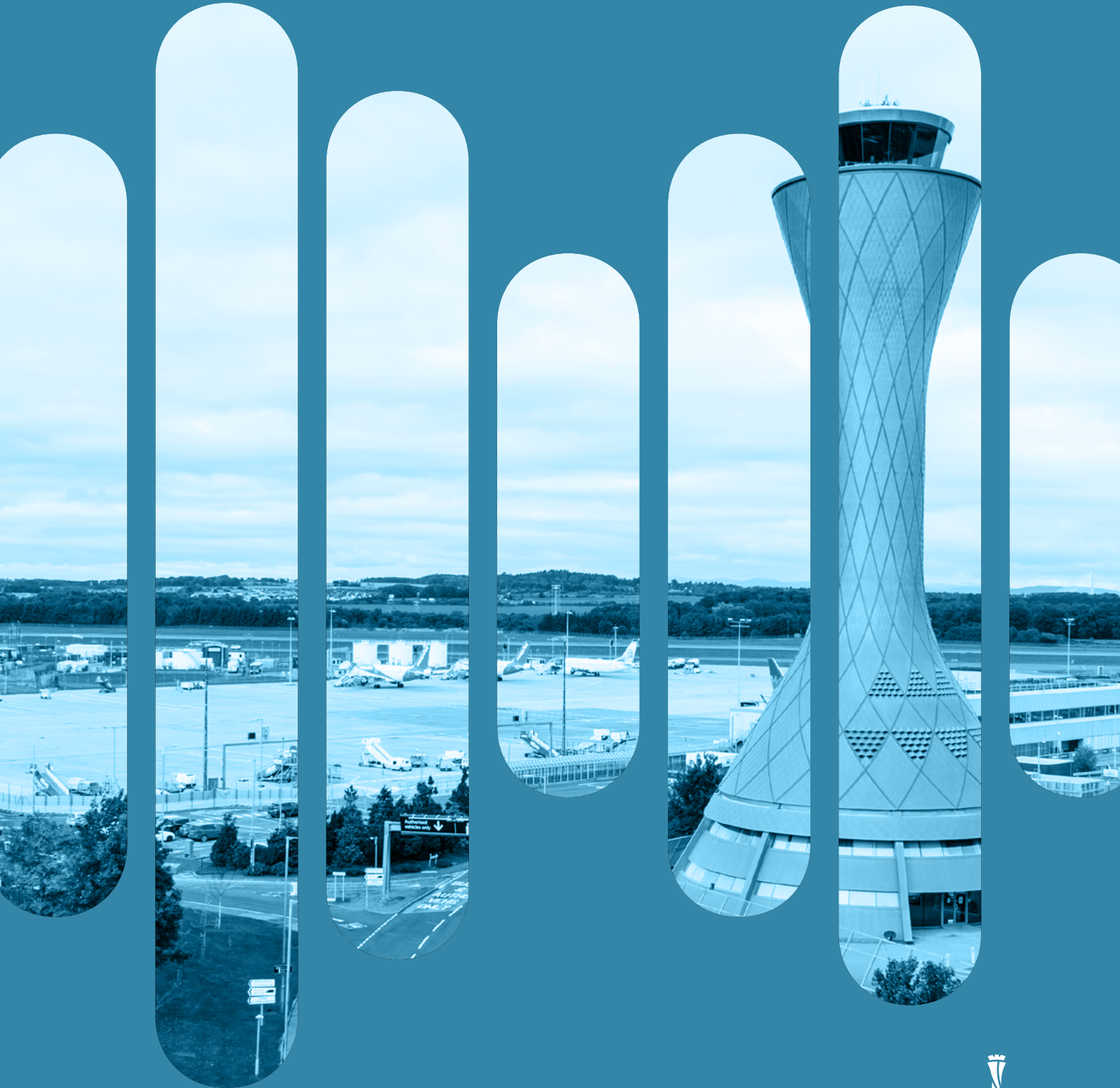


Noise Action Plan (NAP) 2024 – 2028

Consultation responses and actions



Edinburgh Airport 

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Introduction

As part of preparing this plan, we carried out a twelve-week public consultation November 2024 – February 2025 which helped shape our NAP for the next four years. We communicated the consultation through social media channels Instagram, X and Facebook, local radio and TV news. Public outreach included.

- In-person meetings with EACC, EANAB and at Cramond Kirk Hall.
- Hand delivered flyers to all properties eligible to apply to the new Insulations scheme proposed with in the draft NAP 2024 – 2028. 57dB+ Laeq (night) summer contours & 60dB LAeq (day) summer contours.
- Emails to all relevant councils Environmental Health Departments, Councillors, MP's/MSP's, Community Councils, EANAB & EACC.
- The NAP consultation was detailed on Edinburgh Airport, EANAB, and Noise Lab webpages.
- We held Monthly meeting with EANAB AAN NAP subgroup to review the draft NAP prior to publication 03/2024 – 03/2025.
- Opportunity to respond by letter or email in addition to completion of the online form.

Annual Reviews

We have committed within our actions to annually review our Noise Action Plan and will publish this on our Noise Lab webpages.

The following document provides a summary of the consultation responses and how they influenced our Final NAP 2024 – 2028.



Method

Online survey:

Hosted by Progressive.

Self-completion.

Open from 11th November 2024 to 31st January 2025.

Open to the public.

Options for paper questionnaires:

Respondents were given the option to complete the survey by paper.

Questionnaire design:

Key design by EAL.

Comprised 12 questions.

Also collected information on name, email address, and respondent type.

Combined structured (closed) questions on rating the proposals.

And text boxes where respondents could comment on why they rated the proposals as they did.

Analysis of scale questions:

- Progressive analysed the data by levels of excellence ranging from excellent to poor.
- Analysis subgroups were not created because almost all responses were from members of the public.

Open ended responses

- Open ended responses have been coded and summarised.
- While not all the responses directly relate to the content of the draft NAP document, they reflect respondent's experiences and are equally valid as individual comments.

Where figures do not add to 100% this is due to rounding.



Responses by type



106 online surveys

104 members of the public.

1 stakeholder responded online.

1 did not reply to the question on category of respondent.

Online	Paper
104	2



14 respondents via emails

4 organisations

10 members of the public.

A list of respondents can be found in the appendix.

Response by postcode

Postcode	Count
EH4	57
EH12	8
EH15	1
EH19	1
EH22	1
EH26	1
EH27	1
EH28	4
EH29	2
EH39	1
EH47	1
EH48	5
EH49	2
EH52	1
EH53	2
EH54	5
FK5	1
KY1	1
KY11	8
KY12	1
KY3	1
EH27	1



North of the City

West of the City

Cramond



Responses to NAP consultation online and paper responses

The following pages show the topics raised by respondents, along with example verbatim comments, and the response from Edinburgh airport to the comment.

This is broken into eight areas:

- Work with communities
- Operating restrictions
- Land-use planning and mitigations
- Quieter planes
- Quieter procedures
- Changes to the noise insulation scheme
- Responses to NAP via email summaries from members of the public
- Appendix – Email responses

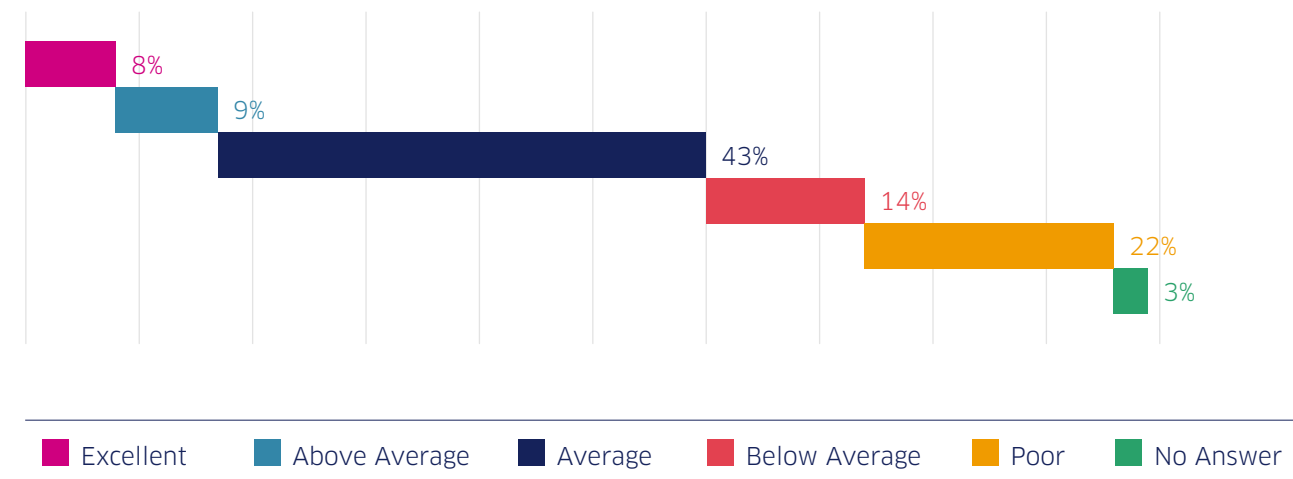
All raised issues have been identified and grouped together, whenever possible, into the above categories and entered into the tables.

Work with communities

When asked to rate EAL for its work with communities:

- 17% claimed it was excellent or above average.
- The largest single percentage 43% claimed it was average.
- Over a third 36% claimed it was below average or poor.

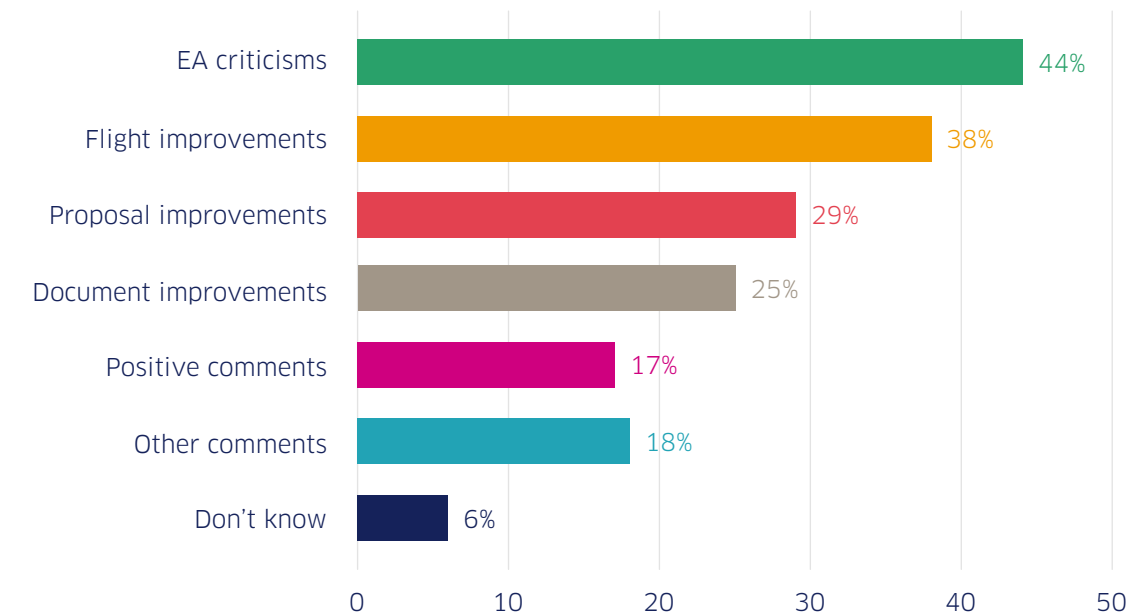
Work with communities



Q1 – Please rate our proposal for our work with communities. Base 106.

Reasons for giving score

- When asked why they had given this score the most common response (44%) was a criticism of Edinburgh airport.
- Many (38%) claimed a need for improvements in flight plans.
- Most other comments related to the NAP.
- 18% of responses related to issues out with the NAP.



Please tell us why you have given this score. Base (all) 72.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Lack of consultation/ not contacted	9	We live under the flight path and on the 63db contour cuts right over our property, yet we haven't received the leaflet, nor any information at all.	Leaflets were delivered to all properties within the eligible contours included within the proposed new insulation scheme, once the scheme goes live you may check your eligibility via the dedicated noise lab web page - https://noiselab.casper.aero/edi/content/1/insulation/ You can also contact us by email noise@edinburghairport.com post or phone to check eligibility to apply. Action 1.15 and detailed further in Appendix C.
Should consider wider geographical area	6	Can always be improved. I only found out about this consultation from a post on a local FB group, so more widespread comms is necessary to get broader views.	The NAP consultation was extensively advertised in local media, online via social media, including Facebook, and via tv and radio news. No action added in relation to this comment.
Insulation scheme – inadequate	5	There is inadequate information and transparency around the noise bandings in relation to the insulation grants.	The noise contouring produced for Noise Action Plans is determined by UK and EU regulations and legislation detailed within Section 04 of the NAP. The criteria which determine eligibility and noise bands within the contour mapping is available dedicated noise lab web page - https://noiselab.casper.aero/edi/content/1/insulation/ This information is also available within the draft and final NAP document section 06. No action added in relation to this comment.
Unambitious (incl. low budget)	3	Too limited. Budget is modest. Wider range of activities should be covered.	Our mitigation and management proposals within the NAP document follow current government guidelines. In addition we have on a voluntary basis implemented measures such as Continuous Decent Arrival procedures, fining of aircraft which exceed our permitted noise levels and work with communities through our dedicated noise board EANAB. No action added in relation to this comment.
Proposal is overdue/ late	2	It's been long overdue	The timeline for the update to Scottish Airports NAP process is determined by the Scottish Government, we in addition to other Scottish Airports, Local Authorities and Transport Scotland work to those timelines. No action added in relation to this comment.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Elderly/disabled not well included	2	Your work with communities does not take into account the older computer illiterate generation.	Members of the community can contact us via other avenues other than computer, via our dedicated noise telephone line, or by traditional mail. A printed version of the draft NAP document and reply form were available on request. The NAP consultation was extensively advertised in local media, online via social media, and radio and TV. No action added in relation to this comment.
Proposal – general negative	1	Not really what's needed.	The Noise Action Plan is determined by UK and EU regulations and legislation as detailed within Section 04 of the NAP. No action added in relation to this comment.
Document too long/ complex	12	Informative but it is a corporate policy document and therefore aimed at a certain type of audience not the layperson on the street.	The document follows the requirements set by the Scottish Government, and although this does lead to a long document it must contain the information, data and content they require. Section 04. Action – Action – We will produce a summary version of the NAP document and publish this on the Noise Lab.
Document unclear/ lacks detail	8	Nowhere near enough engagement on the impact of local families.	The document follows the requirements set by the Scottish Government, and although this does lead to a long document it must contain the information, and data and content they require. Within the document information is provided on the impact to individual households, Section 06, 07, 08, 09. No action added in relation to this comment.
General positive	7	It appears well documented in the plan.	Noted. No action added in relation to this comment.
Maps/diagrams unclear	4	I can't see or read most of the maps, and that's essential for me to understand how its going to impact me and my community specifically.	The printed versions of the draft NAP document provided clear and easily viewed mapping, resolution of the mapping on individual computer systems was difficult to predict and overcome, however the contour mapping and associated data are available and can be provided in printed and PDF format on request. Contour mapping is available on the Scottish governments strategic mapping web pages, as detailed within the NAP https://noise.environment.gov.scot/ No action added in relation to this comment.
Good to be consulted/ informed	3	Always good to know how this could affect where I stay.	Comments noted. No action added in relation to this comment.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Pro-aviation comment	2	Edinburgh Airport connects Scottish communities with the rest of the UK, Europe and the world.	Comments noted. No action added in relation to this comment.
Other	5	What worries me are the aircraft emissions in the air, especially when I open my door in the mornings. The smell is very strong, seems to be worse in recent times – dependent on the weather. We have lived under the flight path since 1979 and I was recently diagnosed with Pulmonary Fibrosis (scarring of my lungs) This is probably due to pollution, the medics say – I have never smoked in my life or lived in a smoky atmosphere. I know this can happen anywhere, we are being poisoned daily by traffic fumes.	We monitor Air Quality on a regular basis and carry out full Air Quality Monitoring analysis on a Bi-annual program, the results of which are available on our noise lab web pages https://noiselab.casper.aero/edi/content/1/air-quality/ – Detailed on page 63 of the NAP. Action 1b.
EANAB issues	4	Edinburgh Airport is to be congratulated on setting up its Noise Action Board, but there is no evidence yet that this has had any influence on the Airport's noise management, mitigation or reduction measures or that it will have any real influence given EAL's primary goal of growth in passenger numbers and light routes.	Edinburgh Airport actively engages with EANAB who an important stakeholder in both NAP and Airspace change proposals and are, assisting in driving forward improvements in the management of noise and changes to our current flight paths. Further information on EANAB and the great work they are doing can be found on their dedicated web pages https://www.eanab.org.uk/
Noise measurement – technical issues	3	In relation to the Contours, these are methodologies, with limited comparisons to actual flights. Limited or no mobile noise monitoring equipment for outlying communities that are included in the contours? How will you gauge theory with practise and how will this be governed?	The contour mapping detailed within the NAP is produced by both ERCD of the CAA and Noise Consultants Ltd, information on the methodology a technical data used within the production is available from Page 70 of the document. Monitoring equipment for outlying communities would not assist in the production of contour mapping. The noise contouring produced for Noise Action Plans is determined by UK and EU regulations and legislation as detailed within Section 04 of the NAP.
Want government intervention	2	It is shocking that no firm stance has been taken by the Scottish Parliament and Edinburgh Council although hopefully these attitudes may now rapidly change. We feel that Night Noise Regulation as is in force in many UK Airports should be Statutory Requirements at Edinburgh Airport.	Edinburgh Airport fully complies with current government regulations and guidelines. If government regulations and guidelines change, we will of course comply with any changes made. No action added in relation to this comment.

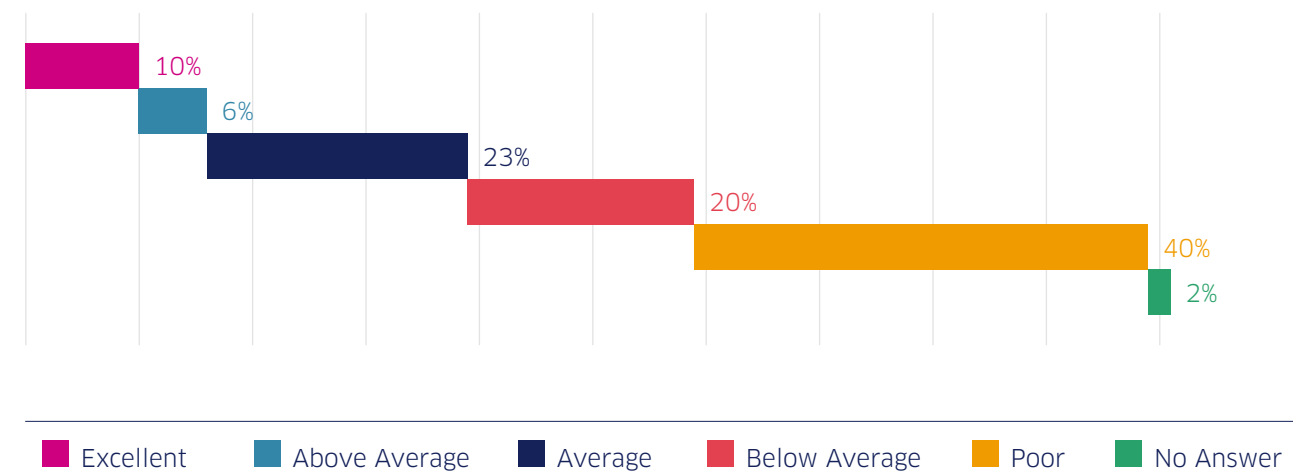
Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Should follow lead of other airports	2	There is no mention of banning night time flights – if you asked residents in the area what they want this would be top if the list. The other measures are good but a block on certain hours during the night needs to be part of the solution like it is for many other UK airports.	Where possible Edinburgh Airport follows the lead of the far larger English airports Gatwick, Heathrow and Stanstead when considering the noise mitigation measures we implement, this includes Noise fining, CCD/CDA, Insulations Schemes and Environmental charges which are in the main voluntary mitigations. No action added in relation to this comment.

Operating restrictions

When asked to rate EAL for the plans in place for operating restrictions:

- The majority (60%) gave a rating of below average or poor.
- Just under a quarter (23%) said average.
- Only 16% rated it as above average or excellent.

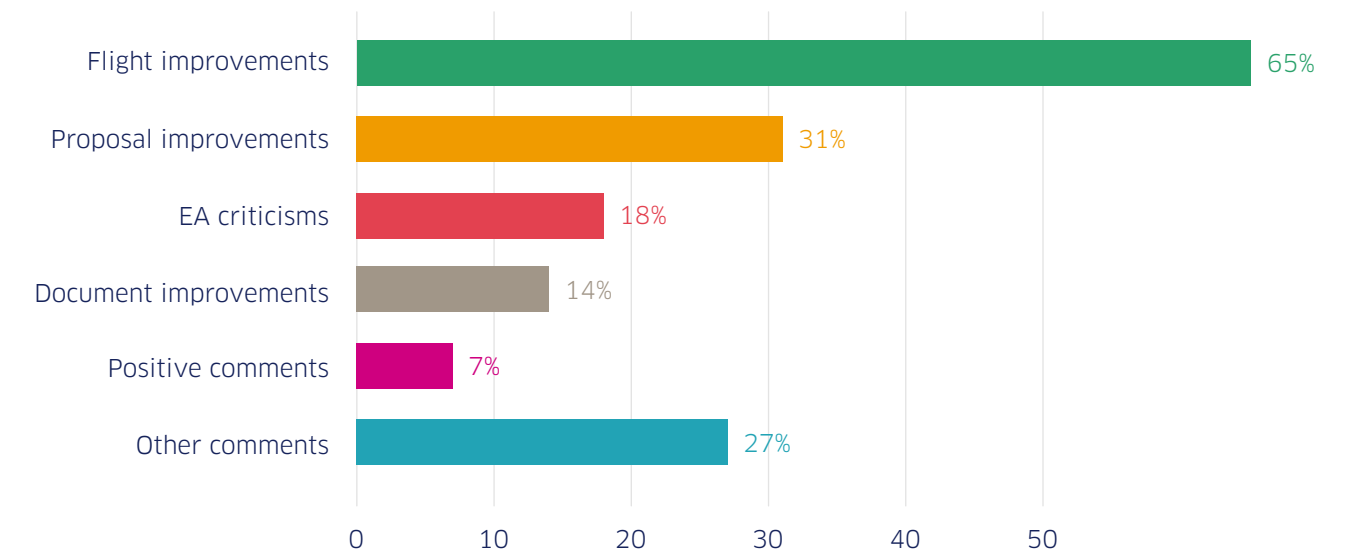
Plans for operating restrictions



Q2 – Please rate our proposal for the plans we have in place for operating restrictions. Base 106.

Reasons for giving score

- When asked why they had given this score most comments (65%) focused on the need for flight improvements.
- Many comments (31%) claimed a need for improvements in the NAP.
- Some comments (18%) focused on criticisms of EAL.
- 18% of responses related to a need for improvements in the document.
- A few (7%) comments were positive.



Please tell us why you have given this score. Base (all) 74.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Night/sleep/want night flights restricted	39	I do not agree with Edinburgh Airport operating 24hrs a day. We need some rest from the noise.	Edinburgh Airport serves the whole of Scotland, where we can we mitigate and manage noise and commit to exploring voluntary opportunities to reduce night noise impacts. However, we cannot commit to removing all nighttime operations.
Noise – general complaints	7	Too many old planes still come in and out of Edinburgh and the noise from some, especially at night, is unacceptable.	Action 4.2 a – d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 – 34.
Flight frequency complaints/want reduced frequency	7	As before, flights between 11pm and 7am are still too frequent.	Edinburgh Airport serves the whole of Scotland, where we can we mitigate and manage noise and commit to exploring voluntary opportunities to reduce night noise impacts. However, we cannot commit to removing all nighttime operations.
Expand “night” definition/hours	6	There don't appear to be any plans to reduce night flights. Also flight departures ramp up from 6am which I doubt is when most people would like to wake up.	Edinburgh Airport serves the whole of Scotland, where we can we mitigate and manage noise and commit to exploring voluntary opportunities to reduce night noise impacts. However, we cannot commit to removing all nighttime operations.
Change flight paths	6	Not enough being done to ensure flights are sticking to flight paths and heights.	All operations are monitored and flights which do not follow our published flight paths (SIDs) are investigated fully. Section 03.
Restrict aircraft types (inc old planes)	4	Please consider banning older aircraft from flying during night time to really make a difference.	Action 4.2 a – d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 – 34.
Unambitious/too minimal	7	There are no time restrictions just descending restrictions, and I do not think that will make a huge impact.	Current and proposed operating restrictions including Continuous Decent Arrivals (CDA) nighttime noise fining levels and increased environmental night charges are fully detailed within the NAP Sections 03, 05, 07, 08. We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. Action 4.2 a – d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 – 34.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Lack of concrete proposals	5	Don't see much that was constructive in the plan just a lot of aspirational claptrap.	We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. The NAP aims to manage the noise impacts of our operation in collaboration with airlines, aircraft manufacturers.
Consider broader geographical area	5	Go get a sense of peoples lived experience of living in the communities around the airport, and not just Cramond and the 51+ dB.	We work constructively throughout our communities to engage and understand community concerns both within the EANAB group, EACC and through community council meetings. Membership of EANAB includes Dalkeith, Dalgety Bay and West Lothian community councils amongst others.
Don't rely on airlines buying quiet aircraft	3	It seems that restricting noise through operations relies on persuading operators to adopt noise reduction measures and buy quieter aircraft. This is inadequate in a commercial environment where profit is the main motive.	Action 4.2 a – d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 – 34.
Lack of targets/KPIs	2	'Woolly' statements like 'working to reduce noise impact', 'wherever possible'... where are the objectives and specifics of HOW these will be tackled and implemented, so any success or otherwise can be measured? I will probably say this many times – statements written say WHAT is going to be done not HOW.	Action tables detailed in sections 08 P100 – 108 New Actions and Section 09 Full Action list P114 – 133 proposed actions, provide updates, Timelines & Performance indicators.
Unreasonable to compare to London Airports	2	Existing noise management measures and noise thresholds for fines, etc. are benchmarked against the London Airports which cater for larger, heavier and noisier planes and therefore these measures are not fit for purpose – as evidenced in there having been no noise fines in recent years, or longer.	Action 4.2 a – d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 – 34. Fining levels are set in line with guidelines from the UK government and scientific studies carried out by DfT, further information can be found via https://noiselab.casper.aero/edi/content/1/enforcement/ If aircraft are correctly following our procedures they will not breach the limits and will not be fined.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Decrease max volume from 87 dB	2	Saying you will seek quieter planes and fine those who don't comply will not have a significant impact to the community living below the flight paths. Also, 87db during the night is hardly quiet.	Action 4.2 a - d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 - 34. Fining levels are set in line with guidelines from the UK government and scientific studies carried out by DfT, further information can be found section 03.
Insulation scheme - inadequate	2	If you were really concerned about the increasing noise levels then why not pay for triple glazing to be installed in those homes most affected.	Fining levels are set in line with guidelines from the UK government and scientific studies carried out by DfT, further information can be found in section 03 https://noiselab.casper.aero/edi/content/1/enforcement/
Too slow/long timescale	1	More night-time restrictions on flights between 2300-0600 are required, in a shorter timescale.	Action 4.2 a - d within the Noise Action Plan tables have been introduced to encourage aircraft operators to fly newer, quieter and cleaner aircraft to and from Edinburgh Airport, this information including timelines are available in further detail in section 03 P30 - 34. Comments noted. No action added in relation to this comment.
General negative	1	They don't offer any benefits to local residents.	Edinburgh Airport serves the whole of Scotland, where we can we mitigate and manage noise and commit to exploring voluntary opportunities to reduce night noise impacts. However, we cannot commit to removing all nighttime operations.
Document unclear/ lacks detail	6	It's hard to access all the information- the answers to questions section mostly just refer you onto another document.	The document follows the requirements set by the Scottish Government, and although this does lead to a long document it must contain the information, and data and content they require. Within the document information is provided on the impact to individual households, Section 06, 07, 08, 09. Action - we will publish a Summary document on completion of the NAP 2024 - 2028 process.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Maps/diagrams unclear	5	Contour maps db not properly visible.	The contour mapping detailed within the NAP is produced by both ERCD of the CAA and Noise Consultants Ltd, information on the methodology a technical data used within the production is available within the NAP document. Monitoring equipment for outlaying communities would not assist in the production of contour mapping. The noise contouring produced for Noise Action Plans is determined by UK and EU regulations and legislation as detailed within Section 04 of the NAP. Contour mapping is available to view online https://noise.environment.gov.scot/ which provides an interactive map.
Document too long/ complex	2	It looks fancy there's a lot of words, but none of the maps are readable.	Comments noted. We will improve the quality of the online version of contour mapping within the digital version of the Final NAP document.
General positive	4	Pleased to see this is happening.	Comments noted. No action added in relation to this comment.
Unneeded/air travel too important	2	No restrictions are necessary. They make the pilot's task needlessly more difficult and cost money due to further distances inevitably needing to be flown.	Comments noted. No action added in relation to this comment.
Enforce the rules (inc harsher fines)	8	Fining is useless as a deterrent and does not help public in any way. Only the airport gets the money. To do what? Is it distributed among affected population? There should be heavier restrictions at night time.	Funds raised through implementation of fines for exceeding permitted noise levels are donated to Edinburgh Airports community fund. Last year we donated £300,000 to local good causes https://corporate.edinburghairport.com/community/edinburgh-airport-community-fund
Other	6	I only know a little about this and I'm sure these will change/be flexible in relation to certain circumstances.	Comments noted. No action added in relation to this comment.
Follow lead of other airports	5	Need a night time curfew, like other UK airports.	Where possible Edinburgh Airport follows the lead of the far larger English airports Gatwick, Heathrow and Stanstead when considering noise mitigation measures, we implement, this includes Noise fining, CCD/ CDA, Insulations Schemes and Environmental charges which are in the main voluntary mitigations. No action added in relation to this comment.

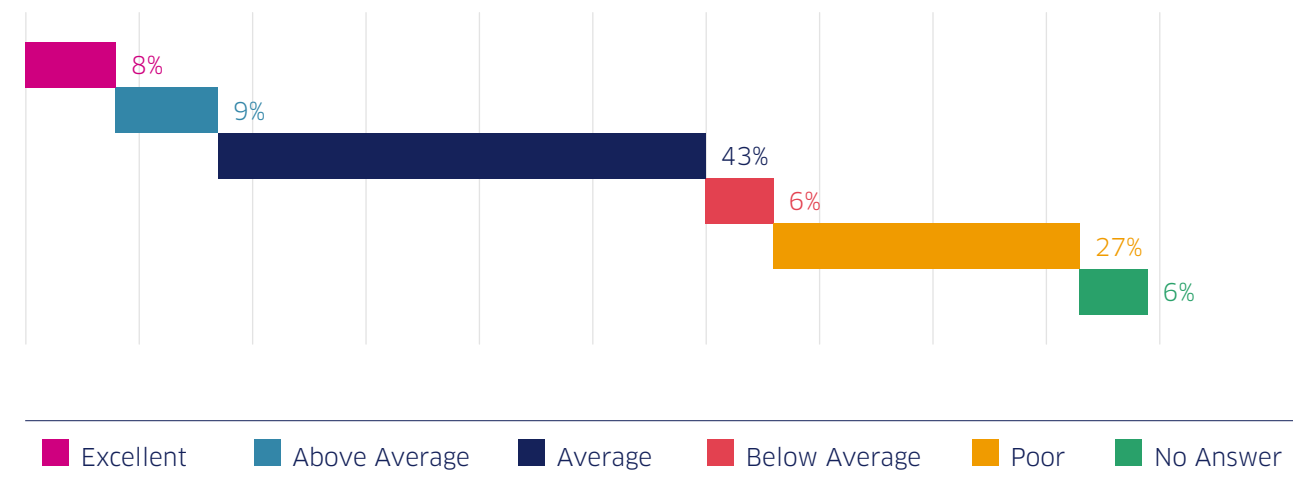
Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Need better monitoring/ investigations	3	Your fixed noise show higher readings than your contour map would suggest. The noise at night appears to increase and we have never seen a mobile noise monitor near our property.	The document follows the requirements set by the Scottish Government, as detailed in section 06. LAeq contour mapping is an average over a period of time of all aircraft movements, Lmax readings of individual aircraft movements cannot be directly compared to contour mapping levels. No action added in relation to this comment.
Follow WHO guidelines	2	Night time periods should be consistently applied across the UK and in line with WHO definitions.	Contour mapping included with in the NAP as detailed follows the same definition of Night as those detailed within WHO definitions of the nighttime period 23:00 – 07:00 No action added in relation to this comment.
Extend runway	1	Extend runway and then you can operate later and earlier flights with no reverser being used to slow down and quieter.	Comments noted. No action added in relation to this comment.
Digital access issues	1	<p>Edinburgh, like many other urban areas, experiences significant digital inequity, meaning that certain demographics within the city lack adequate access to technology, internet connectivity, or the digital skills needed to fully participate online, particularly impacting those experiencing poverty, older residents, and people with disabilities; this can limit their access to essential services and opportunities in daily life. I note that publications will be digital only.</p> <p>How will you communicate operating restrictions and its results to the members of the communities included in the above?</p>	A printed version of the draft NAP document and reply form were available on request. The NAP consultation was extensively advertised in local media, online via social media, and via TV. The Final NAP documentation will also be available on request.

Land-use planning and mitigations

When asked to rate EAL for the plans in place for land use and mitigations:

- A third (33%) gave a rating of below average or poor.
- Two fifths (43%) said average.
- Only 17% rated it as above average or excellent.

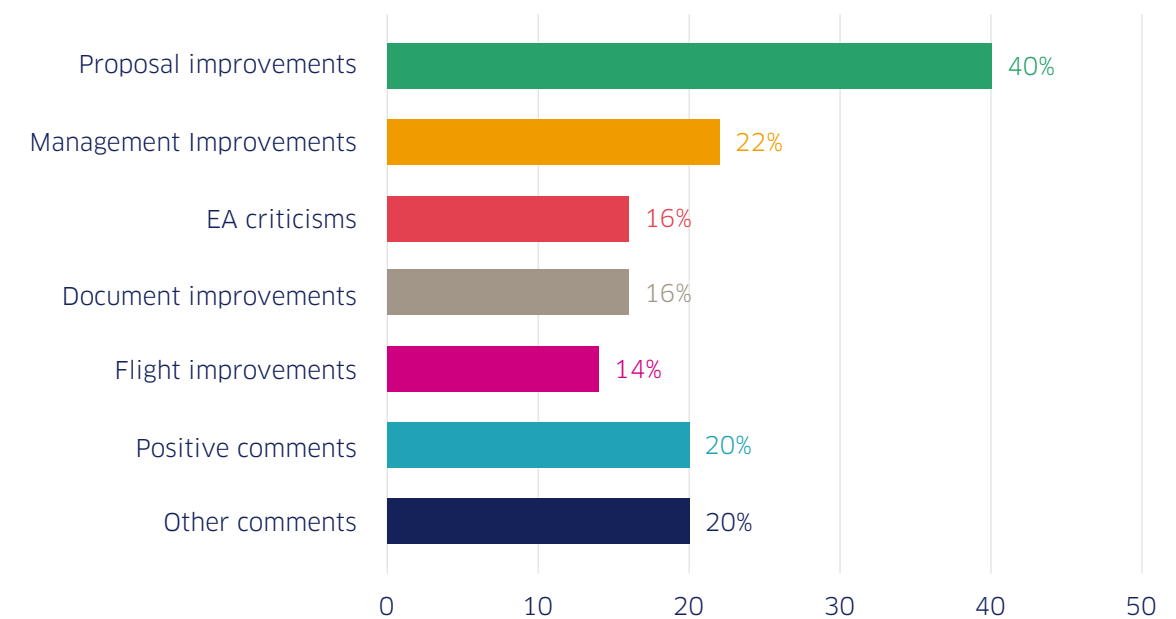
Plans for land use planning and mitigations



Q3 – Please rate our proposal for the plans we have in place for land use planning and mitigation. Base 106.

Reasons for giving score

- When asked why they had given this score the most mentioned theme (40%) focused on the need for improvements in the proposal.
- Many comments (22%) claimed a need for improvements in management.
- Some comments (16%) focused on criticisms of EAL.
- Some (16%) related to a need for improvements in the document.
- Some (14%) related to a need for improvements in flight plans.
- One in five (20%) comments were positive.



Please tell us why you have given this score. Base (all) 50.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Consider broader geographical area	8	I'd like to see more noise monitoring stations in various other areas also.	New Action 1.11 12 x proposed fixed noise monitoring station at Fife and under Runway 06 departure path.
Unambitious/minimal/ doesn't address root cause	6	More ambition required.	Comments noted. No action added in relation to this comment.
Budget too low (e.g. for insulation scheme)	5	Not enough money dedicated to this or eligible areas are very restricted to what you deem areas effected.	Our proposed new insulation scheme exceeds the current guidelines to implement Insulations Schemes to 63dB and above Action 3.1 and detailed section 08.
Lacks targets/KPIs	3	References to this in the NAP seem to rely on the statement on intentions to respond to planning applications. This is very weak. Again the draft NAP lacks targets, milestones and key performance indicators.	Edinburgh Airport fully complies with current government regulations and guidelines. If government regulations and guidelines change, we will of course comply with any changes made. Action tables detailed in sections 08 P100 – 108 New Actions, and Section 09 Full Action list P114 – 133 proposed actions, provide updates, Timelines & Performance indicators. Action – Action tables reviewed and amended where required.
Lower dB threshold for consideration	2	Planning conversations for new builds will be effective for new homes impacted by noise but won't do anything to support those in older properties that fall below the current catchment area. This could easily be remedied by lowering the current limit from 63db to 50.	Section 08 and associated actions propose extending the current Insulation scheme. Page 112.
Expansion – negative sentiments	2	It's clear you wish to expand the airport and its capacity to increase profit at the expense of the surrounding area and its population.	Comments noted. No action added in relation to this comment.
General negative	1	Not good enough.	Comments noted. No action added in relation to this comment.
Insulation ineffective/negatives	1	Insulation scheme is insufficient as it has a too limited area and it doesn't reduce much impact, even with double glazing the noise is annoying and strong.	Section 08 and associated actions propose extending the current Insulation scheme. Page 112.
Monitoring and investigation – improvements wanted	5	You are also only looking at the decibel levels at ground height, not consider higher buildings like flats.	The noise contouring produced for Noise Action Plans is determined by UK and EU regulations and legislation as detailed within Section 04 of the NAP.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Better government oversight wanted	3	Any expansion needs agreement and approval by authorities.	Comments noted. No action added in relation to this comment.
Comms/engagement/ reporting – improvements wanted	3	Never heard of the plans.	The NAP consultation was extensively advertised in local media, online via social media, and via tv and radio. No action added in relation to this comment.
Make it easier to apply for funds	1	The existence of a fund for sound proofing that individuals can apply for is laudable but the total size of the fund (£250,000) is unrealistically low. The NAP should also make a commitment to make the fund easier to apply for and claim, since it is very difficult to claim at present.	Section 08 and associated actions propose extending the current Insulation scheme and details improvements to the application process. Page 112. No action added in relation to this comment.
EA not taking responsibility	4	Playing lip service to reducing noise and only taking a consultation as a requirement.	Comments noted. No action added in relation to this comment.
EA too focused on growth/profit	4	EDI has become a retail park with a piece of tarmac out the back and will do all it can to put more footfall through the airport to the detriment of the green belt.	Comments noted. No action added in relation to this comment.
EA don't care/listen/ act	1	You don't care or listen.	Comments noted. No action added in relation to this comment.
Document too long/ complex	3	Document too long. Did not reach that part.	Comments noted. Action – A summary document will be produced and made available for download on our Noise Lab web pages.
Document unclear/ lacks detail	2	The page on land use planning and mitigation is unclear as to what the proposals are. To a lay person, it is not informative at all.	Comments noted. No action added in relation to this comment.
Maps/diagrams unclear	4	The window and insulation plan appear to be completely underfunded and the map appears deliberately difficult to read and unrealistically restrictive.	Our proposed new insulation scheme exceeds the current guidelines to implement Insulations Schemes to 63dB and above Action 3.1 and detailed section 08 and is fully funded by Edinburgh Airport. Funding will be reviewed annually.
Night flight complaints/want restrictions	4	You should restrict flights before 6am and after 11pm.	Comments noted. No action added in relation to this comment.
Noise – general complaints	2	Any expansion must include eliminating your noise pollution.	Comments noted. No action added in relation to this comment.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Flight path changes wanted	2	Dalgety Bay which is flown over when runway 06 is in use created significant noise (11,000 population). Dalgety Bay East residents also endure noise of planes landing which echoes across the Firth of Forth. Dalgety Bay is not even mentioned as an area with a noise impact. Flights from Runway 06 need to fly further up the Forth until they reach higher altitude before banking over this densely populated area. Residents in Dalgety Bay should qualify for some form of compensation.	This comment relates to the Airspace Change Programme (ACP) and is out with the scope of the NAP. No action added in relation to this comment.
Pro-expansion/ pro-airport	4	Expansion is always good Especially if it brings new jobs.	Comments noted. No action added in relation to this comment.
General positive	3	It sounds like 'common sense' to engage with developers/the council on land use and planning.	Comments noted. No action added in relation to this comment.
Good info in document	2	It would appear that planning for mitigations is detailed and open. Detail on ground power and water pollution mitigations are good.	Comments noted. No action added in relation to this comment.
Access roads important	2	Road links to airport need increased and improved.	Comments noted. Information on our Surface Access Strategy can be found on P58 Section 05. No action added in relation to this comment.
Other	6	Please keep in mind the surrounding houses and road.	Comments noted. No action added in relation to this comment. Information on our Surface Access Strategy can be found on P58 Section 05.
Parking provision – concerns	3	Virtually all the land surrounding the immediate environs of the airport on the southern side is used for vehicle parking, therefore the increase in vehicles over the last five years has exponentially risen during this period. With the recent housing developments at Lauder Grove and the proposal for West Town in the immediate future is only going exacerbate this issue.	Comments noted. No action added in relation to this comment. Information on our Surface Access Strategy can be found on P58 Section 05.

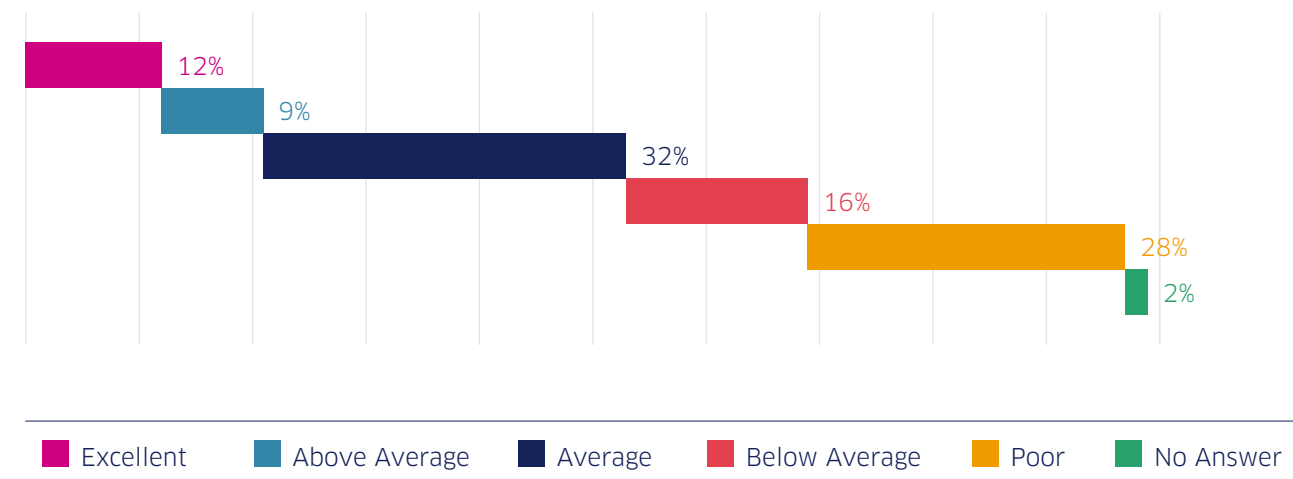
Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Too many properties being built near airport	2	More and more estates are being built closer to the airport. You plan to change flight paths in future to fly right over them. The only solution is restricting night flights, but you are of course not going to propose a solution that could harm profits, only a strong regulator can do that.	Comments noted. No action added in relation to this comment.

Quieter planes

When asked to rate EAL for the plans connected to quieter planes:

- Approximately two fifths (44%) gave a rating of below average or poor.
- A third (32%) said average.
- One fifth (21%) rated it as above average or excellent.

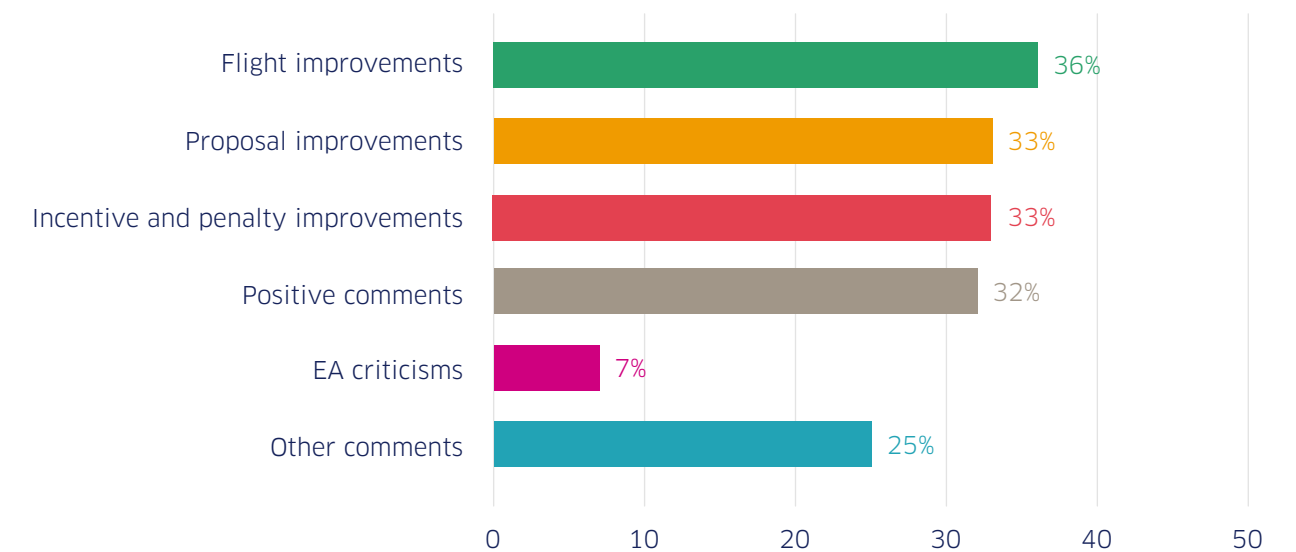
Plans for quieter planes



Q4 – Please rate our proposal for the plans connected to quieter planes. Base 106.

Reasons for giving score

- When asked why they had given this score the most mentioned theme (36%) focused on the need for flight improvements.
- Many comments (33%) claimed a need for improvements in the proposal.
- The same number of comments (33%) focused on a need for incentives and penalty improvements.
- A third of comments (32%) were positive.
- A few (7%) related to criticisms of EAL.



Please tell us why you have given this score. Base (all) 69.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Noise complaints – general	9	If you're living under flight path no plane is quiet.	Comments noted. No action added in relation to this comment.
Reduce/ban night flights	8	It's circumventing the most important step that needs to be taken, a night ban from 23.00-06.00.	Comments noted. No action added in relation to this comment.
Flight path adjustments wanted	6	Reviewing flight paths is going to be a more immediate measure to reduce the noise and disruption to day to day and evening life.	This comment relates to the Airspace Change Programme (ACP) and is out with the scope of the NAP.
Other measures are also important...	5	Quieter planes will have only small impact on night time noise.	Comments noted. No action added in relation to this comment.
Noise getting worse	4	If anything, the planes I hear from my property are louder than I have ever experienced.	Comments noted. No action added in relation to this comment.
Low flying complaints	2	Require restrictions on heights and proximities to residential areas.	Information and data on restrictions are detailed within section 03.
General scepticism/ won't happen/won't help	12	I'll believe it when I hear it.	Comments noted. No action added in relation to this comment.
Timescale long/faster action desired	5	The advent of quieter planes is outwith the remit of Edinburgh Airport. It will be the result of research and technology.	Comments noted. No action added in relation to this comment.
Inadequate/ unambitious	5	More needs to be done for the communities and surrounding areas.	Comments noted. In 2024 Edinburgh Airport donated £300,000 to local good causes. We proposed and will follow through on implementing a new Insulation scheme which will directly benefit residential properties impacted by noise from our operations. No action added in relation to this comment.
Need targets/KPIs	4	The draft NAP talks about encouragement only. There should be clear targets, milestones, limits and KPIs.	Edinburgh Airport fully complies with current government regulations and guidelines. If government regulations and guidelines change, we will of course comply with any changes made. Action tables detailed in sections 08 P100 – 108 New Actions and Section 09 Full Action list P114 – 133 proposed actions, provide updates, Timelines & Performance indicators. Action – Action tables reviewed and amended where required.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Unreasonable to compare to London	1	The emphasis on benchmarking noise penalties with peer airports raises the likelihood of EAL maintaining fines based on noise thresholds set by the main London airports, rather than introducing financial penalties and noise thresholds, which are more challenging and more appropriate, along the lines of the French system.	Comments noted. Fining levels at the London Designated airports are set by DfT based on scientific analysis of flight operations, we aim, where possible follow all recommendations. No action added in relation to this comment.
Want limits/rules/ bans (not mere incentives)	11	The NAP (probably correctly) places the responsibility for operating quieter planes on the airlines that use Edinburgh Airport. Unless the Airport bans noisy makes/models of aircraft altogether, “quieter planes” is an aspiration only and not a meaningful plan.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03.
Scepticism airlines will care	9	I doubt incentivising airlines by offering environmental rebates will prompt airlines to upgrade aircraft to quieter models.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03.
Heavier fines for airlines suggested	8	The fines are not effective or significant, the planes and flights planned appear to be completely unchanged.	New Action 5.6 details that we will annually benchmark our current fining levels and policy against peer Airports to ensure that we set both at relevant and appropriate levels.
Better incentives for airlines suggested	4	Current incentives (equating at most to a few £s per passenger per flight) are at levels which will have little if any influence on choice of planes.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03.
Necessary/important/ general positive	20	I wholeheartedly support the use of quieter aircraft and realise that this cannot happen overnight but welcome their use and future research and development into their introduction.	Comments noted. No action added in relation to this comment.
Pro-aviation comments	3	It's good, but we need more planes, and we need bigger planes.	Comments noted. No action added in relation to this comment.
EA don't care/listen/ act	3	The plane operators, like Edinburgh airport are only interested in profits, and that isn't likely to change unless Edinburgh airport actually demands change and charges realistic fines.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03. No action added in relation to this comment.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
EA not taking responsibility	2	This is pushing the issue out to the airlines vs EAL addressing the community issues around night time flights and insulation grants as it's their business expansion/ aspirations that are driving increased flights/volume. Ownership of the issue is with EAL to resolve.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03. No action added in relation to this comment.
Other	5	Surely this is down to the airlines. Yes, you can ask them to use quieter planes but it's not the airports' fault.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03. No action added in relation to this comment.
Wait and see if it works	4	It may be helpful but at this stage I can't tell.	Comments noted. No action added in relation to this comment.
Document long/ complex/can't find info	2	Difficult to find the Quieter planes section as not indexed.	Comments noted. We ensure this is highlighted within the Index.
Ground operation complaints (e.g. taxiing noise)	2	All airports are doing this. Reducing revving up, ground operation noise and light pollution is required.	Comments noted. Information on actions we take to mitigate Ground noise via Engine testing – limiting Ground Runs and installation phases of Fixed Electrical Ground Power (FEGP)are detailed on pages 26 -27. Light pollution is out with the scope of this Noise Action Plan.
Weather issues	2	Main issue is the wind negates quiet running on most days. With planes engines screaming to stay in line.	Comments noted. No action added in relation to this comment.
Air pollution complaints	1	The smell of aviation fuel is increasingly getting worse and must be impacting on health and wellbeing.	We monitor Air Quality on a regular basis and carry out full Air Quality Monitoring analysis on a Bi-annual program, the results of which are available on our noise lab web pages https://noiselab.casper.aero/edi/content/1/air-quality/ No action added in relation to this comment.
Want government intervention	1	The plane operators, like Edinburgh airport, are only interested in profits, and that isn't likely to change unless Edinburgh airport actually demands change and charges realistic fines. Perhaps the Scottish government needs to intervene.	Comments noted. No action added in relation to this comment.

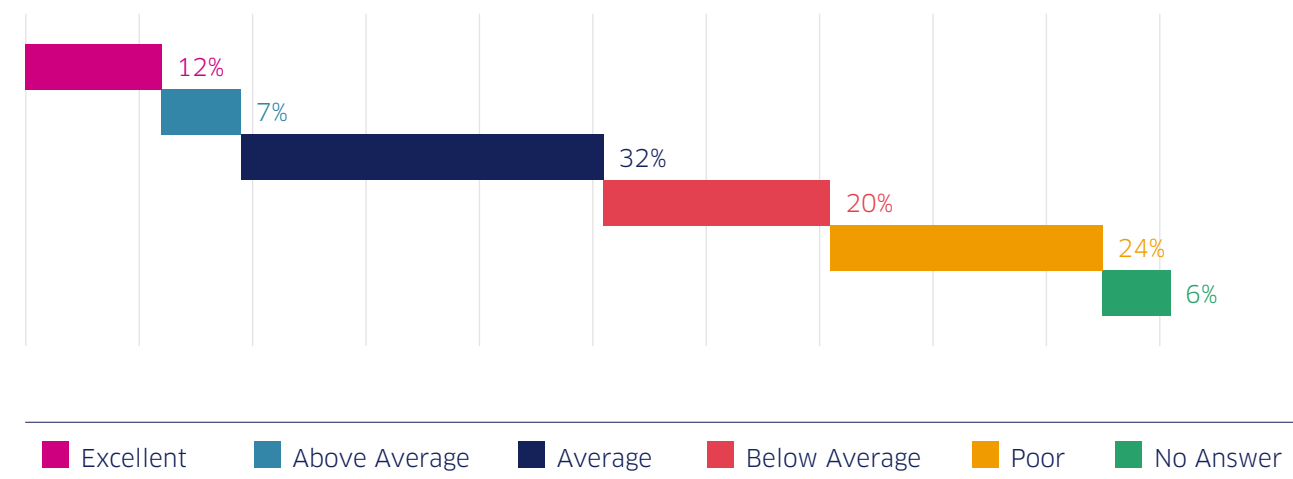
Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Want better monitoring/ investigation	1	This area seems to be one of the most effective areas of the plan. How often do you review the impact at the <63 decibel contours?	Insulation scheme contour mapping is generated on a biannual basis and our commitment is detailed within New Action 3.1, OUR Insulation scheme is then reviewed to ensure that all eligible properties are included within the scheme. Contours are reviewed in line with the NAP process on a 5 yearly basis.

Quieter procedures

When asked to rate the proposal for quieter procedures:

- Approximately two fifths (44%) gave a rating of below average or poor.
- A third (32%) said average.
- Only 19% rated it as above average or excellent.

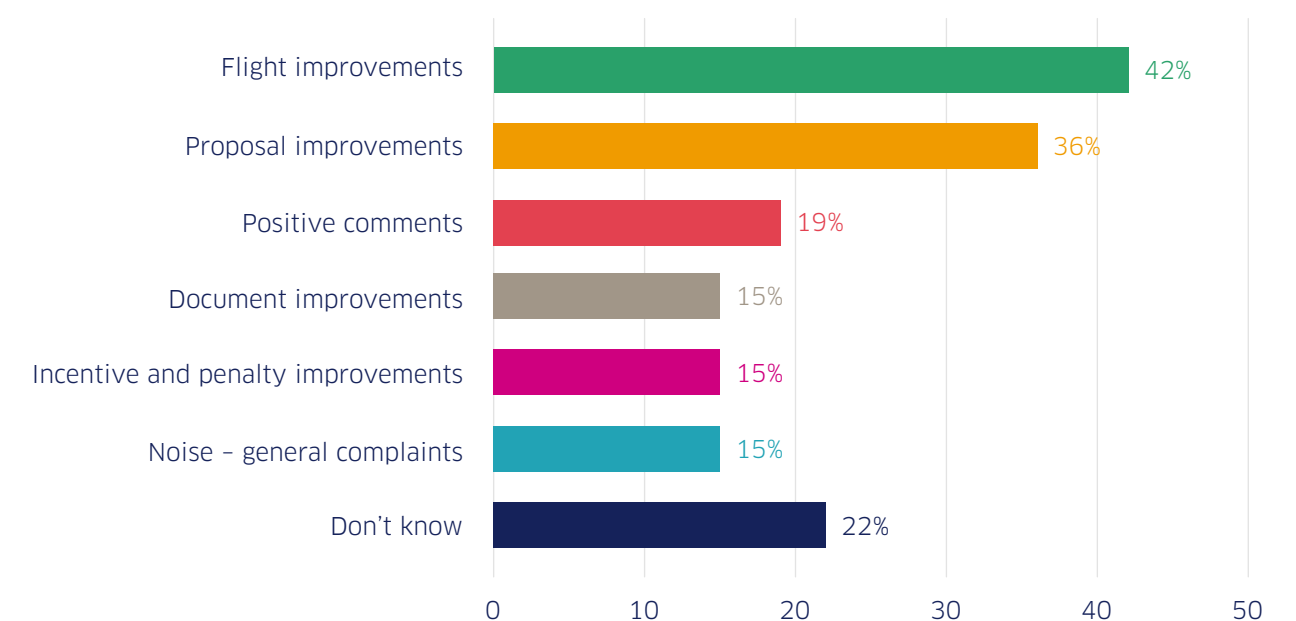
Plans for quieter procedures



Q5 – Please rate our proposal for quieter procedures. Base 106.

Reasons for giving score

- When asked why they had given this score the most mentioned theme (42%) focused on the need for a need for flight improvements.
- Many comments (36%) claimed improvements in the proposal were needed.
- Nearly one in five (19%) of comments were positive.
- Some comments (15%) focused on the need to improve the documents.
- Some (15%) related to a need for incentive and penalty improvements.
- Some (15%) related to complaints about noise.



Please tell us why you have given this score. Base (all) 59.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
General Scepticism/ won't happen/won't help	10	Fiction.	Comments noted. No action added in relation to this comment.
Lack of proper consultation/poor awareness of it	5	Never heard of what the plans are.	The NAP consultation was extensively advertised in local media, online via social media, and via TV and radio news. In addition, we hand delivered flyers to all properties within the 60/57dBA LAeq contours detailed in our proposed new Insulation Scheme.
Need targets/KPIs	4	No commitments just publishing results.	Edinburgh Airport fully complies with current government regulations and guidelines. If government regulations and guidelines change, we will of course comply with any changes made. Action tables detailed in sections 08 P100 – 108 New Actions and Section 09 Full Action list P114 – 133 proposed actions, provide updates, Timelines & Performance indicators. Action – Action tables reviewed and amended where required.
Geographical area – should consider wider area	2	Seems to apply to areas close to airport, not related to flightpaths or areas further from airport.	The document follows the requirements set by the Scottish Government, and although this does lead to a long document it must contain the information, and data and content they require. Information on the Purpose and Scope of this document can be found in section 02.
Unambitious/already common practice	2	The targets for Continuous Descent Arrivals (CDA) and Continuous Climb Departures (CCD) are too low given these have been met continuously since 2019. This gives the airlines no incentive to improve.	Comments noted. Comments noted. The CCD performance of aircr4aft departing Edinburgh airport is consistently 100%, further information on CCD/CDA can be found here https://noiselab.casper.aero/edi/content/2/CCD-CDA/ No action added in relation to this comment.
Timescale long/faster action desired	1	I've rated this low, because I only see the issue of noise getting worse in the short term but years away before we see any noticeable reduction in decibel levels.	Comments noted. We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. The NAP aims to manage the noise impacts of our operation in collaboration with airlines, aircraft manufacturers. No action added in relation to this comment.
Reduce/ban night flights	12	Reduce number of night flights like most other UK airports.	Comments noted. Edinburgh Airport serves the whole of Scotland, where we can we mitigate and manage noise and commit to exploring voluntary opportunities to reduce night noise impacts. However, we cannot commit to removing all nighttime operations. No action added in relation to this comment.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Flight path adjustments wanted	8	There is an urgent requirement to restrict the flight paths away from residential areas where possible and for there to be consequences when flights don't adhere to those proximities and flight levels to reduce the noise.	This comment relates to the Airspace Change Programme (ACP) and is out with the scope of the NAP.
Airspace modernisation wanted	3	Airspace Modernisation would be my only hope on that list, but I have time to read the government report.	This comment relates to the Airspace Change Programme (ACP) and is out with the scope of the NAP.
Mandatory CDA/CCD wanted	3	If the targets were increased to 95% for CDA and 99.9% for CCD it would give airlines something more ambitious to aim for and generate action. This can be sold on environmental and cost saving grounds.	Comments noted. The CCD performance of aircr4aft departing Edinburgh airport is consistently 100%, further information on CCD/CDA can be found here https://noiselab.casper.aero/edi/content/2/CCD-CDA/ No action added in relation to this comment.
Expand “night” definition/hours	3	Planes should stop at 10/11PM and not start again until 6am. The planes are nonstop especially thru the summer and noisy at night.	Comments noted. No action added in relation to this comment.
RNP AR approach wanted	1	You don't seem to consider or realise the benefit of curved RNP AR approaches which would hugely reduce the noise impact of aircraft arrivals over Cramond. An RNP AR approach should be designed for runway 24 which minimises overflight of arrivals over Cramond.	This comment relates to the Airspace Change Programme (ACP) and is out with the scope of the NAP.
Necessary/important/ general positive	8	Again, this seems to be a very positive move.	We welcome this comment. No action added in relation to this comment.
Pro-aviation comments	3	As before. I'm on the bigger aircraft descent path in Fife and love hearing/watching them come in.	Comments noted. No action added in relation to this comment.
Document unclear/ lacks detail	6	Seems vague that the main point for this section is to rely on general improvements to aircraft as technology improves however I understand there are very limited things you can do.	Newer more modern aircraft are quieter but also more fuel efficient, Airline operators are therefore keen to introduce the newer aircraft at pace, reducing both fuel and maintenance costs. Section 03.

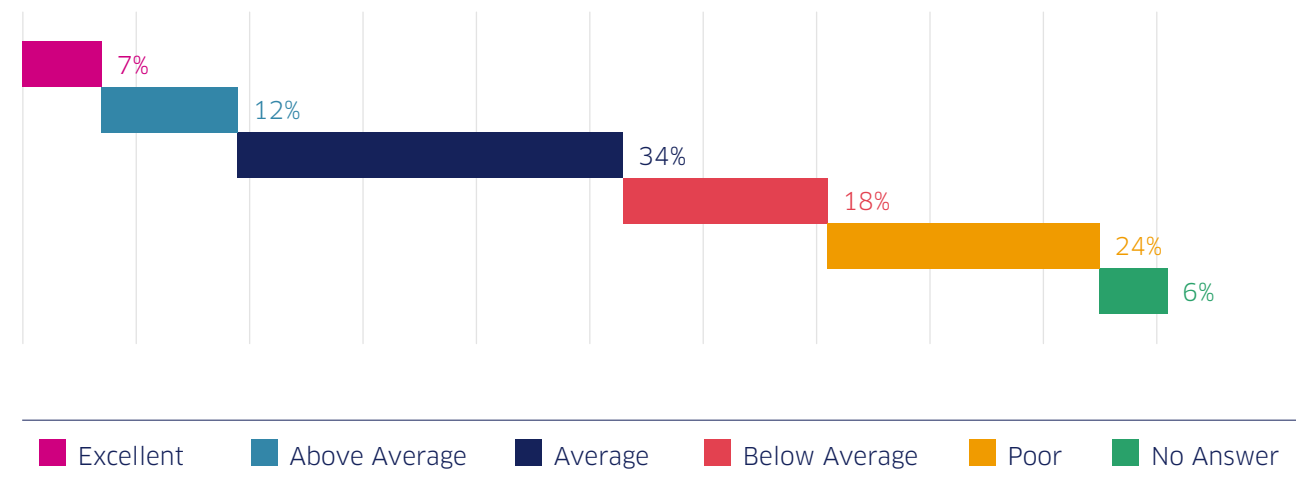
Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Document long/complex/can't find info	5	In keeping with the rest of this consultation, the sections aren't referenced back to specific areas of the plan, and I cannot find quieter procedures in the contents section.	Comments noted. We ensure this is highlighted within the Contents section.
Maps/diagrams unclear	2	Many of the graphics in the report materials are of low resolution and cannot be viewed clearly. This is particularly true for the maps showing impact.	Comments noted and will be considered during the production of the Final NAP document.
Heavier fines/punishments for airlines suggested	6	Appalling – you have no desire to improve your noise pollution as far as I am concerned. Your fines are paltry to the damage noise causes so fine them 100% of revenue for every noise breach.	Comments noted. We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. The NAP aims to manage the noise impacts of our operation in collaboration with airlines, aircraft manufacturers. No new action added in relation to this comment.
Scepticism airlines will care	5	Fining airlines is hardly likely to make them quieter all they will do is increase their flight prices to compensate.	Comments noted. No new action added in relation to this comment.
Better incentives for airlines suggested	1	Current and proposed financial incentives or penalties are at levels which will make little difference to operators. The Airspace Change Programme could make a significant difference, but no substantial information or proposals relating to this are mentioned.	Comments noted. No action added in relation to this comment, relates to the Airspace Change Programme (ACP) and is out with the scope of the NAP.
Noise complaints – general	6	To repeat myself.. With the increase in aircraft traffic over the village where I've lived for nearly 30 years, we have more flight paths, which has become such an unacceptable level of constant noise. I'm not the only one in my village that has made this comment and observations. One cannot have a window open at night due to the constant noise.	Comments noted. No new action added in relation to this comment.
Noise getting worse	4	I've rated this low, because I only see the issue of noise getting worse in the short term but years away before we see any noticeable reduction in decibel levels.	Comments noted. We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. The NAP aims to manage the noise impacts of our operation in collaboration with airlines, aircraft manufacturers. No action added in relation to this comment.

Topic	No	Example of verbatim comments	Edinburgh Airport comment or action added to NAP 2024-2025
Ground noise complaints	1	The current taxiing procedure can be a real noise nuisance with planes sat with engines running for what seems like an age.	We do consider and take action to ensure where possible ground noise is minimised and reduced this is detailed within section 05 Page 26.
Other	7	“Manage and monitor” what precisely?	Comments noted. We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. The NAP aims to manage the noise impacts of our operation in collaboration with airlines, aircraft manufacturers. No action added in relation to this comment.
Survey issues (e.g. questions, options)	4	Again, difficult to find in the document. On P131 it should be the Aviation Analysis subgroup. There should be more detail on steps that are actually being taken to achieve this. There should be a section in the survey for general comments on the NAP not just particular sections of it.	Comments noted.
EA don't Listen/Care/ Act	4	You have no desire to improve your noise pollution as far as I am concerned. Your fines are paltry to the damage noise causes so fine them 100% of revenue for every noise breach.	Comments noted. We believe the proposed mitigation measures will improve the current noise climate within the term of the NAP. The NAP aims to manage the noise impacts of our operation in collaboration with airlines, aircraft manufacturers. No action added in relation to this comment.

Changes to the insulation scheme

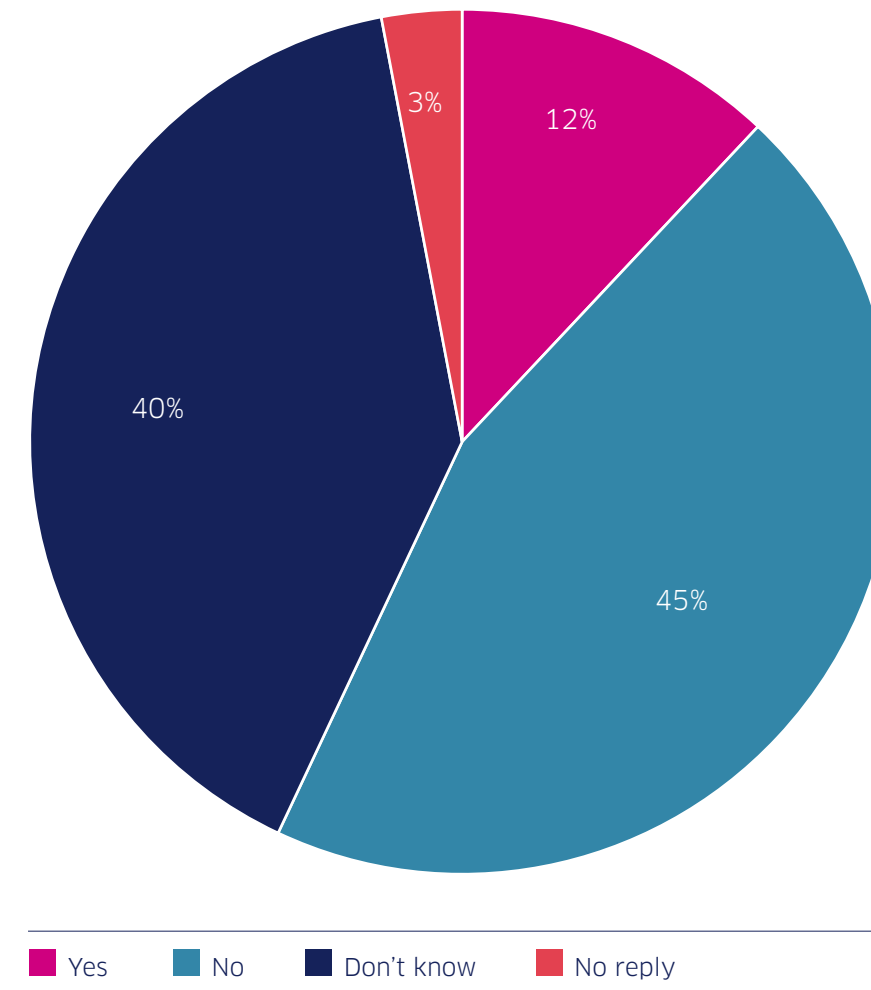
Approximately one fifth (19%) rated the schemes as above average or excellent, a third (34%) rated it as average and two fifths (42%) rated it as below average or poor. 12% had properties that were eligible to apply.

Plans for quieter procedures



Q6 - Please rate our proposal for improvements to the scheme. Base All 106.

Eligible to apply



Q7 - Are you currently in a property eligible to apply to the scheme? Base All 106.



Responses to NAP via email summaries from members of the public

The summaries do not and cannot capture everything that was included in email submissions, but the key points are captured and summarised in the order they were sent to progressive.

Summaries of responses from members of the public

Respondent number one

Key concerns were with: noise being frightening, aeroplane emissions, unequal distribution of routes.

Respondent number two

Response to the proposal in summary was: The draft is well and helpfully researched and presented, but is misleading in a couple of critical areas, and provides no assessment of the anticipated effectiveness of proposed measures nor of further measures to deliver the mitigation or reduction in noise should the measures proposed, in themselves, prove not to be sufficiently effective. Nor does the appraisal of 2018-23 help in this respect. Coupled with proposed metrics for assessment of the measures, the plan fails to provide a demonstrably effective strategy and must be regarded as unfit for purpose.

Respondent number three

Key comments included: I live in Dalgety Bay and I am surprised by the difference in height levels and the point at which planes taking off to the east turn north across the river, some hardly get past Aberdour before they turn back to go west. This early turn across the river creates excessive noise over Aberdour and Dalgety Bay, and as you know, flights can be taking off every off 5 minutes on a weekend afternoon, disturbing the lives of the people below. It would be better for us on the north side of the river if planes flew further west before crossing the river and will have climbed higher before flying over the communities below, who, of course, were in existence long before the current flight plans.

Respondent number four

Key comments included: On days when there is a gentle westerly wind the smell of aircraft fuel is a health concern. The number of latenight flights is unreasonably high. I can understand the need for the airport to remain open for 24 hours per day to deal with contingencies but much of the disruption would appear to be due to pressure from low cost airlines. The financial incentive to provide cheap holidays comes at a significant cost to the environment and local residents. Page 28 of the report details the numbers of aircraft movements per hour. A total of 6,157 flights between midnight and 6 am is unacceptable. The report details some of the reasons for flights at these times with a reference to staff shortages being a contributory factor. Here again the priority to reduce costs results in a disruption to sleep patterns with consequential health and employment issues. The steps detailed in the report are simply nibbling at the edges of the noise and environmental problem. My feeling is that unless the airport takes a more robust stand, with much, much higher charges for any airline causing a night flight, at some stage the Government should be obliged to intervene.

Respondent number six

Response included the following points:

- Plane routes within paths have changed, and locals think the airport agreed: No overflying from 0:00 to 6:00
- Noise levels are an issue and are underestimated, time of noise should be more restricted to WHO definition of 11pm to 7am
- This new nighttime noise standard for noise insulation scheme, 57dB is a step in the right direction, but ignores the needs of the disabled, and adults with health conditions on hearing noise from planes. Groups disadvantaged by noise include: children, pensioners & disabled
- The insulation policy needs to be reviewed in light of the built environment, schools hospitals, growing housing stock etc
- Plans for air crash need to be reviewed
- EANAB should be strengthened and included in EAL's plans more
- The airport has not been willing to engage with the community as promised, the staff at the airport are not looking at the issues that people in the Community Suffer as a result of local noise pollution, consultations should include those with vulnerabilities such as children, pensioners, pregnant or frail people
- The airport have completely ignored Noise Contours for Dalgetty bay

Respondent number seven

Responses included the following points:

- The Draft Noise Action Plan 2024–2028 has been designed to obscure key issues that affect us and indeed the public.
- Its length and density make it daunting for the average person to navigate effectively.
- Issues such as health impacts of noise and night flights are often relegated to less prominent sections or appendices, diluting their immediate visibility to readers.
- The report and the language used therein is biased towards economic benefit and downplays community concerns; use of acronyms and euphemisms add to confusion.
- Layout prioritises technical and economic issues and relegates issues such as: health, impacts of noise and community feedback.
- Contour lines and charts and complex terms are not easy to read and understand.
- The report does not adequately address the long-term health impacts of noise on local residents.
- Noise reduction strategies are framed as future goals (e.g., airspace modernisation, quieter fleets) without accountability or concrete deadlines.

In summary we believe that the NAP which of course exists within a statutory regime:-

- Misrepresented the “balanced approach”.
- Omitted the potential statutory safeguard of airport designation within the description of applicable legislation.
- Fails to provide meaningful financial penalties and/or incentives to ensure effective management and mitigation of aircraft noise and does not include the UK Government’s definition of ‘night’ (23.00-07.00), or set a curfew period with no night flights (e.g. 23.00-06.00).
- That the metrics for assessment fail to provide an objective indication of whether the impact of noise is contained or reduced or gets worse despite the measures. It seems it will simply get worse with more night flights.
- The document is too complex for the average person due to its length, technicality, and buried information.
- The narrative disproportionately focuses on the airport’s economic benefits over addressing residents’ noise concerns.
- The funding provision for noise abatement/sound proofing of homes is derisory.
- No regard appears to have been had for warm summer evenings or other times when people reasonably open their windows.
- Critical issues like health impacts are often found in appendices or later sections, reducing their visibility.
- Detailed, statistics and mappings are overly technical, complicating interpretation.

Respondent number eight
Response included the following points: My list of improvements is as follows:

- Alter the landing flight path that is presently over Cramond, to a line on the other side of the Almond river. The runway rehabilitation project in 2026 could incorporate this. This is within the power of Edinburgh Airport to achieve this.
- Restrict the number of night landings so that peoples' sleep is not disturbed. This is within the power of Edinburgh Airport to achieve this.
- Stop planes landing over Cramond on Sunday mornings so that the 10:00am to 11:00am Sunday Service at Cramond Kirk is not disturbed. This is within the power of Edinburgh Airport to achieve this.
- Reduce the decibel levels at which fines for excessive noise are imposed. At present I believe this is 94 and 87 decibels for day and night periods. Apparently very few planes breach this level. To me this suggests that the limits are too high, reduce this to 90 decibels. This is within the power of Edinburgh Airport to achieve this.
- Edinburgh Council should reduce the Council Tax for properties in Cramond/Barnton/Cammo, areas that are under the landing flight path. This is within the power of Edinburgh Airport to influence Edinburgh Council to achieve this.
- Edinburgh Airport Limited to make their financial contribution to the local area as a percentage of their profits so that the local area benefits as Edinburgh Airport growth/profits increase.
- As a Trusted Neighbour could Edinburgh Airport define precisely how they will share the benefits of sustainable growth and mitigate ant negative benefits. None of these are being quantified, just words in a report.
- Why does Edinburgh Airport not make the complaints about airport operations widely available to the local populations of Cramond/Barnton/Cammo. I have never seen any reports or know where to find them.

- Although Edinburgh Airport claims to direct all money raised by noise infringements to the Edinburgh Airport Community Board the general public in the Cramond/Barnton/Cammo areas never discover how this is distributed. Given that the NAP report tends to suggest that there is a low infringement rate there will not be much to distribute.

Respondent number nine
Response included the following points: I found the form to be too limited in scope to be able to respond properly to your huge and extremely detailed proposals.

- The maps make it very difficult to work out exactly which contour is relevant.
- We have not received a leaflet offering us compensation towards providing increased noise insulation.
- I am woken regularly every night by planes during the small hours of the night, and also in particular between 6 and 7.
- I have read your very long 174 page document, and struggled my way through its technical language and obfuscations.
- My concern is particularly with night flights/no attempt in your plans to deal with this issue/Night time at Edinburgh airport is short of the recommended 8 hours a night’s sleep by 1.5 hours/night time flights in and out of Edinburgh airport, are already breaking recommendations for the health and wellbeing for residents under the flight path in our communities/airport expansion with exacerbate the issue.
- Operators of noisy aircraft can be fined, but in practice not happening. This, and the fines, themselves are risible, and completely ineffective.
- The sum of £250,000 will be entirely inadequate to cover the cost of effective noise insulation for all the eligible households.
- Expansion would also seem to be in contravention of the UK and Scottish Government’s aim of reducing the carbon footprint.

Respondent number twelve

Response included the following points: The NAP should have been more widely publicised. I was made aware of it through my local MP – EAL could have contacted me directly. Concerns of my own household are primarily with East-bound departures, especially night flights, and the Noise Insulation Scheme (NIS)

Community consultation

- The NAP document itself is in a poorly designed format. It is not clear, concise or comprehensible to be easily interpreted by the public. It is longwinded, with 186 online pages of which only the first and last page are in portrait orientation, 184 of them are in landscape which is hard to navigate across on the computer.
- 24 reference maps in the document are illegible, even when enlarged.
- The NAP is too complex, containing an awful lot of text and many technical terms.
- The online response form only lets you answer specific questions and restricts people from commenting on aspects not mentioned on the online form. It also discourages people who are not computer-literate from responding easily, in my case for example where I have had to write a lengthy response.
- In conclusion, the lack of public awareness along with the length, complexity, terminology and illegibility of maps within the NAP hinder public participation and, ergo, mean it is unfit for purpose. Is this intentional?

Conflict of interest

- Edinburgh Airport (EA) is a commercial entity and have stated that they intend to expand and increase passenger numbers by 5.6 million over the next 5 years, also increasing departing and arriving flight numbers. This is a clear conflict of interest when it comes to their actions over noise disturbance as commercial concerns will always take priority over noise restrictions, unless there are legal or regulatory restrictions.

Noise regulations

- The NAP references 3 London airports. It fails to point out that EAL has significantly more night flights than Heathrow.
- Restrictions on night flights are statutory for the main 3 London Airports, voluntarily for many other UK and international airports. Unlike the main 3 airports in the English capital, there are no restrictions on night flights to/from the Scottish capital airport – why not? Is the health and well-being of Edinburgh residents less important than that of London residents? Why has EA chosen not to impose voluntary restrictions? Why has the Scottish Government failed to implement restrictions?

Noise management

- There is no mention of EAL operating any restrictions or curfews on night flights over the duration of the 24-28 NAP.
- According to EAL ‘Apparently,’ is between 11.30pm and 6am, whereas both the World Health Organisation and the UK Government specify night time as being between 11pm and 7am. Why the difference? This discrepancy means that more residents are being disturbed by noise for a later 30 minutes at night and an earlier hour in the morning. For example, last night my household was disturbed whilst watching TV by 2 departing flights between 11pm and 11.30pm. Also, on a daily basis we are rudely awoken with the first of the morning departures thundering overhead at 5.45 am.
- The current noise fine levels are paltry and do nothing to deter operators. Between 2019 and 2020 no noise fines whatsoever were issued which underlines the point that the noise thresholds are set too high.
- Environmental rebates for flight operators are also paltry, from £10.90 to £119 per FLIGHT!
- Moving forward, night flight times need to be standardised to the more universal definition of ‘night time’; the noise thresholds need to be lowered to account for more modern aircraft design; noise fine levels need to increase substantially to be an effective deterrent; finally, environmental rebates need to be increased to provide proper incentives.

Noise insulation scheme (NIS)

- Currently the NIS night level is set at 63dBH+ contours or more with new levels being reduced to nighttime 57dBH+ contours. How are these noise and distance contours measured?
- The NAP states:

50 (dBH)	Ordinary conversation
60	Office environment
70	Car at 60km at 7m distance (37mph)
81	Jet at 152m after take-off
83	Heavy diesel lorry, 40km at 7m (25mph)

- My home is located close to 3 major roads each with a high amount of traffic – We have no noise issues from cars and heavy diesel lorries. However, we are frequently disturbed by aircraft take-off noise from the runway which is only 2.4km away. Apparently, we are outwith the new 57dBH+ contour on the NAP map albeit by only 1km so are not covered by the NIS despite suffering from this noise.
- The NIS will have an annual limit of £250k in total. This is just a token gesture, a nod towards doing something as, for example, it is only 25 households at £10k for glazing/insulation, 50 households at £5k, etc. If there are significant amounts of households applying for the NIS it would mean households waiting many years before being approved/accepted.

Health and wellbeing

- A significant number of studies have shown that residents subjected to daily aircraft noise experience many negative health effects due to the continued exposure to aircraft noise. This research indicates residents have an increased risk of heart attacks, hypertension, diabetes, breast cancer, leukaemia, and disrupted or no sleep. These studies state that even at moderate noise levels like 45 decibels or above; this is considered a significant stressor on the body, impacting both physical and mental health.
- The aircraft noise certainly affects the quality of life in my household, along with diagnosis of cardiovascular issues, high blood pressure (hypertension), stress and anxiety and, of course, lack of and disturbed sleep due to night flights and daily 5.45 take offs.
- However, there is no mention in the NAP of mitigating this, only statements about growth in flight numbers and 24-hour operations of the airport, i.e. increasing the number of night flights.

Further comments

- I understand the NAP is a Scottish Government control and I strongly feel that a lot of mitigating measures being put into place for 2024-2028 are the absolute bare minimum required.
- Surely it would make sense to have east-bound flights veering to the left after take off, i.e., the less densely populated countryside, rather than routing them to the right, over the north-west of Edinburgh, a populated residential area?
- EAL plans to be net zero by 2045. They have already just significantly increased parking and drop off prices to deter motor vehicles, at the same time increasing their commercial profitability. Surely their desire to increase flight and passenger numbers is the exact opposite of their net zero aims?
- I understand that the Airport Change Programme, regarding change of use of the airspace, is due out for consultation later this year. Can I please be added to any distribution lists about this?

Respondent number fourteen

- Key concerns were with: noise so to have additional night flights is a major concern.
- Actual flight path is not always followed specifically by all pilots.
- The mitigation action plans are most likely based on assumptions and expectations of flight paths so would like some assurance that there’s some acknowledgment for a wider area to be effected than initially mapped.



Responses to NAP via email summaries from organisations

The summaries do not and cannot capture everything that was included in email submissions, but the key points are captured Summarised in the order they were sent to progressive.

Organisations:

- Cramond, Barnton and Cammo Community Council
- Scottish Liberal Democrats
- EANAB
- City of Edinburgh Council Department of Planning and Building

Members of the public:

X 10

Summary: Cramond, Barnton and Cammo Community Council

Response number five:

- **Public engagement:** Many aspects of the NAP are not clear and comprehensible, the NAP does not adequately explain EAL's proposed actions to manage and mitigate aircraft noise, the NAP materials do not include a clear, public-facing summary to encourage public engagement, and the online response form is restrictive.
- **Noise Policy:** The NAP does not satisfy i) EAL's stated aim – of managing and reducing noise impacts on neighbouring communities 'wherever possible'; ii) Requirements of the 'Balanced Approach' – while emphasising potential for noise reduction from advances in aircraft technology and variations in operational procedures, the NAP does not set out specific proposals for stronger and more effective noise reduction actions by EAL; iii) The UK Government's aircraft noise policy – especially in respect of reducing and mitigating noise disturbance to neighbouring communities from night flights.
- **Noise regulation:** The NAP makes several mentions of 'benchmarking' noise management practices and metrics with the three London airports, but misses key opportunities to do so: no mention is made of the potential of Edinburgh Airport also being designating by statute for noise management purposes; no mention is made of an aircraft night quota or curfew measures, as set statutorily for London airports and statutorily, or voluntarily, for many other UK and overseas airports; and the metrics used for Edinburgh Airport (e.g. thresholds for noise fines), in the NAP fail to recognise that the London airports cater for larger, heavier and noisier aircraft.
- **Noise management and mitigation:** The Community Council welcomes the following: proposals to extend eligibility for noise insulation grants; revised noise measurement and modelling procedures, an additional noise monitoring station at Cramond Primary School; and the intention to undertake noise monitoring surveys during the summer.
- **A number of concerns were noted, including:** a lack of SMART objectives, targets and performance indicators; lack of restrictions on night flights; EAL's definition of 'night' is not consistent with most people's sleep patterns; inadequate financial penalties and incentives to ensure effective management and mitigation of aircraft noise; potential inadequacies in annual budget (£250,000) for noise insulation grants.
- **Noise monitoring, mapping and reporting:** While welcoming EAL's intention to undertake community-based noise surveys during summer months, the Community Council has concerns in relation to: the location of noise monitoring sites at Cramond; noise contour mapping; and maximum noise levels.
- **Noise implications of the airspace change programme:** It is essential that: i) Noise implications of the Airspace Change Programme are fully assessed within a short time of approved ACP proposals being implemented; and ii) Noise management and mitigation measures within the 2024-2028 NAP are reviewed in advance of consultations on the next 5-year NAP.

Summary: Alex Cole-Hamilton MSP, Cllr Louise Young, Cllr Lewis Younie, Cllr Kevin Lang

Response number ten:

- We recognise that a balance will always need to be struck between the considerable economic and social benefits of the airport along with the important travel connections it provides, and the environmental impacts of its operations, including from noise.
- We acknowledge that many of the causes of noise lie outwith the immediate control of Edinburgh Airport. We believe the airport has an important responsibility to take action where it can and to minimise, wherever possible, the noise impacts of flights on local communities. To that end, we welcome the actions set out in the draft plan. However, we believe there is one important area where Edinburgh Airport can and should go further.
- Page 83 of the draft plan sets out clearly how the number of flights operating at night has increased. The plan sets out how much of this increase has arisen because of operational disruption including airspace congestion and air traffic control staffing shortages. Nevertheless, Graphic 10 shows clearly that the number of scheduled operations has increased with no guarantee that further increases will not be seen in future.
- We welcome the action set out on page 88 of the plan where the airport commits to investigating and implementing increased landing/take-off fees for the night-time period. This builds on the initial introduction of higher fees for night-time flying and the reviews undertaken since.
- Differential landing/take off fees for night-time flights have been a part of Edinburgh Airport's operation for a number of years. The data shows these fees have not stopped the number of night-time flights increasing. Indeed, the information presented on page 83 of the plan shows clearly how the number of night-time flight movements have risen markedly over recent years.
- The airport has pointed out how airspace congestion and air traffic control staff shortages have caused operational disruption which have, in turn, caused flights to operate later. However, the data equally shows that the number of scheduled night-time flights has also increased significantly. This means that, even without these operational disruptions, there would have been more flights operating at night.
- The particular impacts of night-time flights and the disturbance these cause to people living under or close to airport flights paths are well documented. While there are legal limits on night-time flights at Heathrow, Gatwick and Stansted airports, and voluntary limits at many other UK airports, we are conscious that there are currently no restrictions on the night-time operations at Edinburgh Airport.
- To that end and given there is an increasing number of night-time flying, we believe Edinburgh Airport should now follow other airports and adopt a voluntary restriction on the overall number of night-time flights in its final Noise Action Plan. This would ensure that our constituents are afforded the same protection as those living near to other major UK airports.
- The idea of a cap on night time flying is something we have pressed the airport on previously. We have never received a convincing answer as to why Edinburgh Airport should operate differently from other UK airports in this regard. We hope this can be reconsidered and that a limit on night-time flights appears in the final plan.

Summary: EANAB

Response number eleven:

Statement from EANAB on response for inclusion – The Edinburgh Airport Noise Advisory Board, EANAB, responded to the Edinburgh Airport’s draft Noise Action Plan (NAP) in January 2025 and that response, which gives EANAB’s position on the draft NAP, follows. It is important to say that this response focuses on improvements that the Board would like to see made. Many of these relate to the structure and presentation of the draft as well as the content. These are important factors in encouraging community participation in the consultation process and continuing confidence in the planning process.

There is much to be commended in the draft NAP. EANAB notes in particular the increase in eligibility for noise insulation grants. EANAB will continue to work with the Airport to develop the final NAP and will continue to make the case for it to truly balance community needs with airport economic considerations.

General comments

Concerned that Impacts from Noise can have a significant impact on Quality of Life, creating a Risk to Health with Annoyance and Sleep Disruption having the greatest impact on people’s sense of wellbeing. Commented that UK Gov Statistics refer to increases in the risk of mortality. Commented that the Noise Action Plan (NAP) for Edinburgh Airport ought to have a significant impact on those affected by noise associated with the existence of the airport. Welcomed the draft NAP and looked forward to assisting EAL in its implementation but felt there are changes required to certain parts of the NAP to make it more effective and omissions which should be included to make it more comprehensive.

Specific comments under the headings outlined in the consultation questionnaire are summarised below

1. Working with communities: View that the NAP does not include any information on how EAL will work communities to monitor and report on noise. They argue EAL should be more proactive in engaging with communities affected by noise and that the NAP should outline how this will be achieved. Working with Communities should have its own section in the NAP.

2-5: Operating restrictions, Land-use planning and mitigation, Quieter planes, Quieter procedures: There is a general concern that the NAP lacks clear targets, milestones, limits and performance indicators, to effect and demonstrate real change across these areas of activity.

- Operating restrictions – There are further concern that there are no operating restrictions within the NAP – instead, restricting noise relies on persuading operators to adopt noise reduction measures and buy quieter aircraft. EANAB notes that notes other large airports in the UK impose restrictions – especially on night time operations – and advocate for consistent night time periods to be applied across the UK in line with WHO definitions.
- Land-use planning: there are additional concerns that the NAP is relying on the statement on intentions to respond to planning applications. There is a view that without structured targets, milestones and KPIs, EAL will not be able to demonstrate its efforts to limit development in noise affected areas.

6: Changes to the insulation scheme: Welcome the increase in the annual insulation scheme budget, although consider the amount of £250,000 still inadequate to cover all affected properties. Critical that full information about grant criteria is well publicised to ensure homeowners, and especially low income households, are encouraged to apply.

Presentation and style: Concern that the consultation materials are not designed to encourage responses: the document is very lengthy, poorly laid out and difficult to navigate, and uses a lot of jargon. It is difficult to locate the online consultation response form. Suggests that a community-facing version of the consultation document should be produced, publicised through a variety of channels including social media and the local media, and the consultation response form should have been clearly signposted.

Recommendations included:

- Improving the presentation of consultation materials: they recognise that the necessity for technical details, but suggest the use of appendices, community-facing documents, consistency of technical terms/ acronyms, and ensuring documentation is easily accessible.
- There should be reference to the negative health impacts of aviation noise.
- There should be a practice of clearly stating and setting measurable targets, milestones and KPIs across all NAP activities. And, linked to this, the NAP should clearly outline and set measurable targets for how it will improve proactive engagement with communities.
- NAP should detail action to engage the community in take-up of the insulation scheme.

Summary: The City of Edinburgh Council

Response number thirteen:

The Council:

- Notes that, while there are legal limits on night-time flights at Heathrow, Gatwick and Stansted airports, and voluntary limits at many other UK airports, there are currently no restrictions on the night-time operations at Edinburgh Airport.
- Notes recent data showing an overall increase in night-time flight operations at Edinburgh Airport in recent years and recognises the impact this has on communities close to the airport flight paths.
- Notes that Edinburgh Airport is currently consulting on a new draft Noise Action Plan for 2024-2028.
- Reaffirms the position agreed unanimously by Council on 15 March 2018 in favour of the airport introducing a voluntary restriction on the overall number of night-time flights in its final Noise Action Plan, so residents can be afforded the same protection as those living near to other major UK airports.
- Agrees this position be included in the Council’s formal response to the airport consultation.

Council has passed no further comment on the consultation.

Thank you for reading our report, if you have any questions, comments or feedback please email:
edcommunications@edinburghairport.com

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