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## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Summary : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

		Importance								
Total		Extremely important (5.0)	Very important (4.0)	Moderately important (3.0)	Of little importance (2.0)	Not at all important (1.0)	Net: Very important	Net: Not very important	Mean score	Standard Deviation
		*a	*b	*c	*d	*e	*f	*g	*h	*i
Significance Level: 95%										
Superfast broadband	2009	605	732	496	120	56	1336	176	3.85	1.01
	100%	30%	36%	25%	6%	3%	67%	9%		
Smart energy meters	2009	300	530	644	317	219	829	536	3.19	1.19
	100%	15%	26%	32%	16%	11%	41%	27%		
High speed railways	2009	227	539	746	341	156	766	497	3.17	1.08
	100%	11%	27%	37%	17%	8%	38%	25%		
Airspace modernisation	2009	196	505	788	362	158	701	520	3.11	1.06
	100%	10%	25%	39%	18%	8%	35%	26%		
Automated or "smart" road networks	2009	154	420	794	421	221	574	641	2.93	1.08
	100%	8%	21%	40%	21%	11%	29%	32%		
Driverless cars	2009	110	208	520	591	580	317	1171	2.34	1.16
	100%	5%	10%	26%	29%	29%	16%	58%		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Superfast broadband : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	605	311	293	152	242	211	476	102	26	420	50	135	357	225	23	243	344	12
		30%	31%	29%	27%	36%	28%	28%	40%	53%	36%	25%	21%	31%	29%	24%	26%	33%	54%
						ac		a	a	bc							a		
Very important	(4.0)	732	373	357	203	235	293	629	91	12	441	58	233	411	286	35	303	411	6
		36%	38%	35%	36%	35%	39%	37%	36%	24%	38%	30%	36%	36%	37%	36%	33%	40%	28%
											b						a		
Moderately important	(3.0)	496	226	270	147	145	204	440	48	9	244	56	196	296	178	23	279	204	3
		25%	23%	27%	26%	21%	27%	26%	19%	17%	21%	28%	31%	26%	23%	24%	30%	20%	13%
				a		b		b			a	a				b			
Of little importance	(2.0)	120	45	76	43	40	37	111	8	1	49	21	50	59	53	8	58	57	1
		6%	4%	7%	8%	6%	5%	7%	3%	1%	4%	11%	8%	5%	7%	8%	6%	5%	5%
				a	c						a	a							
Not at all important	(1.0)	56	36	20	23	18	14	50	4	2	18	11	26	26	21	9	37	19	-
		3%	4%	2%	4%	3%	2%	3%	2%	5%	2%	6%	4%	2%	3%	9%	4%	2%	-
			b		c						a	a			ab	b			
Net: Very important		1336	684	649	355	478	504	1105	193	38	861	108	368	768	511	58	546	755	19
		67%	69%	64%	62%	70%	66%	65%	76%	77%	73%	55%	58%	67%	67%	59%	59%	73%	82%
			b			a			a		bc						a		
Net: Not very important		176	80	95	67	59	51	161	12	3	68	33	76	85	74	17	95	76	1
		9%	8%	9%	12%	9%	7%	9%	5%	6%	6%	17%	12%	7%	10%	17%	10%	7%	5%
					c			b			a	a			ab	b			
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.85	3.89	3.82	3.73	3.94	3.86	3.80	4.10	4.19	4.02	3.58	3.63	3.88	3.84	3.57	3.71	3.97	4.32	
					a	a		a	a		bc		c	c		a			
Standard Deviation	1.008	1.018	.997	1.063	1.022	.943	1.011	.925	1.078	.936	1.150	1.029	.983	1.016	1.195	1.048	.958	.896	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Superfast broadband : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely important	(5.0)	605	352	232	20	189	171	94	148	233	403	426	179	113	65
		30%	32%	27%	33%	33%	29%	29%	29%	33%	29%	31%	28%	27%	31%
			b							b					
Very important	(4.0)	732	389	326	17	223	202	127	174	258	498	498	234	152	82
		36%	36%	38%	27%	40%	34%	39%	34%	37%	36%	36%	37%	35%	39%
Moderately important	(3.0)	496	268	209	19	116	166	80	130	136	377	323	174	132	42
		25%	25%	24%	31%	20%	28%	25%	25%	20%	27%	24%	27%	31%	20%
							a				a			ad	
Of little importance	(2.0)	120	54	63	3	24	32	16	45	50	74	87	33	19	14
		6%	5%	7%	5%	4%	5%	5%	9%	7%	5%	6%	5%	5%	6%
				a					abc						
Not at all important	(1.0)	56	24	29	3	13	21	8	14	19	37	36	20	11	9
		3%	2%	3%	5%	2%	4%	3%	3%	3%	3%	3%	3%	3%	4%
Net: Very important		1336	741	559	37	412	374	221	322	491	901	924	413	265	148
		67%	68%	65%	60%	73%	63%	68%	63%	71%	65%	67%	65%	62%	70%
						bd				b		c			
Net: Not very important		176	79	92	6	37	53	24	59	69	111	124	53	30	22
		9%	7%	11%	10%	7%	9%	7%	12%	10%	8%	9%	8%	7%	10%
				a					a						
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.85	3.91	3.78	3.78	3.98	3.79	3.87	3.78	3.91	3.83	3.87	3.81	3.79	3.86
			b			bd									
Standard Deviation		1.008	.981	1.030	1.110	.956	1.032	.973	1.045	1.028	.993	1.012	1.001	.972	1.057



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Superfast broadband : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	605	16	2	49	8	6	7	-	1	515	33	4	55	13	29	39	4	3	426
		30%	33%	35%	32%	30%	33%	19%	-	7%	30%	32%	14%	30%	25%	30%	32%	23%	8%	31%
											h		h	h	h	h			h	
Very important	(4.0)	732	21	3	54	9	6	14	1	8	617	39	11	68	25	36	34	5	16	498
		36%	43%	39%	35%	37%	28%	39%	25%	40%	36%	39%	42%	37%	49%	37%	28%	33%	39%	36%
													f							
Moderately important	(3.0)	496	10	1	34	5	5	11	2	10	418	20	9	43	10	29	38	7	19	323
		25%	21%	7%	22%	20%	27%	31%	75%	52%	25%	19%	35%	23%	19%	29%	31%	41%	47%	24%
																		acdei		
Of little importance	(2.0)	120	1	1	10	2	2	2	-	-	101	5	2	15	2	4	4	-	1	87
		6%	2%	18%	7%	8%	12%	7%	-	-	6%	5%	7%	8%	4%	4%	3%	-	4%	6%
Not at all important	(1.0)	56	1	-	4	1	-	1	-	-	48	5	*	4	1	-	7	1	1	36
		3%	2%	-	3%	5%	-	4%	-	-	3%	5%	2%	2%	3%	-	6%	4%	2%	3%
											e					ei				
Net: Very important		1336	37	5	103	17	12	21	1	10	1132	72	15	124	38	64	72	9	19	924
		67%	76%	74%	68%	67%	61%	58%	25%	48%	67%	71%	56%	67%	74%	66%	60%	55%	47%	67%
											h		h	h	h				h	
Net: Not very important		176	2	1	15	3	2	4	-	-	149	10	2	19	3	4	11	1	2	124
		9%	3%	18%	10%	13%	12%	11%	-	-	9%	10%	9%	10%	6%	4%	9%	4%	6%	9%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.85	4.03	3.92	3.88	3.79	3.82	3.61	3.25	3.55	3.85	3.89	3.60	3.84	3.91	3.92	3.76	3.71	3.47	3.87	
											h		h	h	h				h	
Standard Deviation	1.008	.881	1.156	1.036	1.134	1.047	1.011	.540	.643	1.010	1.063	.891	1.018	.919	.872	1.121	.968	.793	1.012	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Superfast broadband : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	605	34	19	62	15	54	57	7	12	344	502	103	78	21	80
		30%	31%	29%	28%	23%	30%	33%	25%	17%	32%	30%	30%	36%	22%	24%
			h		h		h		h		h			bc		
Very important	(4.0)	732	44	27	84	35	64	56	11	26	384	611	121	81	42	110
		36%	40%	41%	39%	54%	35%	32%	38%	35%	35%	37%	35%	37%	46%	34%
					cefhi											
Moderately important	(3.0)	496	22	14	51	11	48	46	9	31	264	402	94	42	21	111
		25%	20%	21%	24%	17%	26%	26%	29%	43%	24%	24%	27%	19%	22%	34%
									abcdefi						a	
Of little importance	(2.0)	120	5	4	16	2	14	6	2	2	69	102	18	14	6	14
		6%	5%	6%	8%	3%	8%	3%	5%	3%	6%	6%	5%	6%	6%	4%
Not at all important	(1.0)	56	6	2	4	2	2	10	1	1	28	48	8	4	3	13
		3%	5%	3%	2%	3%	1%	5%	2%	2%	3%	3%	2%	2%	3%	4%
			e					ei								
Net: Very important		1336	78	46	146	51	118	113	19	38	728	1113	224	160	63	190
		67%	70%	70%	67%	77%	65%	65%	64%	52%	67%	67%	65%	73%	68%	58%
			h	h	h	h				h			c			
Net: Not very important		176	11	6	21	4	16	15	2	4	97	150	27	18	9	26
		9%	10%	9%	10%	6%	9%	9%	7%	5%	9%	9%	8%	8%	9%	8%
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.85	3.86	3.87	3.84	3.92	3.84	3.83	3.80	3.61	3.87	3.85	3.85	3.99	3.78	3.71	
					h					h			c			
Standard Deviation	1.008	1.076	.991	.989	.886	.980	1.092	.959	.874	1.015	1.013	.989	.983	.977	1.006	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Airspace modernisation : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	196	130	66	53	89	55	125	46	25	160	21	15	100	88	8	72	113	8
		10%	13%	6%	9%	13%	7%	7%	18%	51%	14%	10%	2%	9%	11%	8%	8%	11%	36%
			b			ac			a	ab	c	c		a				a	
Very important	(4.0)	505	262	243	133	176	196	413	83	10	377	30	98	264	227	14	186	299	10
		25%	26%	24%	23%	26%	26%	24%	33%	20%	32%	15%	15%	23%	30%	14%	20%	29%	43%
									a		bc				ac			a	
Moderately important	(3.0)	788	375	410	226	256	306	688	91	9	435	56	298	465	287	37	378	396	2
		39%	38%	40%	40%	38%	40%	40%	36%	18%	37%	28%	47%	40%	38%	38%	41%	38%	11%
								c	c		b		ab						
Of little importance	(2.0)	362	148	214	105	110	146	335	24	3	157	55	150	223	117	22	186	171	2
		18%	15%	21%	18%	16%	19%	20%	9%	5%	13%	28%	24%	19%	15%	23%	20%	17%	10%
				a				bc				a	a	b		b	b		
Not at all important	(1.0)	158	76	82	53	50	55	146	9	3	44	36	79	98	44	17	98	58	-
		8%	8%	8%	9%	7%	7%	9%	4%	6%	4%	18%	12%	9%	6%	17%	11%	6%	-
								b			ac	a	b		ab	b	b		
Net: Very important		701	392	308	185	265	251	537	129	35	538	50	113	364	315	22	258	411	18
		35%	40%	30%	33%	39%	33%	31%	51%	71%	46%	26%	18%	32%	41%	23%	28%	40%	79%
			b			ac			a	ab	bc	c		ac				a	
Net: Not very important		520	224	296	158	160	202	481	33	5	200	90	229	321	161	38	284	229	2
		26%	23%	29%	28%	24%	27%	28%	13%	11%	17%	46%	36%	28%	21%	40%	31%	22%	10%
				a				bc			ac	a	b		ab	b	b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.11	3.22	3.00	3.05	3.21	3.06	3.02	3.52	4.05	3.39	2.72	2.72	3.04	3.26	2.75	2.94	3.23	4.05	
			b			ac			a	ab	bc		c	ac			a		
Standard Deviation	1.061	1.094	1.017	1.076	1.092	1.014	1.036	1.011	1.200	1.001	1.226	.947	1.055	1.036	1.155	1.069	1.030	.958	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Airspace modernisation : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely important	(5.0)	196 10%	107 10%	81 9%	8 13%	82 15% bd	43 7%	37 11% bd	33 6%	105 15% b	105 8%	126 9%	69 11%	33 8%	37 17% abc
Very important	(4.0)	505 25%	305 28% b	185 21%	15 25%	152 27% d	160 27% d	87 27% d	102 20%	168 24%	349 25%	339 25%	166 26%	123 29% d	43 20%
Moderately important	(3.0)	788 39%	430 40%	333 39%	26 42%	211 37%	259 44% ac	113 35%	203 40%	258 37%	558 40%	526 38%	262 41%	174 41%	88 42%
Of little importance	(2.0)	362 18%	176 16%	177 21% a	8 14%	86 15%	89 15%	60 18%	123 24% ab	115 17%	263 19%	259 19%	103 16%	70 16%	33 15%
Not at all important	(1.0)	158 8%	69 6%	85 10% a	4 6%	33 6%	42 7%	29 9%	50 10% a	50 7%	114 8%	120 9% b	38 6%	27 6%	11 5%
Net: Very important		701 35%	412 38% b	265 31%	23 38%	235 42% bd	203 34% d	123 38% d	135 26%	272 39% b	454 33%	465 34%	236 37%	156 37%	80 38%
Net: Not very important		520 26%	246 23%	262 30% a	12 20%	119 21%	131 22%	89 27% a	173 34% abc	165 24%	377 27%	378 28% bc	141 22%	97 23%	44 21%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.11	3.19 b	3.00	3.25	3.29 bcd	3.12 d	3.13 d	2.89	3.23 b	3.05	3.07	3.20 a	3.15	3.29 a
Standard Deviation		1.061	1.029	1.091	1.051	1.076	.990	1.115	1.039	1.114	1.034	1.073	1.029	.996	1.090

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Airspace modernisation : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	196	7	-	26	-	2	2	-	-	158	17	1	29	1	10	9	1	2	126
		10%	15%	-	17%	-	11%	6%	-	-	9%	17%	2%	15%	2%	11%	7%	4%	6%	9%
				i							d	f	d							
Very important	(4.0)	505	14	2	38	8	9	9	1	2	422	32	4	42	16	29	32	4	6	339
		25%	29%	28%	25%	31%	46%	24%	49%	11%	25%	31%	16%	23%	32%	30%	27%	26%	15%	25%
											h									
Moderately important	(3.0)	788	21	4	56	6	6	18	1	15	660	37	21	77	13	38	42	8	26	526
		39%	43%	63%	37%	25%	28%	50%	51%	74%	39%	37%	80%	42%	25%	39%	35%	50%	63%	38%
													d						acdefi	
Of little importance	(2.0)	362	3	1	25	10	3	5	-	3	313	8	1	30	19	18	19	3	6	259
		18%	6%	9%	17%	38%	15%	13%	-	15%	18%	8%	2%	16%	37%	19%	16%	21%	14%	19%
													a	acefhi	a				a	
Not at all important	(1.0)	158	4	-	5	2	-	2	-	-	145	8	-	7	2	2	19	-	1	120
		8%	7%	-	4%	6%	-	6%	-	-	9%	8%	-	4%	4%	2%	15%	-	2%	9%
											e					cdehi			ce	
Net: Very important		701	21	2	64	8	11	11	1	2	580	49	5	71	17	39	41	5	8	465
		35%	43%	28%	43%	31%	57%	31%	49%	11%	34%	48%	18%	38%	34%	41%	34%	30%	21%	34%
											fhi		h		h					
Net: Not very important		520	6	1	30	11	3	7	-	3	458	16	1	37	21	20	38	3	7	378
		26%	13%	9%	20%	44%	15%	19%	-	15%	27%	15%	2%	20%	41%	20%	31%	21%	16%	28%
													acehi			ac			ac	
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.11	3.38	3.19	3.36	2.80	3.54	3.12	3.49	2.96	3.08	3.42	3.18	3.30	2.92	3.29	2.95	3.13	3.08	3.07	
				i							d		d		d					
Standard Deviation	1.061	1.055	.627	1.065	.970	.897	.936	.627	.517	1.068	1.098	.501	1.041	.979	.950	1.155	.798	.783	1.073	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Airspace modernisation : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	196	17	4	33	1	19	12	1	10	99	178	18	46	9	14
		10%	15%	7%	15%	2%	10%	7%	4%	14%	9%	11%	5%	21%	10%	4%
			dfi		dfi		d			d		b		bc		
Very important	(4.0)	505	37	19	52	22	53	45	5	13	259	429	77	75	23	69
		25%	33%	29%	24%	33%	29%	26%	19%	18%	24%	26%	22%	34%	25%	21%
			hi		h									c		
Moderately important	(3.0)	788	39	34	83	21	60	69	16	36	430	633	155	62	44	156
		39%	36%	51%	38%	32%	33%	40%	56%	49%	39%	38%	45%	28%	48%	48%
				de				ade		de		a		a		a
Of little importance	(2.0)	362	8	4	39	19	35	25	6	11	216	302	60	31	8	64
		18%	7%	6%	18%	29%	19%	14%	19%	15%	20%	18%	17%	14%	8%	19%
					ab	abfh	ab			ab						b
Not at all important	(1.0)	158	9	5	11	3	16	24	1	3	86	123	35	6	9	24
		8%	8%	8%	5%	4%	9%	14%	3%	5%	8%	7%	10%	3%	9%	7%
								cdhi						a	a	a
Net: Very important		701	54	23	85	23	72	56	7	23	358	606	95	121	32	83
		35%	49%	35%	39%	35%	39%	32%	22%	32%	33%	36%	28%	55%	34%	25%
			fghi									b		bc		
Net: Not very important		520	17	9	50	22	51	49	6	14	302	425	95	37	16	88
		26%	16%	14%	23%	33%	28%	28%	22%	19%	28%	26%	28%	17%	18%	27%
					ab	ab	ab	ab			ab					a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.11	3.40	3.20	3.26	3.00	3.13	2.97	3.02	3.21	3.06	3.14	2.95	3.57	3.17	2.95	
			defi		fi						b		bc			
Standard Deviation	1.061	1.095	.944	1.082	.931	1.109	1.103	.814	1.011	1.054	1.069	1.006	1.053	1.033	.938	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Automated or "smart" road networks : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	154	105	49	59	64	31	101	34	18	119	21	14	76	69	9	56	87	8
		8%	11%	5%	10%	9%	4%	6%	14%	37%	10%	11%	2%	7%	9%	9%	6%	8%	37%
			b	c	c	c		a	ab	c	c	c						a	
Very important	(4.0)	420	218	201	138	150	132	347	60	13	295	34	91	194	205	21	164	242	5
		21%	22%	20%	24%	22%	17%	20%	24%	26%	25%	18%	14%	17%	27%	22%	18%	23%	22%
					c	c					bc				a			a	
Moderately important	(3.0)	794	352	441	215	261	317	686	98	9	446	73	274	471	289	34	367	410	7
		40%	36%	43%	38%	38%	42%	40%	39%	19%	38%	37%	43%	41%	38%	35%	40%	40%	31%
				a				c	c				a						
Of little importance	(2.0)	421	200	220	103	138	179	375	40	6	226	32	162	279	125	17	202	210	2
		21%	20%	22%	18%	20%	24%	22%	16%	13%	19%	17%	25%	24%	16%	17%	22%	20%	10%
							a	b				ab	b						
Not at all important	(1.0)	221	116	104	53	68	100	197	21	3	86	36	99	128	76	17	131	86	-
		11%	12%	10%	9%	10%	13%	12%	8%	6%	7%	18%	15%	11%	10%	17%	14%	8%	-
						a					a	a					b		
Net: Very important		574	323	250	198	214	163	449	94	31	414	55	105	271	273	30	220	330	13
		29%	33%	25%	35%	31%	21%	26%	37%	63%	35%	28%	16%	24%	36%	31%	24%	32%	59%
			b		c	c			a	ab	bc	c		a				a	
Net: Not very important		641	316	324	156	206	279	571	61	9	312	68	261	407	200	34	333	296	2
		32%	32%	32%	27%	30%	37%	33%	24%	19%	27%	35%	41%	35%	26%	35%	36%	29%	10%
						ab		bc			a	a	b				b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	2.93	3.00	2.87	3.08	3.00	2.76	2.87	3.18	3.75	3.12	2.86	2.62	2.84	3.09	2.88	2.80	3.03	3.85	
			b		c	c		a	ab		bc	c		a			a		
Standard Deviation	1.077	1.147	1.001	1.099	1.095	1.021	1.052	1.114	1.250	1.064	1.217	.980	1.048	1.088	1.201	1.082	1.051	1.057	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Automated or "smart" road networks : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	154 8%	86 8%	61 7%	7 11%	57 10%	44 7%	26 8%	27 5%	86 12%	77 6%	95 7%	59 9%	37 9%	22 10%
Very important	(4.0)	420 21%	223 21%	183 21%	14 23%	136 24%	128 22%	72 22%	79 15%	164 24%	273 20%	266 19%	154 24%	94 22%	60 28%
Moderately important	(3.0)	794 40%	438 40%	335 39%	20 32%	228 40%	251 42%	108 33%	200 39%	254 36%	565 41%	547 40%	247 39%	180 42%	67 32%
Of little importance	(2.0)	421 21%	234 22%	171 20%	16 26%	93 16%	112 19%	78 24%	135 26%	130 19%	309 22%	304 22%	116 18%	76 18%	40 19%
Not at all important	(1.0)	221 11%	106 10%	110 13%	5 8%	50 9%	58 10%	42 13%	69 14%	61 9%	165 12%	157 11%	64 10%	41 9%	23 11%
Net: Very important		574 29%	309 28%	244 28%	21 34%	193 34%	172 29%	98 30%	106 21%	250 36%	350 25%	362 26%	212 33%	131 31%	81 38%
Net: Not very important		641 32%	340 31%	281 33%	21 33%	143 25%	170 29%	119 37%	204 40%	191 28%	474 34%	461 34%	180 28%	116 27%	64 30%
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	2.93	2.95	2.90	3.04	3.10	2.98	2.89	2.73	3.12	2.85	2.88	3.04	3.03	3.07	
Standard Deviation	1.077	1.060	1.095	1.127	1.076	1.046	1.134	1.050	1.122	1.045	1.068	1.090	1.061	1.149	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Automated or "smart" road networks : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	154 8%	7 14%	1 9%	22 14%	* 2%	1 7%	2 6%	- -	- 7%	121	11 11%	1 5%	24 13%	2 4%	8 8%	9 7%	1 7%	3 7%	95 7%
Very important	(4.0)	420 21%	15 31%	2 29%	38 25%	7 27%	8 40%	11 31%	1 25%	2 10%	337 20%	27 27%	4 17%	43 23%	9 17%	28 28%	28 23%	6 41%	8 20%	266 19%
Moderately important	(3.0)	794 40%	15 30%	2 25%	48 32%	12 49%	8 40%	13 37%	1 25%	16 78%	679 40%	37 37%	14 55%	63 34%	29 58%	37 38%	42 35%	3 20%	20 50%	547 40%
Of little importance	(2.0)	421 21%	8 17%	2 22%	20 14%	3 12%	2 11%	7 20%	- -	1 5%	377 22%	20 19%	4 17%	31 17%	8 16%	18 18%	24 20%	3 19%	8 19%	304 22%
Not at all important	(1.0)	221 11%	4 8%	1 15%	22 15%	2 10%	* 2%	2 6%	1 51%	1 7%	185 11%	7 7%	2 6%	25 13%	3 6%	7 8%	17 14%	2 12%	1 4%	157 11%
Net: Very important		574 29%	22 45%	3 37%	60 40%	7 29%	9 46%	13 37%	1 25%	2 10%	457 27%	38 38%	6 22%	67 36%	10 21%	35 36%	37 31%	8 48%	11 27%	362 26%
Net: Not very important		641 32%	12 25%	3 37%	43 28%	6 22%	3 14%	9 27%	1 51%	2 12%	562 33%	26 26%	6 23%	56 30%	11 22%	25 26%	42 34%	5 32%	9 23%	461 34%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	2.93	3.26 i	2.94	3.11 i	2.99	3.37	3.10	2.23	2.90	2.90	3.16 i	2.97	3.05	2.96	3.11 i	2.90	3.11	3.08	2.88	
Standard Deviation	1.077	1.151	1.300	1.249	.946	.880	1.007	1.628	.680	1.064	1.065	.889	1.205	.851	1.038	1.139	1.212	.920	1.068	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Automated or "smart" road networks : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	154 8%	11 10%	7 11%	28 13% defi	2 3%	12 7%	10 6%	2 6%	9 13% d	74 7%	137 8%	17 5%	39 18% c	8 9% c	11 3%
Very important	(4.0)	420 21%	28 26%	9 14%	46 21%	15 23%	45 25%	42 24%	13 44% bcdefhi	11 15%	211 19%	352 21%	68 20%	69 32% c	27 29% c	57 18%
Moderately important	(3.0)	794 40%	42 38%	32 49% cg	74 34%	36 55% acefji	72 40%	63 36%	7 23%	32 44% g	435 40%	652 39%	142 41%	66 30%	32 35%	148 45% a
Of little importance	(2.0)	421 21%	22 20%	9 14%	42 19%	8 12%	35 19%	34 20%	4 15%	17 23%	249 23% d	348 21%	73 21%	29 13%	10 11%	77 24% ab
Not at all important	(1.0)	221 11%	8 7%	8 12%	28 13%	5 8%	18 10%	25 14% h	4 12%	4 5%	121 11%	177 11%	44 13%	15 7%	15 16% a	34 10%
Net: Very important		574 29%	39 35% i	16 25%	74 34% i	17 25%	57 31%	51 30%	15 50% bdefhi	20 27%	285 26%	489 29%	86 25%	108 49% c	35 38% c	68 21%
Net: Not very important		641 32%	30 27%	17 26%	70 32%	13 20%	53 29%	60 34% d	8 27%	21 28%	369 34% d	525 32%	117 34%	44 20%	25 27%	111 34% a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	2.93	3.11 i	2.97	3.02	3.01	2.98	2.87	3.16	3.06	2.88	2.95 b	2.83	3.40 bc	3.05	2.80	
Standard Deviation	1.077	1.062	1.114	1.198	.883	1.052	1.107	1.152	1.048	1.059	1.083	1.047	1.134	1.189	.961	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Smart energy meters : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	300	164	133	123	108	69	217	58	24	234	26	40	144	137	19	110	173	11
		15%	17%	13%	22%	16%	9%	13%	23%	49%	20%	13%	6%	13%	18%	19%	12%	17%	49%
			b		bc	c			a	ab	bc	c		a			a		
Very important	(4.0)	530	258	271	173	183	174	440	77	12	362	41	126	290	217	23	214	305	6
		26%	26%	27%	30%	27%	23%	26%	30%	25%	31%	21%	20%	25%	28%	24%	23%	29%	27%
					c					bc							a		
Moderately important	(3.0)	644	306	336	161	236	247	571	68	4	321	65	257	395	227	22	328	299	4
		32%	31%	33%	28%	35%	33%	33%	27%	9%	27%	33%	40%	34%	30%	23%	36%	29%	17%
						a		bc	c				bc	bc	bc		b		
Of little importance	(2.0)	317	149	168	71	95	151	281	29	7	166	31	119	188	111	18	140	171	2
		16%	15%	17%	12%	14%	20%	16%	11%	14%	14%	16%	19%	16%	15%	19%	15%	17%	7%
						ab		b					a						
Not at all important	(1.0)	219	113	106	42	60	118	196	21	2	89	33	97	133	71	15	128	88	-
		11%	11%	10%	7%	9%	15%	12%	8%	4%	8%	17%	15%	12%	9%	16%	14%	9%	-
						ab					a	a					b		
Net: Very important		829	423	404	296	290	243	658	135	36	597	67	166	434	354	42	324	478	17
		41%	43%	40%	52%	43%	32%	39%	53%	74%	51%	34%	26%	38%	46%	43%	35%	46%	76%
					bc	c			a	ab	bc	c		a			a		
Net: Not very important		536	262	274	112	155	269	477	50	9	255	64	217	321	182	33	268	259	2
		27%	26%	27%	20%	23%	35%	28%	20%	18%	22%	33%	34%	28%	24%	34%	29%	25%	7%
						ab		b			a	a	b	b	b	b	b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.19	3.21	3.15	3.47	3.27	2.90	3.12	3.48	4.01	3.42	2.97	2.83	3.11	3.31	3.12	3.04	3.29	4.17	
				bc	c			a	ab	bc			a			a			
Standard Deviation	1.192	1.219	1.163	1.171	1.151	1.185	1.174	1.202	1.230	1.175	1.254	1.102	1.170	1.194	1.350	1.191	1.176	.977	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Smart energy meters : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely important	(5.0)	300	150	131	18	101	89	32	75	138	176	196	104	66	38
		15%	14%	15%	30% ab	18% c	15% c	10% c	15% c	20% b	13% b	14% b	16% b	15% b	18% b
Very important	(4.0)	530	262	253	15	165	152	92	120	207	345	347	183	117	66
		26%	24%	29% a	24% d	29% d	26% d	28% d	23% d	30% b	25% b	25% b	29% b	27% b	31% b
Moderately important	(3.0)	644	354	272	18	146	195	126	171	204	461	458	186	134	52
		32%	33%	32% a	29% a	26% a	33% a	39% a	33% a	29% a	33% a	33% d	29% d	31% d	24% d
Of little importance	(2.0)	317	193	115	9	99	92	43	79	92	233	213	104	72	31
		16%	18% b	13% b	14% b	18% b	16% b	13% b	16% b	13% b	17% a	16% b	16% b	17% b	15% b
Not at all important	(1.0)	219	128	89	2	54	65	32	65	54	173	156	63	38	25
		11%	12% c	10% c	3% c	10% c	11% c	10% c	13% c	8% c	12% a	11% c	10% c	9% c	12% c
Net: Very important		829	412	384	33	266	241	125	195	345	521	543	287	182	104
		41%	38% a	45% a	54% a	47% bcd	41% bcd	38% bcd	38% bcd	50% b	38% b	40% b	45% a	43% a	49% a
Net: Not very important		536	321	205	10	152	157	75	145	146	407	369	167	111	56
		27%	30% bc	24% bc	17% bc	27% bc	27% bc	23% bc	28% bc	21% bc	29% a	27% bc	26% bc	26% bc	26% bc
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.19	3.10	3.26	3.64	3.29	3.18	3.16	3.12	3.41	3.08	3.16	3.25	3.23	3.29
			a	a	ab	d	d	d	d	b	b	b	a	a	a
Standard Deviation		1.192	1.197	1.178	1.146	1.219	1.193	1.088	1.217	1.171	1.190	1.189	1.196	1.169	1.252

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Smart energy meters : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	300 15%	12 24%	- -	33 22%	3 12%	7 34%	8 21%	1 25%	2 11%	235 14%	15 14%	1 2%	35 19%	6 12%	23 24%	18 15%	3 20%	3 8%	196 14%
Very important	(4.0)	530 26%	12 24%	4 63%	53 35%	12 47%	4 21%	6 16%	- -	5 23%	435 26%	34 33%	6 24%	62 33%	17 34%	20 20%	27 22%	5 34%	12 29%	347 25%
Moderately important	(3.0)	644 32%	11 22%	1 15%	33 22%	5 20%	3 17%	13 37%	1 25%	8 42%	568 33%	28 28%	14 54%	46 25%	10 19%	27 28%	43 35%	4 24%	14 34%	458 33%
Of little importance	(2.0)	317 16%	8 17%	* 7%	20 13%	3 13%	4 20%	5 14%	- -	5 24%	271 16%	16 15%	3 11%	25 14%	15 30%	17 17%	17 14%	- -	11 27%	213 16%
Not at all important	(1.0)	219 11%	6 13%	1 15%	13 9%	2 8%	2 9%	4 12%	1 51%	- -	189 11%	10 9%	2 8%	17 9%	2 5%	10 10%	17 14%	3 21%	1 2%	156 11%
Net: Very important		829 41%	24 48%	4 63%	85 57%	15 59%	11 54%	13 37%	1 25%	7 34%	670 39%	49 48%	7 26%	97 52%	23 46%	43 44%	45 37%	9 55%	15 37%	543 40%
Net: Not very important		536 27%	14 29%	2 22%	33 22%	5 21%	6 29%	9 27%	1 51%	5 24%	460 27%	25 25%	5 20%	43 23%	18 35%	27 28%	34 28%	3 21%	12 29%	369 27%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.19	3.31	3.25	3.48	3.42	3.50	3.19	2.48	3.20	3.15	3.28	3.00	3.39	3.19	3.30	3.09	3.33	3.13	3.16	
Standard Deviation	1.192	1.352	1.208	1.216	1.124	1.404	1.281	2.077	.954	1.180	1.171	.901	1.205	1.143	1.290	1.237	1.418	.979	1.189	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Smart energy meters : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	300	15	2	41	11	31	24	5	9	163	259	41	48	19	36
		15%	13%	3%	19%	16%	17%	14%	17%	12%	15%	16%	12%	22%	21%	11%
			b	b	b	b	b	b	b	b	b			c	c	
Very important	(4.0)	530	35	17	76	18	36	41	10	17	280	449	80	69	20	94
		26%	31%	26%	35%	27%	20%	24%	33%	23%	26%	27%	23%	31%	22%	29%
			e	e	efi											
Moderately important	(3.0)	644	32	24	52	17	61	63	8	26	359	521	123	51	24	111
		32%	29%	36%	24%	26%	34%	36%	28%	36%	33%	31%	36%	23%	26%	34%
						c	c	c	c	c	c			a	a	a
Of little importance	(2.0)	317	18	8	29	15	28	22	2	14	180	252	64	38	19	47
		16%	16%	13%	13%	23%	15%	13%	8%	19%	17%	15%	19%	17%	20%	14%
					f											
Not at all important	(1.0)	219	11	14	21	5	26	24	4	7	107	184	35	14	10	40
		11%	10%	21%	10%	7%	14%	14%	14%	9%	10%	11%	10%	6%	10%	12%
				cdhi												a
Net: Very important		829	50	19	116	29	67	65	15	26	443	708	121	117	40	130
		41%	45%	29%	53%	43%	37%	38%	50%	36%	41%	43%	35%	53%	43%	40%
					befhi						b			c		
Net: Not very important		536	29	23	50	20	54	46	6	21	287	436	100	52	28	87
		27%	26%	34%	23%	31%	30%	26%	22%	28%	26%	26%	29%	24%	31%	26%
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.19	3.22	2.77	3.40	3.22	3.09	3.11	3.31	3.10	3.19	3.21	3.08	3.45	3.23	3.12	
			b	befi	b			b	b	b			c			
Standard Deviation	1.192	1.173	1.158	1.211	1.188	1.264	1.212	1.272	1.130	1.173	1.201	1.143	1.191	1.281	1.160	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Driverless cars : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	110	72	38	38	51	22	63	28	20	83	14	12	47	59	3	46	49	7
	5%	7%	4%	7%	7%	3%	4%	11%	40%	7%	7%	2%	4%	8%	3%	5%	5%	29%	
		b		c	c			a	ab	c	c			a					
Very important	(4.0)	208	118	89	79	81	48	161	35	12	143	22	42	90	96	21	72	130	5
	10%	12%	9%	14%	12%	6%	9%	14%	24%	12%	11%	7%	8%	13%	22%	8%	13%	21%	
		b		c	c			a	a	c	c			a	ab		a		
Moderately important	(3.0)	520	287	231	155	189	176	434	82	4	327	37	156	277	225	19	234	277	6
	26%	29%	23%	27%	28%	23%	25%	32%	9%	28%	19%	24%	24%	29%	19%	25%	27%	26%	
		b		c	c		c	ac		b				a					
Of little importance	(2.0)	591	246	345	152	180	259	522	65	5	340	51	200	353	224	14	255	325	2
	29%	25%	34%	27%	26%	34%	31%	26%	9%	29%	26%	31%	31%	29%	14%	28%	31%	7%	
			a			ab	c	c					c	c					
Not at all important	(1.0)	580	268	311	145	180	254	527	44	9	278	72	230	381	159	40	313	255	4
	29%	27%	31%	26%	26%	34%	31%	17%	19%	24%	37%	36%	33%	21%	41%	34%	25%	16%	
						ab	b				a	a	b		b	b			
Net: Very important		317	189	127	117	131	69	224	62	31	227	36	54	137	155	25	118	178	12
	16%	19%	13%	20%	19%	9%	13%	25%	64%	19%	18%	9%	12%	20%	25%	13%	17%	51%	
		b		c	c			a	ab	c	c			a	a		a		
Net: Not very important		1171	514	656	297	360	514	1048	109	14	619	123	430	735	383	54	569	580	5
	58%	52%	65%	52%	53%	68%	61%	43%	28%	53%	63%	67%	64%	50%	55%	62%	56%	23%	
			a			ab	bc				a	a	b			b			
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	2.34	2.47	2.21	2.49	2.47	2.11	2.24	2.75	3.57	2.50	2.26	2.07	2.19	2.57	2.32	2.22	2.41	3.41	
		b		c	c			a	ab	bc	c			a			a		
Standard Deviation	1.156	1.210	1.086	1.199	1.210	1.032	1.101	1.212	1.545	1.182	1.262	1.017	1.105	1.175	1.305	1.144	1.126	1.416	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Driverless cars : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely important	(5.0)	110 5%	56 5%	46 5%	8 14% ab	47 8% bcd	29 5%	11 3%	22 4%	66 9% b	51 4%	69 5%	41 6%	21 5%	19 9% a
Very important	(4.0)	208 10%	112 10%	90 10%	6 9%	70 12% d	65 11%	27 8%	42 8%	81 12%	130 9%	124 9%	83 13% a	50 12%	33 16% a
Moderately important	(3.0)	520 26%	271 25%	237 28%	11 19%	147 26%	149 25%	98 30%	125 25%	190 27%	361 26%	327 24%	193 30% a	128 30% a	65 31% a
Of little importance	(2.0)	591 29%	338 31%	235 27%	19 30%	177 31% cd	203 34% cd	75 23%	131 26%	187 27%	422 30%	407 30%	184 29%	130 30%	54 26%
Not at all important	(1.0)	580 29%	310 29%	253 29%	17 28%	123 22%	148 25%	114 35% ab	190 37% ab	172 25%	425 31% a	443 32% bcd	137 21%	97 23%	40 19%
Net: Very important		317 16%	168 15%	135 16%	14 23%	117 21% bcd	93 16%	38 12%	64 13%	147 21% b	181 13%	193 14%	124 19% a	72 17%	53 25% ac
Net: Not very important		1171 58%	648 60%	487 57%	36 59%	300 53%	351 59% a	189 58%	321 63% a	358 52%	847 61% a	850 62% bcd	322 50%	227 53%	94 44%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		2.34	2.33	2.35	2.50	2.54 bcd	2.37 d	2.22	2.17	2.54 b	2.25	2.25	2.54 a	2.46 a	2.71 ac
Standard Deviation		1.156	1.143	1.159	1.356	1.199	1.114	1.117	1.144	1.242	1.100	1.148	1.150	1.114	1.205



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Driverless cars : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	110 5%	4 9%	- -	19 12%	- -	1 5%	1 4%	- -	- -	84 5%	7 7%	- -	21 11%	1 3%	4 4%	6 5%	- -	1 3%	69 5%
Very important	(4.0)	208 10%	8 17%	- -	24 16%	1 2%	1 7%	9 25%	- -	1 5%	163 10%	19 18%	1 3%	27 15%	1 2%	5 5%	23 19%	3 21%	4 11%	124 9%
Moderately important	(3.0)	520 26%	14 28%	1 20%	52 35%	13 52%	9 44%	12 33%	- -	1 7%	418 25%	24 24%	11 42%	65 35%	22 44%	32 33%	29 24%	1 7%	9 22%	327 24%
Of little importance	(2.0)	591 29%	12 24%	2 31%	32 21%	8 31%	7 36%	9 24%	1 25%	11 55%	510 30%	30 29%	10 40%	41 22%	15 30%	36 37%	31 26%	5 34%	15 38%	407 30%
Not at all important	(1.0)	580 29%	10 21%	3 49%	24 16%	4 15%	2 9%	5 14%	2 75%	6 32%	523 31%	23 22%	4 15%	31 17%	11 21%	20 20%	32 27%	6 37%	11 27%	443 32%
Net: Very important		317 16%	13 26%	- -	43 28%	1 2%	2 12%	10 28%	- -	1 5%	248 15%	25 25%	1 3%	49 26%	3 5%	9 10%	29 24%	3 21%	5 13%	193 14%
Net: Not very important		1171 58%	22 45%	6 80%	56 37%	12 46%	9 44%	14 38%	3 100%	17 87%	1033 61%	52 51%	14 55%	72 39%	26 51%	56 58%	63 52%	11 71%	27 65%	850 62%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	2.34	2.69	1.71	2.87	2.41	2.64	2.80	1.25	1.86	2.28	2.58	2.33	2.82	2.36	2.36	2.51	2.13	2.24	2.25	
Standard Deviation	1.156	1.247	.840	1.225	.777	.956	1.088	.540	.788	1.144	1.209	.771	1.215	.932	1.000	1.217	1.169	1.060	1.148	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. Driverless cars : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	110 5%	8 7%	2 3%	22 10% ei	6 9%	6 3%	9 5%	- -	5 7%	52 5%	103 6% b	7 2%	24 11% c	6 6%	11 3%
Very important	(4.0)	208 10%	19 17% bdei	2 2%	31 14% bde	2 2%	13 7%	29 17% bdei	3 12%	8 11% bd	102 9%	185 11% b	23 7%	39 18% c	15 16%	30 9%
Moderately important	(3.0)	520 26%	25 23%	19 29%	73 33% hi	24 37% hi	49 27%	48 27%	6 20%	15 21%	261 24%	441 26%	79 23%	69 32%	39 42% c	85 26%
Of little importance	(2.0)	591 29%	33 30%	20 30%	52 24%	22 33%	64 35% cf	42 24%	6 21%	24 32%	329 30%	475 29%	116 34% a	52 24%	22 24%	110 34% a
Not at all important	(1.0)	580 29%	27 24%	23 36% cd	40 19%	13 19%	50 28% c	47 27%	14 47% acdef	21 28%	345 32% cd	461 28%	119 34% a	35 16%	11 12%	91 28% ab
Net: Very important		317 16%	26 24% bei	4 5%	52 24% bdei	8 11%	19 10%	38 22% bei	3 12%	14 19% b	154 14%	287 17% b	30 9%	62 28% c	21 23% c	41 13%
Net: Not very important		1171 58%	60 54%	43 65% c	93 43%	34 52%	114 63% cf	89 51%	20 68% c	44 60% c	674 62% cf	936 56%	235 68% a	88 40%	33 36%	201 61% ab
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	2.34	2.53 begi	2.07	2.73 beghi	2.49 bg	2.24	2.49 begi	1.96	2.38	2.25	2.39 b	2.08	2.83 c	2.82 c	2.27	
Standard Deviation	1.156	1.224	1.013	1.207	1.112	1.040	1.196	1.083	1.219	1.139	1.177	1.013	1.213	1.048	1.069	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. High speed railways : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	227	139	86	74	100	52	157	51	18	182	15	29	100	118	9	66	153	7
		11%	14%	9%	13%	15%	7%	9%	20%	36%	16%	7%	5%	9%	15%	9%	7%	15%	32%
			b		c	c			a	ab	bc			a				a	
Very important	(4.0)	539	258	280	160	189	190	437	88	14	371	45	123	296	235	9	198	322	10
		27%	26%	28%	28%	28%	25%	26%	35%	29%	32%	23%	19%	26%	31%	9%	22%	31%	42%
									a		bc			c	ac			a	
Moderately important	(3.0)	746	338	407	205	245	295	660	79	7	403	59	284	464	252	31	383	346	4
		37%	34%	40%	36%	36%	39%	39%	31%	14%	34%	30%	44%	40%	33%	32%	42%	33%	16%
					a			bc	c				ab	b			b		
Of little importance	(2.0)	341	173	168	86	96	159	307	27	7	170	44	128	207	108	26	165	168	2
		17%	17%	17%	15%	14%	21%	18%	11%	14%	14%	22%	20%	18%	14%	26%	18%	16%	10%
						ab		b				a	a	b		b			
Not at all important	(1.0)	156	83	72	44	49	63	145	8	3	46	34	76	83	50	23	107	47	-
		8%	8%	7%	8%	7%	8%	8%	3%	6%	4%	17%	12%	7%	7%	23%	12%	5%	-
								b			a	a			ab	b			
Net: Very important		766	397	367	234	290	242	594	139	32	553	60	153	396	352	18	264	474	17
		38%	40%	36%	41%	43%	32%	35%	55%	65%	47%	31%	24%	34%	46%	18%	29%	46%	74%
					c	c			a	a	bc			c	ac			a	
Net: Not very important		497	256	241	130	146	221	451	35	10	216	77	203	290	159	48	273	215	2
		25%	26%	24%	23%	21%	29%	26%	14%	20%	18%	39%	32%	25%	21%	50%	30%	21%	10%
						ab		b			ac	a		b		ab	b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.17	3.20	3.14	3.24	3.29	3.01	3.09	3.58	3.75	3.40	2.81	2.85	3.11	3.34	2.54	2.95	3.35	3.95	
				c	c			a	a	bc			c	ac			a		
Standard Deviation	1.082	1.138	1.025	1.097	1.104	1.033	1.066	1.028	1.256	1.039	1.187	1.013	1.031	1.103	1.206	1.071	1.058	.962	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. High speed railways : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely important	(5.0)	227 11%	126 12%	88 10%	12 19% b	91 16% bcd	67 11% d	36 11% d	32 6%	111 16% b	127 9%	129 9%	97 15% a	64 15% a	33 16% a
Very important	(4.0)	539 27%	292 27%	233 27%	14 23%	171 30% d	151 25%	94 29%	122 24%	204 29%	360 26%	372 27%	168 26%	116 27%	51 24%
Moderately important	(3.0)	746 37%	406 37%	320 37%	20 33%	188 33%	229 39%	112 34%	210 41% a	255 37%	524 38%	524 38% c	222 35%	137 32%	85 40%
Of little importance	(2.0)	341 17%	186 17%	140 16%	14 23%	80 14%	109 18%	56 17%	95 19% a	80 11%	270 19% a	223 16%	118 18%	80 19%	38 18%
Not at all important	(1.0)	156 8%	77 7%	77 9%	2 2%	34 6%	37 6%	27 8%	51 10% ab	47 7%	108 8%	122 9% bd	33 5%	29 7% d	4 2%
Net: Very important		766 38%	419 38%	322 37%	26 42%	261 46% bd	218 37% d	131 40% d	154 30%	315 45% b	487 35%	501 37%	265 42% a	181 42% a	85 40%
Net: Not very important		497 25%	263 24%	218 25%	16 26%	115 20%	146 25%	83 25%	146 29% a	126 18%	378 27% a	345 25%	151 24%	109 26%	42 20%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.17	3.19	3.13	3.32	3.36 bcd	3.17 d	3.18 d	2.98	3.36 b	3.09	3.12	3.28 a	3.25 a	3.34 a
Standard Deviation		1.082	1.074	1.091	1.108	1.097	1.055	1.100	1.041	1.088	1.060	1.075	1.091	1.130	1.006

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. High speed railways : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	227	9	1	34	6	4	3	-	1	168	13	2	38	7	12	18	5	3	129
		11%	18%	20%	22%	24%	22%	9%	-	5%	10%	13%	7%	21%	13%	13%	15%	30%	8%	9%
Very important	(4.0)	539	14	1	41	4	8	6	1	3	463	35	9	46	14	34	21	1	9	372
		27%	28%	8%	27%	18%	41%	16%	25%	16%	27%	34%	34%	25%	27%	35%	17%	4%	23%	27%
Moderately important	(3.0)	746	18	3	43	9	4	15	-	10	644	41	10	61	16	26	41	7	20	524
		37%	38%	47%	28%	35%	21%	41%	-	49%	38%	40%	40%	33%	33%	27%	34%	41%	49%	38%
Of little importance	(2.0)	341	5	2	32	4	3	12	1	4	278	7	5	36	12	17	32	3	6	223
		17%	9%	24%	21%	15%	16%	33%	53%	20%	16%	7%	19%	20%	23%	17%	26%	18%	15%	16%
Not at all important	(1.0)	156	3	-	2	2	-	1	1	2	145	6	-	3	2	9	10	1	2	122
		8%	7%	-	1%	8%	-	2%	23%	10%	9%	6%	-	2%	4%	9%	8%	7%	5%	9%
Net: Very important		766	22	2	74	10	12	9	1	4	631	48	11	84	20	46	38	5	13	501
		38%	46%	28%	49%	41%	63%	25%	25%	21%	37%	47%	41%	45%	40%	48%	31%	34%	31%	37%
Net: Not very important		497	8	2	34	6	3	12	2	6	424	13	5	40	14	25	42	4	8	345
		25%	16%	24%	22%	23%	16%	35%	75%	30%	25%	13%	19%	21%	27%	26%	35%	25%	20%	25%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.17	3.40	3.24	3.48	3.34	3.69	2.98	2.27	2.86	3.14	3.40	3.30	3.43	3.22	3.25	3.03	3.32	3.14	3.12	
Standard Deviation	1.082	1.112	1.117	1.096	1.237	1.007	.970	1.338	.993	1.075	1.005	.871	1.077	1.073	1.151	1.166	1.313	.950	1.075	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q1. High speed railways : On a scale from 1 to 5 where 1 is 'not at all important' and 5 is 'extremely important', how important, if at all, do you think the following potential developments are for the UK?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely important	(5.0)	227 11%	15 14%	4 7%	41 19% bi	7 10%	23 13%	23 13%	5 18%	9 12%	99 9%	199 12% b	27 8%	50 23% c	13 14%	34 10%
Very important	(4.0)	539 27%	35 32% fg	31 47% cefg	54 25% g	20 31% g	55 30% fg	32 19%	1 5%	15 21% g	295 27% fg	466 28% b	73 21%	70 32% c	28 30%	70 21%
Moderately important	(3.0)	746 37%	45 40%	19 28%	78 36%	19 29%	56 31%	63 36%	13 44%	28 38%	427 39% e	614 37%	132 38%	64 29%	31 34%	127 39% a
Of little importance	(2.0)	341 17%	8 7%	10 15%	38 17% a	13 20% a	31 17% a	40 23% ai	3 12%	12 17% a	185 17% a	277 17%	64 19%	30 14%	15 16%	74 22% a
Not at all important	(1.0)	156 8%	8 7%	2 3%	7 3% c	7 10% c	16 9% c	16 9% c	6 21% abcei	10 13% bc	84 8% c	108 6%	47 14% a	5 3%	5 6%	22 7% a
Net: Very important		766 38%	51 46% fg	35 54% fghi	96 44% fgi	27 40%	79 43% fg	55 32%	7 23%	24 32%	393 36%	665 40% b	101 29%	120 55% c	41 45% c	104 32%
Net: Not very important		497 25%	16 14%	12 18%	45 20%	20 31% a	48 26% a	56 32% abci	10 33% a	22 30% a	269 25% a	385 23%	112 32% a	35 16%	20 22%	96 29% a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.17	3.38 fghi	3.40 fghi	3.39 fghi	3.09	3.21	3.03	2.88	3.01	3.13	3.22 b	2.91	3.59 c	3.31	3.06	
Standard Deviation	1.082	1.044	.926	1.078	1.154	1.142	1.148	1.329	1.177	1.047	1.066	1.123	1.063	1.082	1.062	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q3. Which of the following best describes your knowledge of plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I have not heard about plans to modernise the UK's airspace infrastructure	1261 63%	545 55%	714 70%	306 54%	408 60%	548 72%	1261 74%	- -	- -	665 57%	120 61%	476 74%	799 70%	410 54%	53 54%	654 71%	581 56%	2 11%
			a		a	ab	bc					ab	bc			b		
I have heard about plans to modernise the UK's airspace infrastructure, but I know nothing about them	445 22%	246 25%	199 20%	158 28%	149 22%	139 18%	445 26%	- -	- -	276 23%	47 24%	122 19%	224 19%	193 25%	28 29%	174 19%	264 25%	5 22%
		b		bc		bc			c				a		a	a		
I have heard about plans to modernise the UK's airspace infrastructure, and I know a little about them	253 13%	166 17%	87 9%	87 15%	102 15%	65 9%	- -	253 100%	- -	196 17%	25 13%	32 5%	115 10%	127 17%	11 12%	74 8%	168 16%	8 35%
		b		c	c		ac		c	c			a			a		
I have heard about plans to modernise the UK's airspace infrastructure, and I know a lot about them	49 2%	34 3%	15 1%	19 3%	23 3%	7 1%	- -	- -	49 100%	35 3%	4 2%	10 2%	11 1%	33 4%	5 5%	18 2%	24 2%	7 33%
		b		c	c		ab		c	c			a		a			
Net: Heard of	748 37%	446 45%	301 30%	264 46%	273 40%	211 28%	445 26%	253 100%	49 100%	507 43%	77 39%	164 26%	350 30%	353 46%	44 46%	266 29%	455 44%	20 89%
		b		bc	c		bc	a	a	c	c		a		a	a	a	
Net: Know nothing	1706 85%	791 80%	913 90%	463 81%	556 82%	687 90%	1706 100%	- -	- -	941 80%	167 85%	598 93%	1022 89%	603 79%	81 83%	827 90%	844 81%	7 32%
			a			ab	bc					ab	b		b			
Net: Know something	303 15%	200 20%	102 10%	106 19%	125 18%	72 10%	- -	253 100%	49 100%	232 20%	29 15%	42 7%	127 11%	160 21%	16 17%	93 10%	192 19%	15 68%
		b		c	c		a	a		c	c		a			a		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q3. Which of the following best describes your knowledge of plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I have not heard about plans to modernise the UK's airspace infrastructure	1261 63%	681 63%	537 62%	42 69%	294 52%	379 64%	210 65%	368 72%	388 56%	919 66%	889 65%	372 58%	265 62%	107 50%
						a	a	abc		a	bd		d	
I have heard about plans to modernise the UK's airspace infrastructure, but I know nothing about them	445 22%	227 21%	209 24%	9 15%	155 27%	134 23%	69 21%	84 16%	166 24%	291 21%	296 22%	149 23%	97 23%	52 25%
					cd	d								
I have heard about plans to modernise the UK's airspace infrastructure, and I know a little about them	253 13%	153 14%	96 11%	5 8%	91 16%	66 11%	41 13%	54 11%	112 16%	155 11%	159 12%	95 15%	55 13%	40 19%
					bd				b			a		a
I have heard about plans to modernise the UK's airspace infrastructure, and I know a lot about them	49 2%	27 2%	18 2%	5 8%	25 4%	13 2%	5 2%	5 1%	30 4%	23 2%	26 2%	23 4%	10 2%	13 6%
				ab	bcd				b			a		ac
Net: Heard of	748 37%	406 37%	323 38%	19 31%	271 48%	214 36%	115 35%	143 28%	308 44%	470 34%	481 35%	267 42%	162 38%	105 50%
					bcd	d	d		b			a		ac
Net: Know nothing	1706 85%	908 83%	747 87%	52 84%	448 79%	513 87%	279 86%	452 88%	554 80%	1210 87%	1185 87%	521 82%	362 85%	159 75%
			a			a	a	a		a	bd		d	
Net: Know something	303 15%	180 17%	113 13%	10 16%	116 21%	80 13%	46 14%	59 12%	141 20%	179 13%	185 13%	118 18%	65 15%	53 25%
		b			bcd				b			a		ac



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q3. Which of the following best describes your knowledge of plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
I have not heard about plans to modernise the UK's airspace infrastructure	1261 63%	24 49%	6 80%	63 42%	19 74%	12 60%	23 65%	2 75%	17 86%	1095 64%	50 49%	19 72%	80 43%	39 77%	52 54%	87 72%	13 84%	30 74%	889 65%	
I have heard about plans to modernise the UK's airspace infrastructure, but I know nothing about them	445 22%	15 31%	1 20%	35 23%	3 11%	3 16%	5 15%	- -	1 7%	381 22%	27 26%	7 28%	47 26%	5 11%	35 37%	18 15%	2 12%	7 18%	296 22%	
I have heard about plans to modernise the UK's airspace infrastructure, and I know a little about them	253 13%	9 19%	- -	38 25%	4 15%	4 21%	7 18%	1 25%	1 7%	190 11%	21 21%	- -	43 23%	6 12%	9 9%	14 11%	1 4%	2 4%	159 12%	
I have heard about plans to modernise the UK's airspace infrastructure, and I know a lot about them	49 2%	1 2%	- -	15 10%	- -	1 3%	1 2%	- -	- -	32 2%	4 4%	- -	15 8%	- -	1 1%	2 2%	- -	2 4%	26 2%	
Net: Heard of	748 37%	25 51%	1 20%	88 58%	7 26%	8 40%	13 35%	1 25%	3 14%	603 36%	52 51%	7 28%	105 57%	11 23%	45 46%	34 28%	3 16%	11 26%	481 35%	
Net: Know nothing	1706 85%	39 79%	7 100%	98 65%	22 85%	15 76%	29 80%	2 75%	19 93%	1477 87%	77 76%	26 100%	127 69%	45 88%	88 91%	105 87%	15 96%	37 91%	1185 87%	
Net: Know something	303 15%	10 21%	- -	53 35%	4 15%	5 24%	7 20%	1 25%	1 7%	222 13%	25 24%	- -	58 31%	6 12%	9 9%	16 13%	1 4%	3 9%	185 13%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q3. Which of the following best describes your knowledge of plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I have not heard about plans to modernise the UK's airspace infrastructure	1261 63%	57 52%	43 66%	100 46%	52 79%	109 60%	123 71%	24 83%	49 67%	704 65%	1035 62%	226 66%	101 46%	53 57%	218 67%
			c		acei	c	ace	acei	ac	ac					a
I have heard about plans to modernise the UK's airspace infrastructure, but I know nothing about them	445 22%	29 26%	12 19%	60 27%	6 9%	59 32%	28 16%	3 10%	16 22%	231 21%	361 22%	84 25%	55 25%	28 30%	67 20%
		d		dfg		bdfgi		d	d						
I have heard about plans to modernise the UK's airspace infrastructure, and I know a little about them	253 13%	21 19%	10 16%	43 20%	8 12%	14 8%	19 11%	2 7%	7 9%	130 12%	222 13%	31 9%	49 22%	7 8%	38 12%
		ei		efhi							b		bc		
I have heard about plans to modernise the UK's airspace infrastructure, and I know a lot about them	49 2%	4 3%	-	15 7%	-	1 *	4 2%	-	2 2%	24 2%	47 3%	3 1%	14 6%	5 5%	5 1%
		e		bdefi							b		c		
Net: Heard of	748 37%	53 48%	23 34%	118 54%	14 21%	74 40%	51 29%	5 17%	24 33%	386 35%	629 38%	119 34%	118 54%	40 43%	109 33%
		dfghi		bdefghi		dfg			dg				c		
Net: Know nothing	1706 85%	86 78%	55 84%	160 73%	58 88%	168 92%	151 87%	27 93%	65 89%	935 86%	1396 84%	310 90%	156 71%	81 87%	285 87%
				c		aci	c	c	c	ac		a		a	a
Net: Know something	303 15%	25 22%	10 16%	58 27%	8 12%	15 8%	23 13%	2 7%	8 11%	154 14%	269 16%	34 10%	63 29%	12 13%	43 13%
		ei		defghi						e	b		bc		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Summary : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

Significance Level: 95%

	Total	Beneficial							Mean score	Standard Deviation
		Extremely beneficial (5.0)	Very beneficial (4.0)	Moderately beneficial (3.0)	Of little benefit (2.0)	Not at all beneficial (1.0)	Net: Very or extremely beneficial	Net: Not beneficial		
		*a	*b	*c	*d	*e	*f	*g	*h	*i
More efficient routes that save fuel and reduce environmental impact	2009	728	767	375	96	43	1495	139	4.02	.97
	100%	36%	38%	19%	5%	2%	74%	7%		
Avoidance of increasing delays for passengers at airports as passenger numbers grow	2009	537	796	507	121	48	1333	169	3.82	.97
	100%	27%	40%	25%	6%	2%	66%	8%		
Reduced noise away from airports by allowing quicker ascents and descents	2009	405	784	598	164	58	1189	222	3.65	.98
	100%	20%	39%	30%	8%	3%	59%	11%		
Increased capacity of UK airspace	2009	238	601	759	282	129	839	411	3.27	1.05
	100%	12%	30%	38%	14%	6%	42%	20%		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Increased capacity of UK airspace : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	238	147	90	66	100	72	171	47	20	205	18	15	117	113	8	70	160	7
		12%	15%	9%	12%	15%	10%	10%	19%	40%	17%	9%	2%	10%	15%	8%	8%	15%	31%
			b			c			a	ab	bc	c		a				a	
Very beneficial	(4.0)	601	311	289	181	204	216	484	100	17	500	27	73	314	263	25	208	369	14
		30%	31%	28%	32%	30%	28%	28%	39%	35%	43%	14%	11%	27%	34%	25%	23%	36%	60%
									a		bc			a				a	
Moderately beneficial	(3.0)	759	317	440	193	242	324	689	62	7	345	60	354	468	256	34	400	349	1
		38%	32%	43%	34%	35%	43%	40%	25%	15%	29%	31%	55%	41%	34%	35%	43%	34%	6%
							ab	bc					ab	b			b		
Of little benefit	(2.0)	282	146	135	90	95	97	245	34	3	89	54	140	173	92	17	155	118	1
		14%	15%	13%	16%	14%	13%	14%	14%	6%	8%	27%	22%	15%	12%	18%	17%	11%	2%
												a	a				b		
Not at all beneficial	(1.0)	129	69	60	39	40	50	117	10	2	34	37	58	78	39	13	87	40	-
		6%	7%	6%	7%	6%	7%	7%	4%	5%	3%	19%	9%	7%	5%	14%	9%	4%	-
											ac	a				ab	b		
Net: Very or extremely beneficial		839	459	379	247	304	288	655	147	37	705	45	88	431	376	33	278	529	21
		42%	46%	37%	43%	45%	38%	38%	58%	75%	60%	23%	14%	37%	49%	33%	30%	51%	92%
			b		c	c			a	ab	bc	c		ac				a	
Net: Not beneficial		411	215	196	129	136	147	362	45	5	122	91	198	250	131	31	242	158	1
		20%	22%	19%	23%	20%	19%	21%	18%	10%	10%	46%	31%	22%	17%	31%	26%	15%	2%
											ac	a		b		b	b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.27	3.32	3.21	3.25	3.33	3.22	3.20	3.55	4.00	3.64	2.67	2.76	3.19	3.42	2.97	3.02	3.47	4.21	
			b		c			a	ab	bc			ac			a			
Standard Deviation	1.049	1.110	.984	1.072	1.074	1.006	1.030	1.066	1.101	.951	1.196	.858	1.032	1.042	1.147	1.039	1.009	.663	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Increased capacity of UK airspace : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely beneficial	(5.0)	238 12%	147 13% b	79 9%	12 19% b	82 15% d	70 12%	39 12%	47 9%	102 15% b	151 11%	149 11%	88 14%	49 11%	40 19% ac
Very beneficial	(4.0)	601 30%	336 31%	248 29%	17 28%	205 36% cd	185 31% d	85 26%	121 24%	220 32%	394 28%	387 28%	214 34% a	144 34% a	70 33%
Moderately beneficial	(3.0)	759 38%	432 40% c	311 36%	16 25%	204 36%	213 36%	125 38%	214 42% ab	242 35%	550 40% a	559 41% bcd	200 31%	130 30%	70 33%
Of little benefit	(2.0)	282 14%	120 11%	150 17% a	13 20% a	52 9%	90 15% a	53 16% a	79 15% a	94 13%	201 14%	189 14%	93 15%	68 16%	26 12%
Not at all beneficial	(1.0)	129 6%	53 5%	72 8% a	4 7%	21 4%	35 6%	23 7% a	50 10% ab	37 5%	93 7%	86 6%	43 7%	36 9% d	7 3%
Net: Very or extremely beneficial		839 42%	483 44% b	327 38%	29 47%	287 51% bcd	255 43% d	124 38%	168 33%	322 46% b	545 39%	536 39%	303 47% a	193 45% a	110 52% a
Net: Not beneficial		411 20%	173 16%	222 26% a	17 27% a	73 13%	125 21% a	76 23% a	129 25% a	131 19%	294 21%	275 20%	137 21%	104 24% d	32 15%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.27	3.37 b	3.13	3.32	3.49 bcd	3.28 d	3.20	3.07	3.37 b	3.22	3.24	3.33	3.24	3.52 abc
Standard Deviation		1.049	1.008	1.073	1.202	.975	1.047	1.072	1.071	1.058	1.040	1.026	1.095	1.113	1.034

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Increased capacity of UK airspace : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	238 12%	10 21%	1 8%	35 23%	1 2%	1 3%	5 13%	- -	- -	187 11%	17 16%	2 8%	37 20%	2 4%	7 7%	22 18%	1 4%	1 3%	149 11%
Very beneficial	(4.0)	601 30%	16 33%	4 53%	63 41%	10 40%	12 60%	9 24%	1 47%	5 25%	482 28%	36 35%	7 28%	69 37%	20 39%	30 31%	34 28%	4 26%	15 36%	387 28%
Moderately beneficial	(3.0)	759 38%	12 24%	2 23%	35 23%	8 33%	4 19%	15 42%	1 28%	13 63%	670 39%	35 35%	5 18%	49 26%	19 37%	33 33%	33 27%	9 59%	18 44%	559 41%
Of little benefit	(2.0)	282 14%	4 9%	1 15%	17 11%	6 22%	2 12%	7 21%	1 25%	2 12%	241 14%	7 7%	11 41%	27 15%	8 16%	13 13%	19 16%	2 11%	6 16%	189 14%
Not at all beneficial	(1.0)	129 6%	6 13%	- -	2 1%	1 2%	1 6%	- -	- -	- -	119 7%	7 7%	1 5%	4 2%	2 5%	15 16%	14 11%	- -	* -	86 6%
Net: Very or extremely beneficial		839 42%	26 54%	4 61%	97 64%	11 42%	13 63%	13 37%	1 47%	5 25%	668 39%	52 51%	9 36%	106 57%	21 42%	37 38%	56 46%	5 29%	16 39%	536 39%
Net: Not beneficial		411 20%	11 22%	1 15%	19 13%	6 25%	4 18%	7 21%	1 25%	2 12%	360 21%	14 14%	12 46%	30 16%	11 21%	28 29%	33 27%	2 11%	7 17%	275 20%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.27	3.39	3.54	3.74	3.17	3.42	3.29	3.23	3.14	3.22	3.47	2.93	3.59	3.21	3.01	3.26	3.21	3.24	3.24	
Standard Deviation	1.049	1.289	.921	.978	.902	.976	.951	1.024	.611	1.048	1.072	1.109	1.026	.927	1.166	1.249	.709	.804	1.026	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Increased capacity of UK airspace : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	238 12%	17 16% de	8 12% d	41 19% degi	2 3%	13 7%	26 15% de	1 4%	9 12%	119 11% d	217 13% b	21 6%	54 25% bc	10 11%	24 7%
Very beneficial	(4.0)	601 30%	38 34% g	14 22% g	76 35% g	24 37% g	55 30% g	49 28% g	5 16% g	22 31% g	318 29% g	496 30% g	105 31% g	87 40% c	29 31% c	98 30% c
Moderately beneficial	(3.0)	759 38%	41 37%	24 36%	64 29%	28 43% cf	69 38% f	46 26% cf	16 54% cf	26 36% cf	445 41% cf	626 38% cf	133 39% cf	48 22% cf	22 24% cf	129 40% ab
Of little benefit	(2.0)	282 14%	8 7%	15 23% aei	32 15% aei	9 13% aei	23 12% aei	34 20% aei	5 18% aei	14 20% aei	142 13% aei	232 14% aei	50 14% aei	23 10% aei	19 21% aei	51 16% aei
Not at all beneficial	(1.0)	129 6%	7 6%	4 7%	5 2%	3 4%	23 12% chi	19 11% chi	2 8%	2 2%	65 6% c	94 6% c	35 10% a	7 3% a	12 13% a	24 7% a
Net: Very or extremely beneficial		839 42%	55 50% eg	22 34% eg	117 54% befgi	26 39% eg	68 37% eg	75 43% g	6 20% g	31 42% g	438 40% g	712 43% b	126 37% b	141 64% bc	39 42% bc	123 37% bc
Net: Not beneficial		411 20%	15 13%	19 30% aci	37 17% aci	12 18% aci	45 25% a	53 30% aci	8 26% aci	16 22% aci	207 19% aci	326 20% aci	85 25% a	30 14% a	31 34% a	75 23% a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.27	3.46 beg	3.10 beg	3.54 bdefgi	3.21 beg	3.07 beg	3.17 beg	2.90 beg	3.30 g	3.26 eg	3.31 b	3.08 b	3.72 bc	3.06 bc	3.14 bc	
Standard Deviation	1.049	1.045	1.103	1.029	.870	1.102	1.221	.906	.991	1.016	1.044	1.051	1.049	1.220	1.015	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Reduced noise away from airports by allowing quicker ascents and descents : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	405	225	179	100	156	149	303	79	23	307	28	71	230	163	12	167	223	8
		20%	23%	18%	18%	23%	20%	18%	31%	47%	26%	14%	11%	20%	21%	13%	18%	22%	37%
			b			a			a	ab			bc						
Very beneficial	(4.0)	784	357	426	203	257	324	680	92	12	526	58	200	440	304	39	313	452	6
		39%	36%	42%	36%	38%	43%	40%	36%	24%	45%	30%	31%	38%	40%	41%	34%	44%	28%
				a			a			c			bc						a
Moderately beneficial	(3.0)	598	294	302	178	198	223	526	60	12	283	53	262	354	224	21	316	268	6
		30%	30%	30%	31%	29%	29%	31%	24%	25%	24%	27%	41%	31%	29%	21%	34%	26%	25%
							b						ab						b
Of little benefit	(2.0)	164	79	85	59	58	47	152	12	-	41	46	77	96	54	14	78	84	-
		8%	8%	8%	10%	9%	6%	9%	5%	-	3%	23%	12%	8%	7%	14%	8%	8%	-
					c			bc				ac	a			b			
Not at all beneficial	(1.0)	58	35	23	29	12	17	46	9	2	16	12	30	29	18	11	45	10	2
		3%	4%	2%	5%	2%	2%	3%	4%	5%	1%	6%	5%	3%	2%	11%	5%	1%	10%
					bc							a	a			ab	b		
Net: Very or extremely beneficial		1189	582	604	303	413	472	983	171	35	833	86	271	670	467	52	481	675	15
		59%	59%	60%	53%	61%	62%	58%	68%	71%	71%	44%	42%	58%	61%	53%	52%	65%	65%
						a	a		a		bc								a
Net: Not beneficial		222	114	108	88	70	64	198	22	2	57	58	107	125	72	25	123	93	2
		11%	12%	11%	15%	10%	8%	12%	9%	5%	5%	29%	17%	11%	9%	25%	13%	9%	10%
					bc							ac	a			ab	b		
Base for stats		2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
Mean Score		3.65	3.66	3.64	3.50	3.72	3.71	3.61	3.87	4.09	3.91	3.22	3.32	3.65	3.71	3.29	3.52	3.77	3.80
						a	a		a	a			bc		c	c		a	
Standard Deviation		.983	1.025	.941	1.057	.969	.927	.967	1.032	1.067	.869	1.140	.982	.974	.956	1.203	1.038	.909	1.260



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Reduced noise away from airports by allowing quicker ascents and descents : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely beneficial	(5.0)	405 20%	237 22% b	156 18%	12 20%	140 25% cd	125 21% d	60 19%	79 16%	148 21%	279 20%	259 19%	146 23% a	82 19%	64 30% ac
Very beneficial	(4.0)	784 39%	447 41% b	312 36%	25 41%	219 39%	232 39%	124 38%	200 39%	274 39%	536 39%	532 39%	252 39%	165 39%	86 41%
Moderately beneficial	(3.0)	598 30%	312 29%	269 31%	17 28%	154 27%	185 31%	96 30%	160 31%	202 29%	416 30%	426 31% d	172 27%	125 29%	46 22%
Of little benefit	(2.0)	164 8%	78 7%	83 10%	3 5%	43 8%	41 7%	35 11% b	45 9%	56 8%	114 8%	115 8%	49 8%	36 8%	14 6%
Not at all beneficial	(1.0)	58 3%	14 1%	40 5% a	4 7% a	9 2%	10 2%	9 3%	26 5% ab	16 2%	44 3%	38 3%	20 3%	18 4% d	2 1%
Net: Very or extremely beneficial		1189 59%	684 63% b	468 54%	37 61%	358 63% d	357 60%	185 57%	280 55%	421 61%	815 59%	791 58%	398 62%	248 58%	151 71% abc
Net: Not beneficial		222 11%	92 8%	123 14% a	7 11%	52 9%	51 9%	44 14% ab	71 14% ab	72 10%	158 11%	153 11%	69 11%	54 13%	15 7%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.65	3.75 b	3.54	3.63	3.77 cd	3.71 d	3.59	3.51	3.69	3.64	3.63	3.71	3.60	3.93 abc
Standard Deviation		.983	.918	1.042	1.072	.959	.932	1.002	1.022	.968	.993	.973	1.004	1.026	.920

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Reduced noise away from airports by allowing quicker ascents and descents : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	405 20%	16 33% i	2 36% i	48 32% i	3 13%	4 20%	5 15%	- -	5 23%	321 19%	27 26% d	3 11%	56 30% di	5 10%	20 20%	26 21%	3 21%	7 16%	259 19%
Very beneficial	(4.0)	784 39%	19 40%	3 41%	57 38%	9 36%	10 49%	16 45%	1 47%	8 42%	660 39%	52 51% fi	6 24%	71 38%	22 43%	37 39%	45 37%	5 33%	14 34%	532 39%
Moderately beneficial	(3.0)	598 30%	9 19%	2 23%	33 22%	6 25%	6 28%	10 27%	1 53%	5 23%	526 31% c	17 17%	11 42%	43 23%	16 31% a	26 27%	34 28%	7 43%	18 43% ac	426 31% a
Of little benefit	(2.0)	164 8%	3 6%	- -	6 4%	7 26%	1 3%	5 13%	- -	2 12%	141 8%	4 4%	6 22%	8 4%	8 15% ac	13 13% ac	8 7%	1 4%	2 6%	115 8%
Not at all beneficial	(1.0)	58 3%	1 3%	- -	7 4%	- -	- -	- -	- -	- -	50 3%	2 2%	- -	7 4%	* 1%	1 1%	9 7% ei	- -	- -	38 3%
Net: Very or extremely beneficial		1189 59%	35 73%	5 77%	105 70% i	12 49%	14 69%	21 60%	1 47%	13 65%	981 58%	79 77% defhi	9 36%	126 68% hi	27 53%	57 59%	70 58%	9 54%	21 51%	791 58%
Net: Not beneficial		222 11%	4 9%	- -	13 8%	7 26%	1 3%	5 13%	- -	2 12%	191 11%	6 6%	6 22%	15 8%	8 16%	14 14%	17 14%	1 4%	2 6%	153 11%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.65	3.94 i	4.12	3.89 i	3.36	3.86	3.62	3.47	3.75	3.62	3.94 defhi	3.25	3.86 dfi	3.47	3.64	3.58	3.71	3.61	3.63	
Standard Deviation	.983	1.006	.821	1.040	1.024	.785	.906	.626	.964	.978	.897	.944	1.026	.910	.987	1.117	.864	.837	.973	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Reduced noise away from airports by allowing quicker ascents and descents : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	405	27	12	63	7	32	33	7	15	210	356	49	68	23	55
	20%	24%	19%	29%	10%	18%	19%	23%	21%	19%	21%	14%	31%	25%	17%	
		d		defi							b		c			
Very beneficial	(4.0)	784	58	23	92	34	83	63	11	22	397	652	131	85	25	141
	39%	52%	35%	42%	51%	46%	36%	37%	31%	36%	39%	38%	39%	27%	43%	
		bghi			fhi	hi									b	
Moderately beneficial	(3.0)	598	19	21	46	17	44	47	10	24	370	484	115	48	26	98
	30%	17%	32%	21%	25%	24%	27%	36%	33%	34%	29%	33%	22%	28%	30%	
		a						a	ac	ace					a	
Of little benefit	(2.0)	164	5	9	9	8	18	20	1	10	84	127	37	12	13	25
	8%	5%	13%	4%	12%	10%	12%	2%	14%	8%	8%	11%	5%	14%	7%	
			c		c	c	c		ac					a		
Not at all beneficial	(1.0)	58	2	1	7	1	5	11	1	1	28	46	12	6	6	9
	3%	2%	1%	3%	2%	3%	6%	3%	2%	3%	3%	4%	3%	6%	3%	
						i										
Net: Very or extremely beneficial	1189	84	35	155	41	115	96	18	38	607	1008	181	154	48	196	
	59%	76%	54%	71%	62%	63%	55%	60%	52%	56%	61%	53%	70%	52%	60%	
		befhi		bghi							b		bc			
Net: Not beneficial	222	8	9	17	9	23	31	1	11	112	173	49	17	19	33	
	11%	7%	14%	8%	13%	13%	18%	5%	15%	10%	10%	14%	8%	20%	10%	
							aci					a		ac		
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.65	3.91	3.57	3.89	3.57	3.65	3.50	3.75	3.56	3.62	3.69	3.49	3.91	3.50	3.64	
		bdefhi		bdefhi							b		bc			
Standard Deviation	.983	.893	.976	.982	.886	.977	1.117	.939	1.025	.966	.980	.983	.985	1.189	.938	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. More efficient routes that save fuel and reduce environmental impact : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	728	345	382	194	251	283	599	108	21	549	46	133	406	309	13	280	432	10
		36%	35%	38%	34%	37%	37%	35%	43%	43%	47%	24%	21%	35%	40%	14%	30%	42%	46%
									a		bc		c	ac			a		
Very beneficial	(4.0)	767	372	393	182	264	321	660	90	17	468	69	229	443	286	38	349	393	11
		38%	38%	39%	32%	39%	42%	39%	36%	34%	40%	35%	36%	39%	37%	39%	38%	38%	50%
						a	a												
Moderately beneficial	(3.0)	375	193	181	130	125	120	322	44	8	130	53	192	226	123	26	199	167	1
		19%	19%	18%	23%	18%	16%	19%	17%	17%	11%	27%	30%	20%	16%	27%	22%	16%	4%
					bc						a	a	b		b	b			
Of little benefit	(2.0)	96	51	45	42	29	24	86	8	1	16	19	61	53	29	14	59	36	-
		5%	5%	4%	7%	4%	3%	5%	3%	2%	1%	10%	10%	5%	4%	14%	6%	3%	-
					bc						a	a			ab	b			
Not at all beneficial	(1.0)	43	29	14	21	12	11	38	3	2	9	9	25	21	16	6	33	8	-
		2%	3%	1%	4%	2%	1%	2%	1%	5%	1%	5%	4%	2%	2%	6%	4%	1%	-
			b		bc						a	a			ab	b			
Net: Very or extremely beneficial		1495	718	775	376	515	604	1259	198	38	1018	116	362	849	595	51	629	825	22
		74%	72%	76%	66%	76%	80%	74%	78%	77%	87%	59%	57%	74%	78%	53%	68%	80%	96%
				a		a	a				bc		c	ac			a		
Net: Not beneficial		139	80	59	63	41	35	125	11	3	25	28	86	74	45	20	92	44	-
		7%	8%	6%	11%	6%	5%	7%	4%	6%	2%	14%	14%	6%	6%	21%	10%	4%	-
			b		bc						a	a			ab	b			
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	4.02	3.96	4.07	3.86	4.05	4.11	3.99	4.15	4.08	4.31	3.64	3.60	4.01	4.10	3.39	3.85	4.16	4.41	
			a		a	a		a		bc			c	ac		a			
Standard Deviation	.966	1.008	.923	1.083	.939	.880	.972	.901	1.048	.780	1.085	1.042	.949	.947	1.095	1.039	.873	.588	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. More efficient routes that save fuel and reduce environmental impact : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely beneficial	(5.0)	728 36%	422 39% b	275 32% c	32 52% ab	231 41% cd	232 39% cd	103 32%	157 31%	247 35%	519 37%	481 35%	248 39%	159 37%	89 42%
Very beneficial	(4.0)	767 38%	443 41% c	313 36% c	11 17%	207 37%	222 37%	149 46% abd	184 36%	270 39%	519 37%	538 39%	228 36%	158 37%	71 33%
Moderately beneficial	(3.0)	375 19%	178 16%	182 21% a	14 23% a	95 17%	102 17%	54 17%	122 24% abc	138 20%	251 18%	243 18%	132 21%	86 20%	45 21%
Of little benefit	(2.0)	96 5%	33 3%	61 7% a	1 2% a	23 4%	26 4%	15 5%	29 6%	27 4%	71 5%	72 5%	23 4%	17 4%	6 3%
Not at all beneficial	(1.0)	43 2%	11 1%	29 3% a	4 6% a	9 2%	11 2%	4 1%	19 4% abc	14 2%	30 2%	36 3%	8 1%	7 2%	1 *
Net: Very or extremely beneficial		1495 74%	864 79% b	588 68%	43 69%	438 78% d	454 77% d	252 78% d	341 67%	517 74%	1038 75%	1019 74%	476 75%	317 74%	160 75%
Net: Not beneficial		139 7%	44 4%	90 10% a	5 8% a	31 6%	36 6%	19 6%	48 9% ab	41 6%	100 7%	108 8% bd	31 5%	24 6%	7 3%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		4.02	4.13 b	3.87	4.07	4.12 d	4.08 d	4.02 d	3.84	4.02	4.03	3.99	4.07	4.04	4.14
Standard Deviation		.966	.866	1.048	1.181	.930	.946	.885	1.044	.942	.975	.987	.919	.939	.876

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. More efficient routes that save fuel and reduce environmental impact : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	728 36%	24 50%	3 45%	75 50%	3 12%	12 63%	13 36%	- -	4 20%	593 35%	41 40%	8 30%	83 45%	8 16%	38 39%	56 46%	5 32%	9 21%	481 35%
		i		i							dh		dhi		dh		dhi			d
Very beneficial	(4.0)	767 38%	15 30%	3 48%	53 35%	12 49%	6 28%	11 31%	1 47%	12 60%	654 38%	35 35%	5 21%	69 37%	22 44%	30 31%	40 33%	5 30%	22 55%	538 39%
																		acefi		
Moderately beneficial	(3.0)	375 19%	8 17%	* 7%	20 13%	5 21%	2 9%	12 34%	1 53%	2 11%	324 19%	23 23%	12 48%	27 15%	15 29%	21 21%	20 17%	6 38%	8 19%	243 18%
								ci						ci						
Of little benefit	(2.0)	96 5%	2 4%	- -	3 2%	5 18%	- -	- -	- -	2 8%	84 5%	2 2%	* 2%	6 3%	5 10%	7 7%	1 1%	- -	2 5%	72 5%
														acf	f					f
Not at all beneficial	(1.0)	43 2%	- -	- -	- -	- -	- -	- -	- -	- 3%	43 3%	- -	- -	1 *	* 1%	2 2%	5 4%	- -	- -	36 3%
														*	2	c				
Net: Very or extremely beneficial		1495 74%	39 79%	6 93%	128 85%	15 61%	18 91%	24 66%	1 47%	16 81%	1247 73%	76 75%	13 51%	152 82%	30 60%	68 70%	96 79%	10 62%	31 76%	1019 74%
					fi								dei		d					d
Net: Not beneficial		139 7%	2 4%	- -	3 2%	5 18%	- -	- -	- -	2 8%	128 8%	2 2%	* 2%	7 4%	6 11%	8 9%	5 4%	- -	2 5%	108 8%
														ac						
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	4.02	4.25	4.38	4.33	3.55	4.53	4.02	3.47	3.93	3.98	4.12	3.79	4.23	3.64	3.99	4.17	3.94	3.92	3.99	
				i							d		dehi		d	d				d
Standard Deviation	.966	.875	.660	.782	.943	.675	.844	.626	.814	.984	.846	.913	.845	.909	1.026	.989	.859	.782	.987	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. More efficient routes that save fuel and reduce environmental impact : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	728	43	25	97	16	68	70	12	20	377	610	118	103	35	109
		36%	39%	38%	45% dhi	25%	37%	40% d	40%	28%	35%	37%	34%	47% c	38%	33%
Very beneficial	(4.0)	767	39	21	85	28	66	63	8	30	428	627	140	71	28	129
		38%	35%	32%	39%	42%	36%	36%	27%	41%	39%	38%	41%	32%	31%	39%
Moderately beneficial	(3.0)	375	25	16	29	16	31	28	9	13	207	322	53	43	20	69
		19%	23% c	24%	13%	24% c	17%	16%	31% c	18%	19%	19%	15%	20%	21%	21%
Of little benefit	(2.0)	96	4	3	7	5	14	5	1	8	48	72	24	2	9	13
		5%	3%	5%	3%	8%	8% f	3%	3%	11% acfi	4%	4%	7% a	1%	10% ac	4% a
Not at all beneficial	(1.0)	43	-	1	1	1	3	8	-	1	29	34	9	-	*	7
		2%	-	1%	*	2%	2% ac	4%	-	2%	3%	2%	3%	-	1%	2% a
Net: Very or extremely beneficial		1495	82	46	182	44	134	133	20	50	805	1237	258	174	63	239
		74%	74%	70%	83% bdeghe	67%	73%	76%	66%	69%	74%	74%	75%	79%	69%	73%
Net: Not beneficial		139	4	4	7	6	17	13	1	10	78	106	33	2	9	20
		7%	3%	6%	3%	9%	9% c	7%	3%	13% ac	7%	6% a	10% a	1% a	10% a	6% a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	4.02	4.09	4.01	4.24	3.81	4.00	4.05	4.03	3.82	3.99	4.03	3.97	4.26	3.96	3.98	
		d		dehi									bc			
Standard Deviation	.966	.866	.968	.821	.954	1.000	1.040	.918	1.020	.978	.958	1.009	.801	1.014	.949	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Avoidance of increasing delays for passengers at airports as passenger numbers grow : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	537	262	274	132	190	215	433	80	24	403	43	91	302	220	15	202	319	11
		27%	26%	27%	23%	28%	28%	25%	32%	48%	34%	22%	14%	26%	29%	16%	22%	31%	48%
						a		a	ab	bc	c		c	c			a		
Very beneficial	(4.0)	796	369	426	200	279	316	679	107	10	523	61	212	464	297	35	323	447	11
		40%	37%	42%	35%	41%	42%	40%	42%	20%	45%	31%	33%	40%	39%	36%	35%	43%	49%
				a		a	a	c	c		bc						a		
Moderately beneficial	(3.0)	507	266	240	169	163	175	451	47	9	211	44	252	293	184	31	283	220	-
		25%	27%	24%	30%	24%	23%	26%	19%	18%	18%	23%	39%	25%	24%	31%	31%	21%	-
					bc			b				ab				b			
Of little benefit	(2.0)	121	64	57	47	37	38	102	17	3	27	34	61	68	46	8	72	43	*
		6%	6%	6%	8%	5%	5%	6%	7%	6%	2%	17%	10%	6%	6%	8%	8%	4%	2%
					c						ac	a				b			
Not at all beneficial	(1.0)	48	30	17	21	12	14	42	2	4	9	14	24	23	17	8	39	6	-
		2%	3%	2%	4%	2%	2%	2%	1%	9%	1%	7%	4%	2%	2%	8%	4%	1%	-
			b		bc				ab		ac	a			ab		b		
Net: Very or extremely beneficial		1333	630	700	332	469	531	1112	188	33	926	104	303	766	516	51	526	766	22
		66%	64%	69%	58%	69%	70%	65%	74%	67%	79%	53%	47%	67%	68%	52%	57%	74%	98%
				a		a	a		a		bc		c	c			a		
Net: Not beneficial		169	94	75	68	49	52	143	18	7	36	48	85	90	63	16	111	50	*
		8%	9%	7%	12%	7%	7%	8%	7%	15%	3%	24%	13%	8%	8%	17%	12%	5%	2%
					bc						ac	a			ab		b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.82	3.78	3.87	3.66	3.88	3.90	3.80	3.98	3.92	4.09	3.43	3.44	3.83	3.86	3.43	3.63	3.99	4.44	
			a		a	a		a		bc			c	c		a			
Standard Deviation	.972	1.008	.933	1.038	.939	.936	.968	.911	1.305	.823	1.215	.974	.951	.975	1.113	1.042	.862	.625	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Avoidance of increasing delays for passengers at airports as passenger numbers grow : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Extremely beneficial	(5.0)	537 27%	330 30%	192 22%	15 25%	166 29%	165 28%	90 28%	114 22%	188 27%	372 27%	363 27%	174 27%	106 25%	67 32%
			b			d	d								
Very beneficial	(4.0)	796 40%	435 40%	337 39%	23 38%	235 42%	227 38%	140 43%	186 36%	288 41%	542 39%	546 40%	249 39%	169 40%	80 38%
Moderately beneficial	(3.0)	507 25%	254 23%	240 28%	14 22%	121 21%	161 27%	71 22%	150 29%	160 23%	362 26%	346 25%	161 25%	117 27%	44 21%
				a			a		ac						
Of little benefit	(2.0)	121 6%	56 5%	59 7%	6 10%	31 6%	32 5%	19 6%	38 8%	44 6%	81 6%	80 6%	41 6%	23 5%	18 8%
Not at all beneficial	(1.0)	48 2%	13 1%	32 4%	3 5%	11 2%	8 1%	6 2%	22 4%	16 2%	32 2%	33 2%	14 2%	12 3%	3 1%
				a					abc						
Net: Very or extremely beneficial		1333 66%	765 70%	529 62%	38 62%	401 71%	392 66%	229 70%	300 59%	476 68%	914 66%	910 66%	423 66%	275 64%	148 70%
			b			d	d		d						
Net: Not beneficial		169 8%	69 6%	91 11%	9 15%	43 8%	41 7%	25 8%	61 12%	60 9%	113 8%	114 8%	55 9%	35 8%	20 10%
				a					abc						
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.82	3.93	3.70	3.67	3.91	3.86	3.89	3.65	3.85	3.82	3.82	3.82	3.78	3.91
			bc			d	d		d						
Standard Deviation		.972	.919	1.009	1.123	.952	.935	.936	1.043	.968	.968	.970	.976	.971	.981

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Avoidance of increasing delays for passengers at airports as passenger numbers grow : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	537 27%	16 33%	3 45%	54 36%	3 13%	9 46%	5 15%	- -	2 9%	444 26%	29 28%	5 21%	62 33%	4 8%	29 30%	35 28%	4 25%	6 15%	363 27%
Very beneficial	(4.0)	796 40%	21 43%	3 48%	48 31%	11 42%	7 35%	18 51%	1 47%	14 69%	673 40%	47 46%	8 29%	59 32%	25 50%	36 37%	54 44%	4 24%	18 44%	546 40%
Moderately beneficial	(3.0)	507 25%	8 16%	* 7%	33 22%	6 22%	4 19%	10 28%	1 53%	4 22%	440 26%	21 21%	7 29%	44 24%	15 29%	26 27%	25 20%	6 38%	17 40%	346 25%
Of little benefit	(2.0)	121 6%	2 4%	- -	14 9%	4 17%	- -	2 6%	- -	- -	99 6%	3 3%	4 17%	18 10%	5 10%	4 4%	4 4%	2 14%	- -	80 6%
Not at all beneficial	(1.0)	48 2%	2 4%	- -	3 2%	1 6%	- -	- -	- -	- -	42 2%	2 2%	1 5%	3 2%	2 4%	1 1%	4 3%	- -	1 1%	33 2%
Net: Very or extremely beneficial		1333 66%	37 75%	6 93%	101 67%	14 54%	16 81%	24 66%	1 47%	16 78%	1118 66%	75 74%	13 50%	120 65%	29 58%	65 67%	88 73%	8 49%	24 58%	910 66%
Net: Not beneficial		169 8%	4 8%	- -	16 11%	6 23%	- -	2 6%	- -	- -	141 8%	5 5%	6 21%	21 11%	7 14%	5 6%	8 7%	2 14%	1 1%	114 8%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.82	3.96	4.38	3.90	3.38	4.27	3.75	3.47	3.88	3.81	3.95	3.45	3.85	3.48	3.90	3.91	3.60	3.71	3.82	
Standard Deviation	.972	1.025	.660	1.045	1.111	.780	.793	.626	.558	.970	.894	1.156	1.048	.917	.927	.967	1.038	.771	.970	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q4. Avoidance of increasing delays for passengers at airports as passenger numbers grow : How beneficial, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Extremely beneficial	(5.0)	537 27%	30 27%	20 30%	77 35%	8 12%	57 31%	43 25%	4 15%	18 25%	279 26%	451 27%	86 25%	84 38%	24 26%	66 20%
			d	d	dfgj		d	d		d				c		
Very beneficial	(4.0)	796 40%	48 43%	24 37%	70 32%	35 54%	70 38%	72 42%	9 32%	30 41%	436 40%	666 40%	130 38%	76 35%	36 39%	137 42%
					cegi					c						
Moderately beneficial	(3.0)	507 25%	26 23%	12 19%	50 23%	15 23%	48 26%	38 22%	12 40%	22 30%	285 26%	430 26%	77 22%	50 23%	15 16%	96 29%
								bcd							b	
Of little benefit	(2.0)	121 6%	5 4%	7 11%	18 8%	5 7%	5 3%	14 8%	3 10%	2 3%	62 6%	81 5%	41 12%	7 3%	14 15%	20 6%
				e	e		e	e	e			a		ac		
Not at all beneficial	(1.0)	48 2%	2 2%	2 3%	3 2%	2 4%	2 1%	7 4%	1 3%	1 1%	28 3%	37 2%	11 3%	2 1%	3 3%	9 3%
Net: Very or extremely beneficial		1333 66%	78 71%	44 67%	147 67%	44 66%	127 70%	116 67%	14 47%	48 66%	715 66%	1117 67%	216 63%	160 73%	60 65%	203 62%
			g		g		g	g		g				c		
Net: Not beneficial		169 8%	7 6%	9 14%	22 10%	7 11%	7 4%	20 12%	4 13%	3 4%	90 8%	118 7%	51 15%	9 4%	17 18%	29 9%
				eh	e	e		eh	e	e		a		ac	a	
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.82	3.90	3.80	3.91	3.63	3.96	3.76	3.47	3.87	3.80	3.85	3.69	4.06	3.69	3.70	
		g		g		dgi			g		b		bc			
Standard Deviation	.972	.917	1.082	1.025	.931	.895	1.038	.979	.857	.968	.949	1.067	.913	1.118	.947	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Summary : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

Significance Level: 95%

Total	Concern							Mean score	Standard Deviation
	Not at all concerning (1.0)	Of little concern (2.0)	Moderately concerning (3.0)	Very concerning (4.0)	Extremely concerning (5.0)	Net: Not concerning	Net: Very or extremely concerning		
	*a	*b	*c	*d	*e	*f	*g	*h	*i
Increased delays and flight congestion while the change is taking place									
2009	85	241	709	621	353	326	974	3.46	1.05
100%	4%	12%	35%	31%	18%	16%	49%		
Some people experiencing an increase in aircraft noise									
2009	93	303	806	517	289	396	807	3.30	1.04
100%	5%	15%	40%	26%	14%	20%	40%		
New areas having planes flying overhead for the first time									
2009	184	488	828	352	159	671	510	2.91	1.04
100%	9%	24%	41%	17%	8%	33%	25%		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. New areas having planes flying overhead for the first time : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	184	119	65	63	65	56	163	14	6	123	14	46	119	53	12	86	94	3
		9%	12%	6%	11%	9%	7%	10%	6%	11%	7%	7%	10%	7%	12%	9%	9%	13%	
			b		c			b			c		b						
Of little concern	(2.0)	488	254	233	134	173	180	408	78	2	313	47	127	299	164	25	186	293	2
		24%	26%	23%	24%	25%	24%	24%	31%	4%	27%	24%	20%	26%	21%	26%	20%	28%	8%
								c	ac		c		b				a		
Moderately concerning	(3.0)	828	367	458	238	277	312	724	90	14	464	58	305	478	318	32	393	423	5
		41%	37%	45%	42%	41%	41%	42%	35%	29%	40%	29%	48%	42%	42%	32%	43%	41%	21%
				a				b			b		ab						
Very concerning	(4.0)	352	167	185	95	112	144	288	52	12	198	40	113	168	164	20	158	173	7
		17%	17%	18%	17%	16%	19%	17%	20%	24%	17%	20%	18%	15%	22%	20%	17%	17%	29%
														a					
Extremely concerning	(5.0)	159	84	74	38	54	67	124	19	15	74	37	48	85	64	9	97	53	7
		8%	8%	7%	7%	8%	9%	7%	8%	31%	6%	19%	7%	7%	8%	9%	11%	5%	29%
									ab		ac					b			
Net: Not concerning		671	373	298	197	238	236	571	93	8	437	61	174	418	216	37	272	387	5
		33%	38%	29%	35%	35%	31%	33%	37%	16%	37%	31%	27%	36%	28%	38%	30%	37%	21%
			b					c	c		c		b				a		
Net: Very or extremely concerning		510	251	259	133	166	211	412	71	27	272	77	161	253	228	29	255	226	13
		25%	25%	25%	23%	24%	28%	24%	28%	55%	23%	39%	25%	22%	30%	29%	28%	22%	59%
									ab		ac			a		b			
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	2.91	2.84	2.97	2.84	2.88	2.98	2.88	2.94	3.59	2.82	3.20	2.98	2.83	3.03	2.89	2.99	2.81	3.55	
			a						ab		ac		a		b				
Standard Deviation	1.044	1.104	.980	1.044	1.050	1.037	1.034	1.024	1.290	1.037	1.204	.982	1.044	1.021	1.147	1.082	.991	1.352	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. New areas having planes flying overhead for the first time : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	184 9%	82 8%	94 11% a	7 12%	45 8%	45 8%	34 11%	60 12% ab	65 9%	123 9%	128 9%	56 9%	41 10%	15 7%
Of little concern	(2.0)	488 24%	242 22%	230 27% a	15 25%	132 23%	161 27% d	78 24%	111 22%	166 24%	341 25%	343 25%	144 23%	97 23%	47 22%
Moderately concerning	(3.0)	828 41%	456 42%	345 40%	27 44%	237 42%	222 38%	138 42%	224 44% b	275 40%	590 42%	574 42%	253 40%	176 41%	77 36%
Very concerning	(4.0)	352 17%	209 19%	137 16%	6 9%	98 17%	121 20% d	56 17%	76 15%	133 19%	233 17%	237 17%	115 18%	62 14%	53 25% abc
Extremely concerning	(5.0)	159 8%	98 9% b	54 6% a	6 10%	52 9%	44 7%	19 6%	40 8%	57 8%	101 7%	88 6%	71 11% a	50 12% a	21 10%
Net: Not concerning		671 33%	324 30%	324 38% a	23 37%	177 31%	205 35%	112 34%	171 33%	231 33%	464 33%	471 34%	200 31%	139 32%	62 29%
Net: Very or extremely concerning		510 25%	307 28% b	191 22% a	12 19%	150 27%	165 28% d	75 23%	116 23%	189 27%	335 24%	325 24%	186 29% a	112 26%	74 35% ac
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	2.91	3.00 b	2.80	2.81	2.96	2.93	2.84	2.85	2.93	2.89	2.86	3.00 a	2.96	3.09 a	
Standard Deviation	1.044	1.039	1.038	1.096	1.046	1.035	1.023	1.061	1.061	1.024	1.017	1.096	1.109	1.068	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. New areas having planes flying overhead for the first time : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all concerning	(1.0)	184 9%	1 2%	1 8%	16 11%	1 6%	2 9%	1 4%	- -	- -	161 9%	3 3%	1 4%	19 10% a	6 12% ah	12 13% ah	11 9%	3 18%	* 1%	128 9% a	
Of little concern	(2.0)	488 24%	11 22%	* 7%	29 19%	13 51%	4 21%	14 40% ci	- -	3 16%	413 24%	24 24%	4 15%	39 21%	19 37% cei	21 21%	29 24%	1 4%	8 20%	343 25%	
Moderately concerning	(3.0)	828 41%	16 33%	6 85%	49 32%	8 31%	8 38%	14 39%	2 75%	16 81%	709 42%	36 35%	10 38%	62 33%	18 36%	40 41%	52 43%	9 57%	27 65% acdefi	574 42% c	
Very concerning	(4.0)	352 17%	10 20%	- -	32 21%	2 6%	4 19%	6 16%	1 25%	1 3%	297 17%	26 25% deh	9 35%	41 22% deh	4 7%	11 12%	18 15%	3 18%	3 7%	237 17%	
Extremely concerning	(5.0)	159 8%	11 22% fi	- -	24 16% fi	1 6%	2 12%	1 2%	- -	- -	119 7%	13 13% i	2 7%	25 14% i	4 7%	13 13% i	10 9%	1 4%	3 7%	88 6%	
Net: Not concerning		671 33%	12 24%	1 15%	45 30%	14 57%	6 30%	16 44%	- -	3 16%	574 34%	27 26%	5 20%	58 31%	25 50% achi	33 34%	41 34%	3 21%	8 21%	471 34%	
Net: Very or extremely concerning		510 25%	21 43% fi	- -	57 38% fi	3 12%	6 31%	6 17%	1 25%	1 3%	416 24%	39 38% dfhi	11 42%	66 35% dfhi	7 15%	25 25%	29 24%	3 22%	6 14%	325 24%	
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score		2.91	3.40 fi	2.77	3.13 i	2.54	3.04	2.72	3.25	2.86	2.88	3.22 dfi	3.25	3.08 di	2.60	2.92	2.89	2.86	3.00 d	2.86	
Standard Deviation		1.044	1.120	.625	1.215	.924	1.154	.851	.540	.422	1.031	1.040	.967	1.176	1.039	1.174	1.054	1.057	.787	1.017	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. New areas having planes flying overhead for the first time : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	184 9%	4 4%	8 11%	23 10% a	7 10%	19 11% a	16 9%	3 10%	6 9%	98 9%	149 9%	35 10%	26 12% b	3 3%	27 8%
Of little concern	(2.0)	488 24%	28 25% b	7 10%	43 20% bcfghi	26 39% b	50 27% b	42 24% b	3 11%	14 19%	276 25% b	400 24%	88 25%	54 25% b	12 13%	79 24% b
Moderately concerning	(3.0)	828 41%	39 35%	33 50% d	79 36%	20 30%	73 40%	64 37%	14 46%	39 53% acdef	467 43% d	680 41%	147 43%	67 31%	25 27%	161 49% ab
Very concerning	(4.0)	352 17%	27 24% ehi	12 19%	46 21% h	10 15%	25 14%	36 21% h	7 24% h	7 9%	181 17%	303 18%	49 14%	45 20% c	29 31% c	41 13%
Extremely concerning	(5.0)	159 8%	13 12% i	6 9%	28 13% i	4 5%	15 8%	16 9%	3 10%	7 10%	67 6%	133 8%	26 7%	28 13% c	24 26% ac	20 6%
Net: Not concerning		671 33%	32 29%	14 22%	66 30% abcfg	33 49% ghi	69 38% b	57 33%	6 21%	20 28%	374 34% b	549 33%	123 36%	80 37% b	15 16%	105 32% b
Net: Very or extremely concerning		510 25%	40 36% dehi	18 28%	74 34% dehi	13 20%	40 22%	52 30% i	10 33%	14 19%	248 23%	436 26%	75 22%	72 33% c	53 57% ac	61 19%
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	2.91	3.16 dei	3.04 d	3.06 dei	2.66	2.81	2.97	3.12 d	2.93	2.86	2.92	2.83	2.97	3.63 ac	2.84	
Standard Deviation	1.044	1.049	1.067	1.157	1.034	1.064	1.091	1.067	1.018	1.002	1.046	1.037	1.200	1.099	.953	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Some people experiencing an increase in aircraft noise : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	93	62	31	41	20	32	82	7	4	60	8	25	58	29	6	48	42	2
		5%	6%	3%	7%	3%	4%	5%	3%	9%	5%	4%	4%	5%	4%	6%	5%	4%	10%
			b		bc				b										
Of little concern	(2.0)	303	158	145	101	118	85	252	46	5	196	29	78	181	103	20	134	166	2
		15%	16%	14%	18%	17%	11%	15%	18%	9%	17%	15%	12%	16%	13%	20%	15%	16%	10%
					c	c					c								
Moderately concerning	(3.0)	806	403	400	225	273	308	696	97	13	475	57	274	460	307	39	333	459	7
		40%	41%	39%	40%	40%	41%	41%	38%	27%	41%	29%	43%	40%	40%	40%	36%	44%	29%
								c			b		b					a	
Very concerning	(4.0)	517	227	290	140	170	207	444	65	8	296	55	166	290	212	16	243	254	3
		26%	23%	29%	25%	25%	27%	26%	26%	17%	25%	28%	26%	25%	28%	16%	26%	25%	14%
				a									c						
Extremely concerning	(5.0)	289	140	149	61	100	128	232	38	19	146	47	96	160	112	17	162	115	8
		14%	14%	15%	11%	15%	17%	14%	15%	38%	12%	24%	15%	14%	15%	18%	18%	11%	36%
						a	a			ab		ac					b		
Net: Not concerning		396	220	176	142	137	117	334	53	9	255	38	103	239	132	25	183	208	5
		20%	22%	17%	25%	20%	15%	20%	21%	18%	22%	19%	16%	21%	17%	26%	20%	20%	21%
			b		bc	c					c								
Net: Very or extremely concerning		807	367	439	202	271	334	676	104	27	442	102	262	450	323	33	405	369	11
		40%	37%	43%	35%	40%	44%	40%	41%	55%	38%	52%	41%	39%	42%	34%	44%	36%	50%
				a		a	a			a		ac					b		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.30	3.23	3.38	3.14	3.31	3.41	3.29	3.33	3.66	3.23	3.53	3.36	3.27	3.36	3.20	3.36	3.23	3.55	
			a		a	a			ab		ac	a				b			
Standard Deviation	1.039	1.074	1.000	1.061	1.015	1.028	1.030	1.024	1.319	1.033	1.135	1.005	1.047	1.012	1.134	1.092	.979	1.371	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Some people experiencing an increase in aircraft noise : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	93	43	44	7	26	18	14	34	36	58	59	34	25	8
		5%	4%	5%	11%	5%	3%	4%	7%	5%	4%	4%	5%	6%	4%
				a				b							
Of little concern	(2.0)	303	140	158	5	89	93	49	69	114	202	219	85	62	22
		15%	13%	18%	9%	16%	16%	15%	13%	16%	15%	16%	13%	15%	11%
				a											
Moderately concerning	(3.0)	806	463	317	26	224	224	131	221	268	573	550	256	173	83
		40%	43%	37%	42%	40%	38%	40%	43%	39%	41%	40%	40%	40%	39%
			b												
Very concerning	(4.0)	517	269	236	12	138	168	95	115	171	362	349	168	108	61
		26%	25%	27%	20%	24%	28%	29%	23%	25%	26%	25%	26%	25%	29%
						d	d								
Extremely concerning	(5.0)	289	173	105	11	88	89	36	72	106	194	193	97	59	37
		14%	16%	12%	19%	16%	15%	11%	14%	15%	14%	14%	15%	14%	18%
			b												
Net: Not concerning		396	183	201	12	115	111	63	102	150	260	278	118	87	31
		20%	17%	23%	20%	20%	19%	19%	20%	22%	19%	20%	18%	20%	14%
				a											
Net: Very or extremely concerning		807	441	341	24	225	258	131	187	277	556	542	265	167	98
		40%	41%	40%	39%	40%	43%	40%	37%	40%	40%	40%	41%	39%	46%
						d									
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	3.30	3.36	3.23	3.27	3.30	3.37	3.28	3.24	3.28	3.31	3.29	3.33	3.27	3.45	
		b				d								c	
Standard Deviation	1.039	1.021	1.047	1.188	1.058	1.017	.996	1.064	1.072	1.018	1.033	1.051	1.059	1.025	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Some people experiencing an increase in aircraft noise : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all concerning		(1.0)	93 5%	1 2%	- -	10 7%	- -	1 3%	- -	- -	81 5%	2 1%	- -	11 6%	4 8%	9 10%	5 4%	3 18%	- -	59 4%	
Of little concern		(2.0)	303 15%	5 10%	1 15%	13 9%	3 13%	* 2%	6 16%	- -	3 15%	272 16%	12 12%	4 14%	20 11%	8 16%	14 14%	18 15%	3 17%	6 15%	219 16%
Moderately concerning		(3.0)	806 40%	19 40%	1 15%	46 30%	19 74%	11 54%	18 51%	2 75%	11 54%	680 40%	44 43%	6 23%	58 31%	30 59%	40 41%	52 43%	4 25%	23 56%	550 40%
Very concerning		(4.0)	517 26%	8 17%	3 43%	50 33%	2 6%	6 29%	9 25%	1 25%	6 31%	433 25%	23 23%	12 47%	61 33%	5 10%	22 23%	29 24%	4 22%	11 28%	349 25%
Extremely concerning		(5.0)	289 14%	16 32%	2 27%	32 21%	2 7%	2 12%	3 8%	- -	- -	233 14%	21 20%	4 16%	35 19%	4 7%	12 12%	17 14%	3 17%	* 1%	193 14%
Net: Not concerning			396 20%	6 11%	1 15%	23 15%	3 13%	1 5%	6 16%	- -	3 15%	353 21%	13 13%	4 14%	31 17%	12 24%	23 24%	23 19%	6 35%	6 15%	278 20%
Net: Very or extremely concerning			807 40%	24 49%	5 70%	82 54%	3 14%	8 41%	12 33%	1 25%	6 31%	666 39%	44 44%	16 63%	97 52%	9 17%	34 35%	46 38%	6 40%	12 29%	542 40%
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score		3.30	3.68	3.83	3.53	3.09	3.45	3.24	3.25	3.16	3.27	3.49	3.66	3.48	2.92	3.14	3.30	3.04	3.15	3.29	
Standard Deviation		1.039	1.084	1.073	1.119	.705	.874	.826	.540	.675	1.040	.996	.924	1.100	.939	1.118	1.017	1.383	.684	1.033	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Some people experiencing an increase in aircraft noise : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	93	2	3	11	5	13	5	3	3	48	75	18	19	-	14
		5%	1%	5%	5%	7%	7%	3%	10%	5%	4%	4%	5%	9%	-	4%
						a	a	a	a	a	a	a	a	bc		
Of little concern	(2.0)	303	13	6	23	11	36	29	4	13	169	250	54	34	11	39
		15%	12%	10%	10%	16%	20%	16%	14%	17%	15%	15%	16%	15%	12%	12%
						c	c	c	c	c	c	c	c	c	c	c
Moderately concerning	(3.0)	806	49	27	66	30	72	65	8	31	457	670	137	79	19	158
		40%	44%	41%	30%	46%	40%	37%	29%	42%	42%	40%	40%	36%	21%	48%
			c	c	c	c	c	c	c	c	c	c	c	b	ab	ab
Very concerning	(4.0)	517	26	19	76	17	42	40	6	21	269	420	97	50	35	84
		26%	24%	30%	35%	25%	23%	23%	21%	29%	25%	25%	28%	23%	38%	26%
					efi	efi	efi	efi	efi	efi	efi	efi	efi	ac	ac	ac
Extremely concerning	(5.0)	289	21	10	42	4	18	35	8	5	147	250	39	37	27	32
		14%	19%	15%	19%	6%	10%	20%	26%	7%	13%	15%	11%	17%	29%	10%
			deh	deh	dehi	dehi	dehi	dehi	dehi	dehi	dehi	dehi	dehi	c	ac	ac
Net: Not concerning		396	15	10	34	15	49	34	7	16	216	325	71	53	11	53
		20%	13%	15%	15%	23%	27%	19%	24%	22%	20%	20%	21%	24%	12%	16%
						abci	abci	abci	abci	abci	abci	abci	abci	bc	bc	bc
Net: Very or extremely concerning		807	47	29	118	20	61	75	14	26	416	670	136	87	62	116
		40%	42%	44%	54%	31%	33%	43%	47%	36%	38%	40%	40%	40%	67%	35%
					defhi	defhi	defhi	defhi	defhi	defhi	defhi	defhi	defhi	ac	ac	ac
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.30	3.47	3.40	3.53	3.06	3.09	3.41	3.40	3.16	3.27	3.31	3.25	3.23	3.84	3.25	
		deh	e	dehi	de	de	e	e	e	e	e	e	e	ac	ac	
Standard Deviation	1.039	.975	1.018	1.074	.963	1.057	1.079	1.299	.954	1.021	1.042	1.020	1.170	.987	.940	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Increased delays and flight congestion while the change is taking place : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	85	63	22	30	29	27	73	8	4	33	11	41	45	30	10	59	24	-
		4%	6%	2%	5%	4%	3%	4%	3%	9%	3%	6%	6%	4%	4%	11%	6%	2%	-
			b								a	a			ab	b			
Of little concern	(2.0)	241	135	106	69	77	95	211	28	1	133	27	81	135	89	17	133	105	1
		12%	14%	10%	12%	11%	13%	12%	11%	3%	11%	14%	13%	12%	12%	18%	14%	10%	5%
			b					c								b			
Moderately concerning	(3.0)	709	363	343	198	242	269	614	84	11	400	54	255	407	274	28	318	376	4
		35%	37%	34%	35%	36%	35%	36%	33%	22%	34%	27%	40%	35%	36%	29%	35%	36%	19%
								c				ab							
Very concerning	(4.0)	621	270	349	178	222	221	517	91	13	401	56	164	357	245	19	260	338	9
		31%	27%	34%	31%	33%	29%	30%	36%	26%	34%	29%	26%	31%	32%	20%	28%	33%	40%
				a							c		c				a		
Extremely concerning	(5.0)	353	159	194	96	111	147	291	42	20	207	48	99	205	125	23	150	192	8
		18%	16%	19%	17%	16%	19%	17%	17%	41%	18%	24%	15%	18%	16%	24%	16%	19%	37%
									ab		ac								
Net: Not concerning		326	198	128	98	106	122	284	36	6	166	38	122	180	119	27	192	129	1
		16%	20%	13%	17%	16%	16%	17%	14%	12%	14%	20%	19%	16%	16%	28%	21%	12%	5%
			b								a	a			ab	b			
Net: Very or extremely concerning		974	430	543	273	333	368	808	133	33	607	104	263	563	370	42	410	530	17
		49%	43%	54%	48%	49%	49%	47%	53%	67%	52%	53%	41%	49%	49%	43%	45%	51%	76%
				a					a		c	c				a			
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.46	3.33	3.58	3.42	3.45	3.48	3.44	3.52	3.87	3.52	3.52	3.31	3.47	3.45	3.28	3.33	3.55	4.08	
			a					ab		c	c					a			
Standard Deviation	1.046	1.094	.984	1.065	1.027	1.048	1.044	.999	1.245	.999	1.168	1.077	1.038	1.022	1.297	1.107	.981	.883	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Increased delays and flight congestion while the change is taking place : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	85 4%	29 3%	54 6% a	2 3%	19 3%	22 4%	9 3%	35 7% abc	27 4%	62 5%	61 4%	24 4%	19 4%	6 3%
Of little concern	(2.0)	241 12%	121 11%	113 13%	7 11%	76 13%	61 10%	36 11%	68 13%	75 11%	170 12%	177 13% c	64 10%	38 9%	26 12%
Moderately concerning	(3.0)	709 35%	402 37%	286 33%	21 35%	205 36%	207 35%	126 39%	164 32%	235 34%	502 36%	469 34%	240 38%	167 39%	73 34%
Very concerning	(4.0)	621 31%	326 30%	276 32%	20 33%	170 30%	188 32%	101 31%	157 31%	237 34%	416 30%	428 31%	193 30%	134 31%	59 28%
Extremely concerning	(5.0)	353 18%	209 19% b	132 15%	11 19%	94 17%	115 19%	53 16%	86 17%	122 17%	238 17%	236 17%	118 18%	69 16%	48 23%
Net: Not concerning		326 16%	151 14%	166 19% a	9 14%	95 17%	83 14%	45 14%	103 20% bc	102 15%	233 17%	238 17% bc	88 14%	56 13%	32 15%
Net: Very or extremely concerning		974 49%	535 49%	408 47%	32 51%	264 47%	303 51%	154 48%	243 48%	358 52%	654 47%	664 48%	311 49%	203 48%	108 51%
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	3.46	3.52 b	3.37	3.52	3.43	3.53 d	3.47	3.37	3.50	3.43	3.44	3.50	3.46	3.56	
Standard Deviation	1.046	1.011	1.086	1.022	1.025	1.033	.984	1.119	1.025	1.051	1.056	1.023	1.007	1.053	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Increased delays and flight congestion while the change is taking place : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all concerning	(1.0)	85 4%	2 4%	1 8%	7 5%	1 6%	- -	- -	- -	- -	73 4%	3 3%	1 2%	7 4%	4 8%	3 3%	6 5%	1 4%	- -	61 4%	
Of little concern	(2.0)	241 12%	4 8%	- -	15 10%	3 13%	1 6%	1 2%	1 53%	- -	215 13%	12 11%	2 10%	17 9%	10 19%	9 9%	5 4%	6 40%	3 8%	177 13%	
Moderately concerning	(3.0)	709 35%	14 28%	2 22%	49 32%	7 28%	7 36%	22 61%	1 23%	14 72%	594 35%	32 31%	8 31%	64 35%	18 36%	39 40%	49 40%	5 29%	26 63%	469 34%	
Very concerning	(4.0)	621 31%	16 32%	2 25%	44 29%	10 39%	6 33%	11 31%	1 25%	5 23%	527 31%	32 31%	11 43%	58 31%	15 29%	28 29%	39 32%	2 15%	8 20%	428 31%	
Extremely concerning	(5.0)	353 18%	14 28%	3 45%	36 24%	3 14%	5 25%	2 6%	- -	1 6%	289 17%	24 23%	4 14%	39 21%	5 9%	19 19%	22 18%	2 12%	4 9%	236 17%	
Net: Not concerning		326 16%	6 12%	1 8%	22 15%	5 19%	1 6%	1 2%	1 53%	- -	289 17%	14 14%	3 12%	24 13%	13 27%	12 12%	11 9%	7 44%	3 8%	238 17%	
Net: Very or extremely concerning		974 49%	29 60%	5 70%	80 53%	13 53%	11 58%	13 37%	1 25%	6 28%	816 48%	56 55%	15 58%	97 52%	19 38%	47 48%	61 50%	4 27%	12 30%	664 48%	
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score		3.46	3.72	3.99	3.57	3.41	3.77	3.41	2.72	3.34	3.44	3.61	3.58	3.57	3.13	3.53	3.54	2.92	3.31	3.44	
Standard Deviation		1.046	1.091	1.272	1.105	1.083	.918	.642	1.046	.595	1.049	1.053	.939	1.046	1.070	.998	1.004	1.121	.754	1.056	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q5. Increased delays and flight congestion while the change is taking place : How concerning, if at all, do you think each of the following potential changes are?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all concerning	(1.0)	85 4%	5 4%	3 4%	7 3%	4 7%	5 3%	7 4%	1 2%	2 2%	51 5%	69 4%	16 5%	11 5%	3 3%	11 3%
Of little concern	(2.0)	241 12%	13 12%	8 11%	21 9%	10 15%	16 9%	14 8%	9 32%	9 13%	142 13%	190 11%	51 15%	14 7%	12 13%	38 12%
Moderately concerning	(3.0)	709 35%	34 30%	16 25%	70 32%	21 32%	71 39%	69 40%	9 29%	34 46%	385 35%	589 35%	120 35%	69 32%	25 27%	146 45%
Very concerning	(4.0)	621 31%	35 31%	26 40%	71 32%	21 32%	57 31%	54 31%	4 15%	17 23%	335 31%	513 31%	109 32%	78 36%	26 28%	90 27%
Extremely concerning	(5.0)	353 18%	25 22%	12 19%	49 23%	9 13%	33 18%	30 17%	7 23%	11 15%	177 16%	304 18%	49 14%	47 21%	27 29%	44 13%
Net: Not concerning		326 16%	18 16%	10 16%	28 13%	15 22%	21 12%	21 12%	10 34%	11 15%	192 18%	259 16%	67 19%	25 11%	15 16%	48 15%
Net: Very or extremely concerning		974 49%	59 54%	39 59%	120 55%	30 46%	90 49%	85 49%	11 38%	28 39%	512 47%	817 49%	157 46%	125 57%	53 57%	133 41%
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.46	3.56	3.58	3.61	3.31	3.53	3.50	3.25	3.36	3.41	3.48	3.36	3.62	3.67	3.36	
Standard Deviation	1.046	1.096	1.066	1.042	1.097	.983	.999	1.198	.973	1.052	1.046	1.043	1.045	1.120	.961	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q6. How favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Very favourable	(5.0)	430	268	162	121	149	160	317	82	31	430	-	-	232	183	16	125	285	16
		21%	27%	16%	21%	22%	21%	19%	32%	63%	37%	-	-	20%	24%	16%	14%	27%	71%
			b					a	ab	bc				a			a		
Fairly favourable	(4.0)	742	358	383	213	255	275	624	115	4	742	-	-	388	338	16	271	459	3
		37%	36%	38%	37%	37%	36%	37%	45%	8%	63%	-	-	34%	44%	16%	29%	44%	14%
								c	ac		bc			c	ac		a		
Neither favourable nor unfavourable	(3.0)	594	255	338	166	198	230	552	32	10	-	-	594	383	162	49	371	214	2
		30%	26%	33%	29%	29%	30%	32%	12%	21%	-	-	93%	33%	21%	50%	40%	21%	8%
				a				b					b	21%	ab	ab	b		
Fairly unfavourable	(2.0)	131	57	74	41	47	42	111	18	2	-	131	-	77	43	10	79	45	-
		7%	6%	7%	7%	7%	6%	7%	7%	3%	-	67%	-	7%	6%	10%	9%	4%	-
												ac					b		
Very unfavourable	(1.0)	66	38	28	18	22	26	56	8	2	-	66	-	38	22	6	41	22	2
		3%	4%	3%	3%	3%	3%	3%	3%	4%	-	33%	-	3%	3%	6%	4%	2%	7%
												ac					b		
Don't know		46	15	30	11	10	25	46	-	-	-	-	46	31	13	1	34	11	-
		2%	2%	3%	2%	1%	3%	3%	-	-	-	-	7%	3%	2%	1%	4%	1%	-
				a			b	b					ab				b		
Net: Favourable		1173	625	544	333	404	435	941	196	35	1173	-	-	620	522	31	396	744	19
		58%	63%	54%	59%	59%	57%	55%	78%	71%	100%	-	-	54%	68%	32%	43%	72%	85%
			b						a	a	bc			c	ac		a		
Net: Unfavourable		196	94	102	59	69	69	167	25	4	-	196	-	115	65	16	120	67	2
		10%	10%	10%	10%	10%	9%	10%	10%	8%	-	100%	-	10%	9%	16%	13%	6%	7%
												ac				b	b		
Base for stats		1963	975	984	558	671	734	1661	253	49	1173	196	594	1118	749	96	887	1024	23
Mean Score		3.68	3.78	3.59	3.68	3.69	3.68	3.62	3.97	4.22	4.37	1.67	3.00	3.62	3.82	3.26	3.41	3.92	4.42
			b						a	a	b			c	ac		a		
Standard Deviation		.995	1.035	.945	.994	.999	.992	.976	1.002	1.161	.482	.473	-	.996	.963	1.050	.990	.923	1.138

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q6. How favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Very favourable	(5.0)	430 21%	245 23%	168 20%	17 28%	157 28% bd	110 18%	80 25% bd	83 16%	172 25% b	279 20%	261 19%	169 26% a	94 22%	75 35% abc
Fairly favourable	(4.0)	742 37%	459 42% b	262 30%	22 36%	247 44% cd	247 42% cd	99 30%	149 29%	265 38%	500 36%	514 38%	228 36%	157 37%	71 33%
Neither favourable nor unfavourable	(3.0)	594 30%	273 25%	307 36% ac	14 23%	111 20%	158 27% a	116 36% ab	203 40% ab	185 27%	440 32% a	417 30%	177 28%	127 30%	51 24%
Fairly unfavourable	(2.0)	131 7%	55 5%	69 8% a	6 10%	35 6%	43 7% c	11 3%	37 7% c	44 6%	90 6%	90 7%	41 6%	29 7%	12 6%
Very unfavourable	(1.0)	66 3%	33 3%	32 4%	1 1%	9 2%	17 3%	18 6% ab	18 3%	22 3%	42 3%	48 3%	18 3%	14 3%	4 2%
Don't know		46 2%	22 2%	22 3%	1 2%	6 1%	18 3% ac	1 *	20 4% ac	8 1%	39 3% a	40 3% bd	6 1%	6 1%	- -
Net: Favourable		1173 58%	704 65% b	429 50%	39 64% b	403 71% bcd	357 60% d	179 55% d	232 45%	437 63% b	778 56%	776 57%	397 62% a	251 59%	146 69% ac
Net: Unfavourable		196 10%	88 8%	101 12% a	7 11%	44 8%	60 10%	29 9%	55 11%	65 9%	132 9%	138 10%	59 9%	43 10%	16 7%
Base for stats		1963	1066	838	60	559	575	324	490	687	1350	1330	633	421	212
Mean Score		3.68	3.78 b	3.55	3.81	3.91 bcd	3.68 d	3.66 d	3.49	3.76 b	3.65	3.64	3.77 a	3.68	3.95 abc
Standard Deviation		.995	.962	1.021	1.007	.934	.964	1.062	.980	1.000	.980	.987	1.005	1.003	.988

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q6. How favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Very favourable	(5.0)	430	20	2	62	7	6	6	-	3	323	31	3	69	9	19	26	5	7	261
		21%	41%	32%	41%	27%	32%	18%	-	17%	19%	31%	11%	37%	19%	20%	21%	31%	17%	19%
			fi		fi									defhi						
Fairly favourable	(4.0)	742	11	2	55	6	6	16	2	5	640	41	7	66	17	35	39	7	16	514
		37%	23%	23%	36%	22%	30%	45%	75%	26%	38%	40%	27%	36%	33%	36%	32%	45%	40%	38%
					a															
Neither favourable nor unfavourable	(3.0)	594	14	3	25	7	6	11	1	11	517	24	4	39	17	33	41	2	16	417
		30%	28%	44%	16%	29%	31%	31%	25%	55%	30%	23%	17%	21%	34%	34%	34%	15%	40%	30%
					c										c		c		c	c
Fairly unfavourable	(2.0)	131	3	-	8	1	-	1	-	*	116	5	10	9	1	3	11	-	1	90
		7%	7%	-	6%	4%	-	4%	-	2%	7%	5%	41%	5%	3%	3%	9%	-	2%	7%
Very unfavourable	(1.0)	66	1	-	1	4	-	-	-	-	60	1	1	2	5	6	3	-	*	48
		3%	1%	-	1%	15%	-	-	-	-	4%	1%	5%	1%	10%	6%	3%	-	1%	3%
					acfi									ac						
Don't know		46	-	-	-	1	1	1	-	-	43	-	-	-	1	2	2	1	-	40
		2%	-	-	-	2%	6%	2%	-	-	3%	-	-	-	1%	2%	2%	9%	-	3%
					c															c
Net: Favourable		1173	31	4	117	13	12	22	2	9	963	72	10	135	26	54	64	12	23	776
		58%	64%	56%	77%	50%	63%	63%	75%	43%	57%	71%	38%	73%	52%	55%	53%	76%	57%	57%
					i							defi		defhi						
Net: Unfavourable		196	4	-	10	5	-	1	-	*	176	6	12	11	6	9	14	-	1	138
		10%	8%	-	6%	19%	-	4%	-	2%	10%	6%	45%	6%	13%	9%	11%	-	3%	10%
Base for stats		1963	49	7	151	25	19	35	3	20	1656	102	26	185	50	95	119	15	41	1330
Mean Score		3.68	3.96	3.88	4.11	3.45	4.02	3.78	3.75	3.58	3.63	3.95	2.98	4.03	3.49	3.61	3.61	4.18	3.70	3.64
			i		i							defi		defhi						
Standard Deviation		.995	1.036	.938	.929	1.364	.844	.796	.540	.815	.991	.900	1.159	.935	1.138	1.042	1.003	.714	.828	.987

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q6. How favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Very favourable	(5.0)	430 21%	32 29% di	12 18%	75 34% bdefi	9 14%	34 19%	34 20%	5 17%	22 30% dei	207 19%	368 22%	62 18%	86 39% bc	19 21%	64 20%
Fairly favourable	(4.0)	742 37%	44 39%	23 34%	82 38%	26 39%	62 34%	62 35%	12 42%	19 27%	412 38% h	620 37%	123 36%	96 44% bc	24 26%	108 33%
Neither favourable nor unfavourable	(3.0)	594 30%	28 25%	13 20%	48 22%	24 36% c	63 35% bc	56 32% c	7 23%	24 33%	332 30% c	495 30%	100 29%	25 11%	31 34% a	121 37% a
Fairly unfavourable	(2.0)	131 7%	5 5%	14 21% acdefhi	9 4%	1 2%	8 5%	14 8%	3 10%	6 8%	70 6%	99 6%	31 9% a	5 2%	14 15% ac	22 7% a
Very unfavourable	(1.0)	66 3%	2 2%	5 7%	4 2%	5 8% aci	8 4%	7 4%	1 3%	1 1%	34 3%	45 3%	21 6% a	6 3%	4 5%	7 2%
Don't know		46 2%	- -	- -	- -	1 1%	6 3% c	2 1%	1 5% ac	1 1%	34 3% c	38 2%	8 2%	1 1%	- -	5 1%
Net: Favourable		1173 58%	76 68% bdefi	34 52%	157 72% bdefhi	35 53%	97 53%	96 55%	17 59%	42 57%	619 57%	988 59% b	184 54%	182 83% bc	43 47%	172 53%
Net: Unfavourable		196 10%	7 7%	18 28% acdefhi	13 6%	7 10%	16 9%	20 12%	4 13%	7 9%	104 10%	144 9%	52 15% a	11 5%	18 19% ac	30 9%
Base for stats	1963	111	66	218	65	176	172	28	72	1055	1627	336	218	92	323	
Mean Score	3.68	3.89	3.35	3.98	3.49	3.61	3.60	3.64	3.77	3.65	3.72	3.52	4.15	3.44	3.62	
Standard Deviation	.995	.935	1.196	.950	1.047	.999	1.018	1.004	1.026	.971	.972	1.085	.920	1.116	.954	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Summary : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Agree/Disagree						Mean score	Standard Deviation	
		Agree strongly	Tend to agree	Tend to disagree	Disagree strongly	Don't know	Net: Agree			Net: Disagree
		*a	*b	*c	*d	*e	*f	*g	*h	*i
Significance Level: 95%										
Aviation is important for the UK economy	2009	733	904	172	74	125	1637	247	3.22	.77
	100%	36%	45%	9%	4%	6%	81%	12%		
I benefit from being able to take flights from UK airports	2009	558	837	250	239	126	1394	488	2.91	.96
	100%	28%	42%	12%	12%	6%	69%	24%		
Considering everything, I think that the pros of air travel outweigh the cons	2009	434	903	305	156	212	1336	460	2.90	.86
	100%	22%	45%	15%	8%	11%	67%	23%		
I expect to take more flights in the next two years than I have in the past two years	2009	258	560	527	448	216	819	974	2.35	1.01
	100%	13%	28%	26%	22%	11%	41%	48%		
My employment is dependent on air travel for meetings or product deliveries	2009	138	258	334	1134	145	396	1468	1.68	.97
	100%	7%	13%	17%	56%	7%	20%	73%		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Considering everything, I think that the pros of air travel outweigh the cons : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	434	254	179	117	163	154	330	81	22	367	30	37	239	182	13	116	300	16
		22%	26%	18%	21%	24%	20%	19%	32%	44%	31%	15%	6%	21%	24%	13%	13%	29%	69%
			b					a	a		bc	c		c		a			
Tend to agree	(3.0)	903	426	474	249	307	347	780	111	11	589	63	251	495	362	46	361	518	6
		45%	43%	47%	44%	45%	46%	46%	44%	23%	50%	32%	39%	43%	47%	47%	39%	50%	27%
								c	c		bc						a		
Tend to disagree	(2.0)	305	161	143	98	118	88	255	39	11	109	44	151	168	117	19	182	119	-
		15%	16%	14%	17%	17%	12%	15%	15%	22%	9%	23%	24%	15%	15%	20%	20%	11%	-
					c	c					a	a					b		
Disagree strongly	(1.0)	156	77	79	50	41	65	141	11	4	45	52	58	101	47	8	107	43	-
		8%	8%	8%	9%	6%	9%	8%	4%	8%	4%	27%	9%	9%	6%	8%	12%	4%	-
								b			ac	a		b		b			
Don't know		212	73	139	55	52	105	200	11	1	63	6	143	145	56	11	154	57	1
		11%	7%	14%	10%	8%	14%	12%	4%	2%	5%	3%	22%	13%	7%	11%	17%	5%	3%
			a			ab		bc					ab	b			b		
Net: Agree		1336	680	653	366	470	501	1110	193	33	955	93	288	735	543	59	477	817	22
		67%	69%	64%	64%	69%	66%	65%	76%	67%	81%	48%	45%	64%	71%	60%	52%	79%	97%
			b						a		bc			a			a		
Net: Disagree		460	237	223	148	159	153	396	49	15	154	97	210	269	164	27	289	162	-
		23%	24%	22%	26%	23%	20%	23%	19%	31%	13%	49%	33%	23%	21%	28%	31%	16%	-
					c						ac	a					b		
Base for stats		1797	917	875	514	629	654	1506	242	48	1109	190	497	1004	707	86	767	979	22
Mean Score		2.90	2.93	2.86	2.84	2.94	2.90	2.86	3.09	3.05	3.15	2.37	2.54	2.87	2.96	2.73	2.63	3.10	3.72
									a		bc		b		ac		a		
Standard Deviation		.865	.884	.843	.885	.839	.871	.863	.817	1.021	.754	1.054	.795	.890	.829	.830	.903	.771	.461

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Considering everything, I think that the pros of air travel outweigh the cons : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	434	258	158	18	141	125	86	82	167	283	278	155	102	53
		22%	24%	18%	29%	25%	21%	27%	16%	24%	20%	20%	24%	24%	25%
			b		b	d	d	d				a			
Tend to agree	(3.0)	903	496	386	21	254	289	141	210	319	624	626	277	184	93
		45%	46%	45%	35%	45%	49%	43%	41%	46%	45%	46%	43%	43%	44%
						d									
Tend to disagree	(2.0)	305	165	132	7	91	76	47	89	110	204	219	85	57	28
		15%	15%	15%	12%	16%	13%	14%	17%	16%	15%	16%	13%	13%	13%
									b						
Disagree strongly	(1.0)	156	67	83	6	32	41	21	58	47	109	92	63	37	26
		8%	6%	10%	9%	6%	7%	6%	11%	7%	8%	7%	10%	9%	12%
				a				abc				a		a	
Don't know		212	102	101	9	46	62	30	73	53	169	154	59	48	11
		11%	9%	12%	15%	8%	10%	9%	14%	8%	12%	11%	9%	11%	5%
								ac			a	d		d	
Net: Agree		1336	753	544	39	395	413	227	291	486	907	905	432	285	146
		67%	69%	63%	64%	70%	70%	70%	57%	70%	65%	66%	68%	67%	69%
			b			d	d	d		b					
Net: Disagree		460	232	216	13	123	117	68	147	157	313	312	148	94	54
		23%	21%	25%	21%	22%	20%	21%	29%	23%	23%	23%	23%	22%	26%
								abc							
Base for stats		1797	985	759	52	519	531	295	438	643	1219	1216	580	379	201
Mean Score		2.90	2.96	2.81	2.99	2.97	2.94	2.99	2.72	2.94	2.89	2.90	2.90	2.92	2.87
			b			d	d	d							
Standard Deviation		.865	.836	.888	.968	.835	.828	.858	.917	.848	.862	.839	.918	.898	.955

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Considering everything, I think that the pros of air travel outweigh the cons : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	434 22%	16 33%	2 33%	43 28%	5 18%	6 28%	5 13%	1 25%	1 6%	355 21%	34 33%	4 14%	47 25%	11 22%	25 25%	27 22%	5 31%	3 7%	278 20%
												hi		h	h	h	h			h
Tend to agree	(3.0)	903 45%	14 28%	5 67%	69 46%	14 56%	5 24%	14 39%	2 75%	13 67%	767 45%	35 35%	15 57%	80 43%	26 51%	29 30%	54 44%	9 58%	29 72%	626 46%
				a						a			e	e		e		acdefi		ae
Tend to disagree	(2.0)	305 15%	10 21%	- -	14 9%	2 8%	3 16%	9 25%	- -	3 13%	264 16%	19 19%	2 8%	22 12%	5 10%	19 20%	14 11%	1 4%	4 9%	219 16%
Disagree strongly	(1.0)	156 8%	9 18%	- -	17 11%	2 7%	2 9%	2 4%	- -	1 5%	124 7%	11 11%	6 21%	23 13%	3 7%	9 9%	8 7%	- -	3 6%	92 7%
Don't know		212 11%	- -	- -	9 6%	3 10%	4 22%	7 19%	- -	1 7%	188 11%	3 2%	- -	14 7%	5 11%	15 16%	18 15%	1 7%	3 6%	154 11%
							ac			a			a	ac	ac	ac			a	
Net: Agree		1336 67%	30 61%	7 100%	112 74%	19 75%	10 53%	19 52%	3 100%	15 74%	1123 66%	69 68%	18 70%	127 68%	37 73%	54 55%	81 67%	14 89%	32 79%	905 66%
				f						e			e					e		e
Net: Disagree		460 23%	19 39%	- -	30 20%	4 15%	5 25%	10 29%	- -	4 19%	388 23%	30 30%	8 30%	45 24%	8 16%	28 29%	22 18%	1 4%	6 15%	312 23%
Base for stats		1797	49	7	142	23	15	29	3	19	1511	99	26	172	45	82	103	15	38	1216
Mean Score		2.90	2.75	3.33	2.97	2.96	2.92	2.76	3.25	2.81	2.90	2.92	2.63	2.87	3.00	2.84	2.97	3.29	2.85	2.90
Standard Deviation		.865	1.113	.508	.933	.792	1.045	.801	.540	.659	.853	.993	.988	.966	.815	.981	.854	.553	.648	.839



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Considering everything, I think that the pros of air travel outweigh the cons : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agree strongly (4.0)	434 22%	34 31% i	15 22%	56 26% i	17 26%	43 23%	38 22%	6 20%	16 22%	208 19%	364 22%	70 20%	91 41% bc	8 9%	56 17%
Tend to agree (3.0)	903 45%	38 35%	31 48%	95 44%	33 50%	74 40%	73 42%	19 63% acef	39 54% ae	500 46% a	764 46%	139 40%	93 42%	39 43%	144 44%
Tend to disagree (2.0)	305 15%	21 19%	5 8%	25 12%	6 10%	27 15%	29 16%	3 10%	11 15%	177 16%	239 14%	66 19% a	21 10%	12 14%	52 16% a
Disagree strongly (1.0)	156 8%	11 10%	10 14% hi	27 12% hi	4 6%	13 7%	15 9%	1 3%	3 4%	73 7%	124 7%	32 9%	9 4%	24 26% ac	30 9% a
Don't know	212 11%	6 6%	5 7%	15 7%	5 8%	26 14% ach	19 11%	1 4%	4 5%	131 12% c	174 10%	39 11%	5 2%	8 9% a	46 14% a
Net: Agree	1336 67%	73 66%	46 70%	151 69%	50 76%	116 64%	112 64%	25 84% efi	55 76%	708 65%	1128 68% b	208 61%	184 84% bc	47 51%	200 61%
Net: Disagree	460 23%	32 29%	15 23%	52 24%	10 16%	40 22%	44 25%	4 12%	14 19%	250 23%	363 22%	97 28% a	30 14%	37 40% ac	81 25% a
Base for stats	1797	105	61	203	61	156	155	28	69	958	1491	306	214	84	282
Mean Score	2.90	2.92	2.84	2.89	3.05	2.94	2.87	3.05	2.99	2.88	2.92 b	2.81	3.24 bc	2.37	2.80 b
Standard Deviation	.865	.977	.972	.959	.809	.877	.897	.666	.756	.833	.855	.907	.799	1.007	.877

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Aviation is important for the UK economy : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agree strongly (4.0)	733	423	308	181	252	299	584	125	24	613	36	84	397	316	19	227	483	16
	36%	43%	30%	32%	37%	39%	34%	49%	48%	52%	18%	13%	35%	41%	20%	25%	47%	70%
		b	a		a	a		a	a	bc			c	ac			a	
Tend to agree (3.0)	904	387	517	217	300	388	798	95	11	463	95	347	538	315	51	457	423	4
	45%	39%	51%	38%	44%	51%	47%	38%	23%	39%	48%	54%	47%	41%	53%	50%	41%	19%
			a		a	ab	bc				a	a	b			b		
Tend to disagree (2.0)	172	87	84	72	73	27	154	10	8	50	28	94	90	72	10	101	68	3
	9%	9%	8%	13%	11%	4%	9%	4%	17%	4%	14%	15%	8%	9%	11%	11%	7%	11%
				c	c		b		b		a	a				b		
Disagree strongly (1.0)	74	39	35	33	22	20	59	12	4	17	27	31	48	21	6	50	23	-
	4%	4%	3%	6%	3%	3%	3%	5%	9%	1%	14%	5%	4%	3%	6%	5%	2%	-
				bc							ac	a				b		
Don't know	125	54	71	66	34	25	113	11	2	30	11	84	77	38	10	85	39	-
	6%	5%	7%	12%	5%	3%	7%	4%	3%	3%	6%	13%	7%	5%	11%	9%	4%	-
				bc							a	ab				b		
Net: Agree	1637	810	824	398	552	687	1381	221	35	1076	130	431	935	632	71	684	906	20
	81%	82%	81%	70%	81%	90%	81%	87%	71%	92%	66%	67%	81%	83%	73%	74%	87%	89%
					a	ab		ac		bc				c			a	
Net: Disagree	247	126	119	105	95	47	212	22	13	67	55	125	138	93	16	151	91	3
	12%	13%	12%	18%	14%	6%	12%	9%	26%	6%	28%	20%	12%	12%	17%	16%	9%	11%
				bc	c				ab		ac	a				b		
Base for stats	1884	936	944	503	647	734	1593	243	48	1143	185	556	1072	725	87	835	997	23
Mean Score	3.22	3.28	3.16	3.09	3.21	3.32	3.20	3.38	3.14	3.46	2.75	2.87	3.20	3.28	2.97	3.03	3.37	3.58
		b			a	ab		a		bc			c	ac			a	
Standard Deviation	.769	.798	.734	.870	.772	.672	.756	.780	1.015	.652	.929	.726	.771	.757	.786	.794	.713	.698

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Aviation is important for the UK economy : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	733	440	268	24	237	216	127	152	256	507	485	247	160	87
		36%	40%	31%	39%	42%	36%	39%	30%	37%	37%	35%	39%	37%	41%
			b		d	d	d								
Tend to agree	(3.0)	904	508	375	22	248	276	136	231	291	643	641	263	185	78
		45%	47%	44%	36%	44%	47%	42%	45%	42%	46%	47%	41%	43%	37%
											bd				
Tend to disagree	(2.0)	172	82	84	7	34	50	30	59	67	114	109	63	38	25
		9%	8%	10%	12%	6%	8%	9%	11%	10%	8%	8%	10%	9%	12%
									a						
Disagree strongly	(1.0)	74	20	51	4	20	19	9	27	28	50	48	27	18	8
		4%	2%	6%	6%	4%	3%	3%	5%	4%	4%	3%	4%	4%	4%
				a	a										
Don't know		125	38	82	5	25	33	22	42	54	74	87	38	25	13
		6%	4%	10%	8%	5%	6%	7%	8%	8%	5%	6%	6%	6%	6%
				a					a	b					
Net: Agree		1637	948	643	46	485	492	263	383	547	1150	1127	511	345	166
		81%	87%	75%	75%	86%	83%	81%	75%	79%	83%	82%	80%	81%	78%
			bc			d	d	d			a				
Net: Disagree		247	101	135	11	54	68	39	85	95	164	157	90	57	33
		12%	9%	16%	17%	10%	11%	12%	17%	14%	12%	11%	14%	13%	16%
				a	a				ab						
Base for stats		1884	1049	778	57	539	560	303	468	642	1315	1283	601	402	199
Mean Score		3.22	3.30	3.11	3.18	3.30	3.23	3.26	3.08	3.21	3.22	3.22	3.22	3.21	3.23
			b			d	d	d							
Standard Deviation		.769	.693	.840	.885	.750	.745	.757	.819	.796	.759	.751	.806	.796	.827

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Aviation is important for the UK economy : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	733 36%	20 41%	5 66%	76 50%	12 46%	9 44%	10 29%	- -	2 9%	600 35%	40 40%	8 30%	87 47%	21 42%	37 38%	38 32%	5 34%	10 25%	485 35%
Tend to agree	(3.0)	904 45%	19 39%	2 34%	46 30%	9 34%	9 44%	14 40%	3 100%	17 85%	786 46%	40 39%	15 58%	61 33%	21 42%	45 46%	46 38%	8 52%	27 66%	641 47%
Tend to disagree	(2.0)	172 9%	5 10%	- -	16 11%	1 6%	2 8%	7 20%	- -	1 3%	141 8%	13 12%	- -	19 10%	3 5%	8 8%	15 13%	2 14%	3 8%	109 8%
Disagree strongly	(1.0)	74 4%	3 5%	- -	3 2%	3 12%	- -	1 4%	- -	- -	64 4%	3 3%	3 12%	5 3%	3 6%	4 5%	8 7%	- -	- -	48 3%
Don't know		125 6%	2 5%	- -	10 7%	1 2%	1 3%	3 8%	- -	1 3%	108 6%	6 6%	- -	14 7%	3 5%	3 3%	13 11%	- -	1 1%	87 6%
Net: Agree		1637 81%	39 80%	7 100%	122 81%	20 80%	18 89%	24 68%	3 100%	19 95%	1386 82%	80 79%	23 88%	148 80%	43 84%	82 84%	84 70%	14 86%	37 90%	1127 82%
Net: Disagree		247 12%	8 16%	- -	19 13%	4 18%	2 8%	8 24%	- -	1 3%	205 12%	16 15%	3 12%	24 13%	6 11%	13 13%	24 20%	2 14%	3 8%	157 11%
Base for stats		1884	46	7	141	25	19	33	3	19	1590	96	26	172	48	94	108	16	40	1283
Mean Score		3.22	3.21	3.66	3.38	3.17	3.37	3.01	3.00	3.07	3.21	3.23	3.05	3.34	3.27	3.21	3.06	3.20	3.16	3.22
Standard Deviation		.769	.852	.513	.777	1.018	.656	.842	-	.353	.764	.794	.900	.786	.834	.794	.898	.681	.562	.751

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. Aviation is important for the UK economy : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	733	41	21	99	24	66	51	7	28	396	611	122	117	19	111
		36%	37%	32%	46%	36%	36%	29%	25%	38%	36%	37%	35%	53%	21%	34%
				fgi									bc		b	
Tend to agree	(3.0)	904	44	34	79	33	90	77	18	36	494	742	162	79	38	147
		45%	39%	52%	36%	50%	49%	44%	60%	50%	45%	45%	47%	36%	41%	45%
				c	c	c		ac	c	c					a	
Tend to disagree	(2.0)	172	15	4	20	3	16	22	4	5	84	154	19	16	18	29
		9%	13%	6%	9%	5%	9%	13%	12%	7%	8%	9%	5%	7%	20%	9%
								i			b			ac		
Disagree strongly	(1.0)	74	3	3	5	4	6	10	1	1	42	59	16	3	9	14
		4%	3%	5%	2%	5%	3%	6%	3%	2%	4%	4%	5%	1%	10%	4%
											a			a		
Don't know		125	9	4	15	3	5	14	-	3	73	100	26	4	8	26
		6%	8%	6%	7%	4%	3%	8%	-	4%	7%	6%	7%	2%	8%	8%
			e					e			e			a	a	
Net: Agree		1637	85	55	178	57	155	128	25	64	891	1353	284	196	57	257
		81%	76%	84%	82%	86%	85%	73%	85%	88%	82%	81%	83%	89%	62%	79%
					f	f				f	f			bc	b	
Net: Disagree		247	18	7	25	7	22	32	4	6	126	212	34	19	27	43
		12%	16%	11%	11%	10%	12%	19%	15%	8%	12%	13%	10%	9%	30%	13%
								hi						ac		
Base for stats		1884	102	62	203	64	177	160	29	70	1016	1565	319	215	85	301
Mean Score		3.22	3.20	3.17	3.34	3.21	3.21	3.05	3.07	3.29	3.23	3.22	3.23	3.44	2.80	3.18
				f						f	f			bc	b	
Standard Deviation		.769	.792	.764	.754	.781	.742	.847	.705	.671	.766	.769	.768	.699	.920	.792

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. My employment is dependent on air travel for meetings or product deliveries : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agree strongly (4.0)	138 7%	97 10% b	40 4%	49 9% c	72 11% c	17 2%	84 5%	33 13% a	20 41% ab	110 9% c	11 6% c	16 3%	61 5% c	76 10% ac	1 1%	45 5%	81 8% a	11 50%
Tend to agree (3.0)	258 13%	149 15% b	108 11%	109 19% c	112 16% c	38 5%	187 11%	63 25% a	8 16%	160 14% c	32 16% c	66 10%	104 9% c	133 17% a	21 22% a	90 10%	159 15% a	7 31%
Tend to disagree (2.0)	334 17%	184 19% b	150 15%	137 24% bc	117 17% c	80 11%	285 17%	44 17%	6 11%	199 17%	28 14%	107 17%	175 15%	139 18%	20 20%	135 15%	195 19% a	2 9%
Disagree strongly (1.0)	1134 56%	501 51% a	633 62% a	216 38% a	343 50% a	575 76% ab	1024 60% bc	97 38% a	14 28%	653 56% c	116 59% c	365 57%	718 63% bc	381 50% c	34 35%	564 61% b	543 52%	2 11%
Don't know	145 7%	59 6% a	85 8%	59 10% bc	37 5%	50 7%	127 7%	17 7%	2 4%	50 4%	10 5%	85 13% ab	89 8% b	34 4%	21 22% ab	86 9% b	57 6%	- -
Net: Agree	396 20%	246 25% b	147 15%	158 28% c	184 27% c	54 7%	271 16%	97 38% a	28 57% ab	270 23% c	43 22% c	82 13%	166 14% a	208 27% a	22 22%	135 15%	240 23% a	18 80%
Net: Disagree	1468 73%	685 69% a	782 77% a	353 62% a	461 68% a	655 86% ab	1309 77% bc	140 55% c	19 39%	852 73% c	144 73% c	472 74%	894 78% bc	520 68% c	54 56%	699 76% b	739 71%	4 20%
Base for stats	1864	931	930	510	644	709	1580	237	47	1122	187	555	1060	729	76	835	979	23
Mean Score	1.68	1.83 b	1.52	1.98 c	1.86 c	1.29	1.58	2.14 a	2.74 ab	1.76 c	1.67 c	1.52	1.54 a	1.87 a	1.84 a	1.54	1.77 a	3.19
Standard Deviation	.969	1.043	.860	1.010	1.067	.672	.894	1.107	1.290	1.030	.960	.815	.891	1.051	.862	.889	.998	1.012

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. My employment is dependent on air travel for meetings or product deliveries : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	138	78	54	6	62	37	14	24	86	60	76	62	35	27
		7%	7%	6%	10%	11%	6%	4%	5%	12%	4%	6%	10%	8%	13%
					bcd					b		a	a	a	
Tend to agree	(3.0)	258	131	117	10	102	73	36	44	122	143	178	80	46	34
		13%	12%	14%	16%	18%	12%	11%	9%	17%	10%	13%	13%	11%	16%
					bcd	d				b					
Tend to disagree	(2.0)	334	159	162	13	105	93	44	87	129	220	219	115	65	50
		17%	15%	19%	21%	19%	16%	14%	17%	19%	16%	16%	18%	15%	24%
				a										ac	
Disagree strongly	(1.0)	1134	666	441	27	264	353	216	299	316	861	794	340	251	88
		56%	61%	51%	43%	47%	60%	66%	58%	46%	62%	58%	53%	59%	42%
			bc			a	abd	a		a		bd	d	d	
Don't know		145	53	86	6	31	37	15	57	42	105	102	43	30	13
		7%	5%	10%	10%	6%	6%	5%	11%	6%	8%	7%	7%	7%	6%
				a					abc						
Net: Agree		396	209	171	16	164	110	50	68	208	204	254	142	81	61
		20%	19%	20%	26%	29%	19%	15%	13%	30%	15%	19%	22%	19%	29%
					bcd	d				b				ac	
Net: Disagree		1468	825	603	40	369	446	260	386	446	1080	1014	455	316	138
		73%	76%	70%	65%	65%	75%	80%	76%	64%	78%	74%	71%	74%	65%
			bc			a	a	a		a		d		d	
Base for stats		1864	1034	774	56	533	556	310	454	653	1284	1267	596	397	199
Mean Score		1.68	1.63	1.72	1.92	1.93	1.63	1.51	1.55	1.97	1.54	1.63	1.77	1.66	2.00
				a		bcd				b		a		abc	
Standard Deviation		.969	.969	.960	1.052	1.072	.949	.867	.874	1.095	.869	.934	1.033	.993	1.078

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. My employment is dependent on air travel for meetings or product deliveries : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	138 7%	5 11%	- -	28 18%	* 2%	- -	1 2%	1 25%	- -	103 6%	8 8%	- -	29 16%	* 1%	9 9%	9 7%	3 22%	2 6%	76 6%
Tend to agree	(3.0)	258 13%	8 16%	- -	27 18%	4 15%	1 5%	8 21%	- -	2 8%	209 12%	12 12%	1 4%	31 17%	8 15%	8 8%	14 12%	2 14%	4 10%	178 13%
Tend to disagree	(2.0)	334 17%	15 30%	- -	35 23%	5 18%	4 19%	6 16%	1 25%	2 10%	268 16%	25 25%	2 7%	42 23%	6 12%	15 15%	19 15%	1 4%	5 13%	219 16%
Disagree strongly	(1.0)	1134 56%	20 41%	6 84%	53 35%	15 58%	14 73%	18 51%	1 51%	16 82%	989 58%	56 55%	22 84%	70 38%	30 58%	58 59%	66 54%	10 60%	29 71%	794 58%
Don't know		145 7%	1 2%	1 16%	9 6%	2 7%	* 3%	3 10%	- -	- -	129 8%	1 1%	1 4%	12 6%	7 13%	8 8%	14 11%	- -	- -	102 7%
Net: Agree		396 20%	13 27%	- -	54 36%	4 17%	1 5%	8 23%	1 25%	2 8%	312 18%	20 20%	1 4%	61 33%	8 16%	16 17%	23 19%	6 35%	7 16%	254 19%
Net: Disagree		1468 73%	35 71%	6 84%	88 58%	19 76%	18 92%	24 67%	2 75%	18 92%	1257 74%	81 80%	24 91%	113 61%	36 71%	73 75%	84 69%	10 65%	34 84%	1014 74%
Base for stats		1864	48	6	143	24	19	32	3	20	1570	101	25	173	44	89	108	16	41	1267
Mean Score		1.68	1.96	1.00	2.20	1.57	1.31	1.71	1.98	1.26	1.63	1.73	1.17	2.11	1.52	1.63	1.69	1.97	1.51	1.63
Standard Deviation		.969	1.020	-	1.142	.845	.585	.909	1.532	.607	.945	.961	.494	1.122	.822	1.004	.997	1.309	.916	.934



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. My employment is dependent on air travel for meetings or product deliveries : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly (4.0)	138 7%	8 7%	- -	30 14%	* 1%	10 5%	12 7%	3 12%	8 11%	66 6%	131 8%	7 2%	40 18%	14 15%	7 2%	
		b		bdefi			b	bd	bd	b	b		c	c		
Tend to agree (3.0)	258 13%	14 12%	8 11%	33 15%	8 12%	25 14%	21 12%	2 7%	9 12%	139 13%	224 13%	34 10%	36 16%	15 16%	29 9%	
													c			
Tend to disagree (2.0)	334 17%	28 26%	4 5%	55 25%	9 14%	22 12%	23 13%	7 24%	12 16%	173 16%	290 17%	44 13%	48 22%	9 10%	57 18%	
		befi		befi				b	b	b	b		b			
Disagree strongly (1.0)	1134 56%	58 52%	49 74%	86 39%	42 63%	112 61%	104 60%	17 57%	43 59%	624 57%	903 54%	230 67%	89 41%	45 49%	205 63%	
		c	acfi		c	c	c		c	c		a			ab	
Don't know	145 7%	3 3%	6 9%	14 6%	7 10%	13 7%	14 8%	- -	1 2%	88 8%	116 7%	29 8%	6 3%	9 9%	28 9%	
			h		ah		h			h				a	a	
Net: Agree	396 20%	22 20%	8 11%	63 29%	8 12%	35 19%	33 19%	6 19%	17 23%	205 19%	355 21%	41 12%	76 35%	29 31%	37 11%	
				bdefi							b		c	c		
Net: Disagree	1468 73%	86 78%	52 80%	142 65%	51 77%	134 74%	127 73%	24 81%	55 76%	797 73%	1194 72%	275 80%	138 63%	55 59%	262 80%	
		c	c							c		a			ab	
Base for stats	1864	108	60	204	59	170	160	29	72	1002	1549	315	214	84	299	
Mean Score	1.68	1.74	1.31	2.03	1.44	1.61	1.63	1.74	1.74	1.65	1.73	1.42	2.13	1.97	1.46	
		bd		abdefhi		b	b	b	b	b	b		c	c		
Standard Deviation	.969	.950	.689	1.083	.748	.946	.973	1.042	1.051	.950	.997	.765	1.153	1.186	.772	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. I benefit from being able to take flights from UK airports : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agree strongly (4.0)	558	280	276	151	215	191	442	89	26	454	35	69	299	239	21	133	404	18
	28%	28%	27%	27%	32%	25%	26%	35%	52%	39%	18%	11%	26%	31%	21%	14%	39%	78%
					c			a	ab	bc	c			a			a	
Tend to agree (3.0)	837	405	430	253	272	312	704	119	13	510	80	247	464	339	34	320	499	5
	42%	41%	42%	44%	40%	41%	41%	47%	27%	43%	41%	39%	40%	44%	35%	35%	48%	22%
							c	c		c							a	
Tend to disagree (2.0)	250	140	109	83	91	76	225	18	7	94	25	131	132	93	25	166	79	-
	12%	14%	11%	15%	13%	10%	13%	7%	13%	8%	13%	21%	11%	12%	25%	18%	8%	-
		b		c	c		b			a	a	ab	b		ab	b		
Disagree strongly (1.0)	239	107	132	36	61	142	219	17	2	66	50	123	171	58	11	204	26	-
	12%	11%	13%	6%	9%	19%	13%	7%	5%	6%	26%	19%	15%	8%	11%	22%	2%	-
						ab	b			a	a	a	b		b	b		
Don't know	126	59	67	46	42	38	116	10	1	49	7	71	84	35	8	97	28	-
	6%	6%	7%	8%	6%	5%	7%	4%	2%	4%	3%	11%	7%	5%	8%	11%	3%	-
				c							ab		b			b		
Net: Agree	1394	685	706	404	487	503	1146	209	39	964	115	315	762	578	54	453	903	23
	69%	69%	70%	71%	72%	66%	67%	82%	80%	82%	59%	49%	66%	76%	56%	49%	87%	100%
					c			a		bc	c			ac			a	
Net: Disagree	488	247	241	119	152	218	444	35	9	160	75	254	303	150	35	370	105	-
	24%	25%	24%	21%	22%	29%	26%	14%	18%	14%	38%	40%	26%	20%	36%	40%	10%	-
						ab	b			a	a	a	b		b	b		
Base for stats	1883	931	947	523	639	721	1590	244	48	1123	190	569	1065	728	90	823	1008	23
Mean Score	2.91	2.92	2.90	2.99	3.00	2.77	2.86	3.15	3.30	3.20	2.53	2.46	2.84	3.04	2.72	2.46	3.27	3.78
				c	c			a	a	bc				ac			a	
Standard Deviation	.964	.951	.977	.851	.928	1.051	.976	.837	.896	.826	1.074	.960	1.010	.878	.953	1.034	.712	.427

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. I benefit from being able to take flights from UK airports : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agree strongly	(4.0)	558 28%	334 31% b	211 25%	13 21%	193 34% bd	163 27% d	109 33% d	92 18%	223 32% b	363 26%	359 26%	198 31% a	120 28%	78 37% ac
Tend to agree	(3.0)	837 42%	454 42%	348 40%	34 56% ab	244 43% c	270 46% cd	118 36%	196 38%	293 42%	575 41%	574 42%	262 41%	182 43%	81 38%
Tend to disagree	(2.0)	250 12%	125 11%	117 14%	7 12%	62 11%	68 12%	39 12%	80 16% ab	73 10%	186 13%	169 12%	80 13%	51 12%	29 14%
Disagree strongly	(1.0)	239 12%	117 11%	119 14% a	3 5%	41 7%	51 9%	42 13% ab	104 20% abc	56 8%	189 14% a	175 13% d	64 10% d	55 13% d	9 4%
Don't know		126 6%	58 5%	65 8% a	4 6%	23 4%	40 7% a	18 5%	39 8% a	51 7%	76 5%	92 7%	34 5%	19 4%	15 7%
Net: Agree		1394 69%	788 72% b	559 65%	47 77%	438 78% cd	433 73% d	227 70% d	287 56%	515 74% b	938 68%	934 68%	461 72%	301 71%	159 75%
Net: Disagree		488 24%	242 22%	236 27% a	10 17%	103 18%	119 20%	81 25% a	184 36% abc	129 19%	375 27% a	344 25% d	144 23%	107 25%	38 18%
Base for stats		1883	1030	795	58	541	552	307	471	644	1312	1278	605	408	197
Mean Score		2.91	2.98 b	2.82	2.99	3.09 cd	2.99 d	2.95 d	2.58	3.06 b	2.85	2.88	2.98 a	2.90	3.16 abc
Standard Deviation		.964	.949	.990	.759	.878	.888	1.014	1.038	.897	.985	.972	.941	.976	.841

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. I benefit from being able to take flights from UK airports : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	558 28%	13 26%	3 44%	66 44%	9 36%	8 39%	9 24%	- -	4 19%	446 26%	25 25%	6 22%	72 39%	15 29%	33 34%	35 29%	4 28%	7 18%	359 26%
Tend to agree	(3.0)	837 42%	20 41%	2 23%	54 36%	9 35%	9 48%	14 40%	3 100%	5 26%	721 42%	44 43%	11 41%	70 38%	22 44%	43 44%	47 38%	7 46%	19 47%	574 42%
Tend to disagree	(2.0)	250 12%	6 12%	1 15%	17 11%	3 11%	1 7%	7 19%	- -	4 22%	210 12%	14 14%	3 12%	21 11%	5 10%	5 5%	22 18%	4 23%	7 17%	169 12%
Disagree strongly	(1.0)	239 12%	7 14%	1 8%	6 4%	2 7%	1 6%	5 14%	- -	6 30%	212 12%	12 12%	6 24%	7 4%	5 11%	10 10%	17 14%	1 4%	7 17%	175 13%
Don't know		126 6%	3 7%	1 9%	8 5%	3 11%	- -	1 3%	- -	1 3%	110 6%	6 6%	1 2%	15 8%	3 7%	6 7%	2 1%	- -	1 1%	92 7%
Net: Agree		1394 69%	33 67%	5 68%	120 80%	18 71%	17 87%	23 64%	3 100%	9 45%	1167 69%	70 68%	16 62%	142 77%	37 73%	76 78%	82 67%	12 74%	27 65%	934 68%
Net: Disagree		488 24%	13 26%	2 23%	23 15%	5 18%	3 13%	12 33%	- -	10 52%	422 25%	26 26%	9 35%	28 15%	10 20%	15 15%	38 31%	4 26%	14 34%	344 25%
Base for stats		1883	45	6	143	22	20	35	3	19	1589	96	25	170	47	91	120	16	40	1278
Mean Score		2.91	2.85	3.14	3.26	3.12	3.20	2.78	3.00	2.34	2.88	2.86	2.62	3.22	2.98	3.10	2.84	2.98	2.67	2.88
Standard Deviation		.964	1.004	1.081	.828	.932	.834	.994	-	1.141	.966	.950	1.100	.820	.947	.918	1.003	.833	.982	.972

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q7. I benefit from being able to take flights from UK airports : To what extent do you agree or disagree with each of the following statements?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow a	Gatwick b	London City c	Luton d	Manchester e	Birmingham f	Stansted g	Bristol h	None of the above i	Urban / Town a	Village / Rural b	Positive a	Negative b	DK/Neither c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agree strongly (4.0)	558 28%	26 24%	19 30%	83 38% ai	20 31%	55 30%	51 29%	7 24%	24 34%	272 25%	475 29%	83 24%	105 48% bc	22 24%	71 22%
Tend to agree (3.0)	837 42%	47 42%	28 42%	84 39%	29 44%	92 50% cfhi	63 36%	13 46%	26 35%	455 42%	707 42%	130 38%	92 42%	28 30%	142 43% b
Tend to disagree (2.0)	250 12%	17 15% e	6 10%	26 12% e	5 7%	9 5%	33 19% dei	4 12%	12 16% e	139 13% e	205 12%	45 13%	12 5%	15 16% a	53 16% a
Disagree strongly (1.0)	239 12%	12 11% c	10 14% c	9 4%	8 11% c	18 10% c	23 13% c	5 18% c	9 12% c	146 13% c	179 11%	59 17% a	1 *	21 23% ac	42 13% a
Don't know	126 6%	9 8% f	2 4%	17 8% f	4 7%	8 5%	5 3%	- -	3 4%	78 7% f	99 6%	27 8%	9 4%	6 6%	19 6%
Net: Agree	1394 69%	73 66%	47 72%	167 76% fi	49 74%	147 81% afhi	114 65%	21 70%	50 69%	727 67%	1181 71% b	213 62%	197 90% bc	50 54%	214 65%
Net: Disagree	488 24%	29 26% ce	16 24%	34 16%	12 19%	27 15%	56 32% cde	9 30% e	20 28% ce	285 26% ce	384 23%	104 30% a	13 6%	37 40% a	95 29% a
Base for stats	1883	102	63	201	62	174	170	29	70	1012	1565	317	210	87	309
Mean Score	2.91	2.86	2.90	3.20 abfghi	3.00	3.06 fi	2.83	2.76	2.94	2.84	2.94 b	2.75	3.44 bc	2.58	2.79
Standard Deviation	.964	.940	1.009	.823	.955	.885	1.007	1.029	1.004	.980	.943	1.045	.620	1.123	.951

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q7. I expect to take more flights in the next two years than I have in the past two years : To what extent do you agree or disagree with each of the following statements?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	258	153	104	102	107	49	186	47	25	196	27	36	119	133	6	71	171	14
		13%	15%	10%	18%	16%	6%	11%	19%	50%	17%	14%	6%	10%	17%	6%	8%	17%	63%
			b		c	c			a	ab	c	c			ac			a	
Tend to agree	(3.0)	560	300	258	216	212	133	452	98	11	386	39	135	303	224	33	181	373	5
		28%	30%	25%	38%	31%	17%	26%	39%	21%	33%	20%	21%	26%	29%	34%	20%	36%	23%
			b		bc	c			ac		bc							a	
Tend to disagree	(2.0)	527	250	275	142	181	204	451	66	10	325	45	157	284	217	25	211	305	2
		26%	25%	27%	25%	27%	27%	26%	26%	20%	28%	23%	25%	25%	28%	26%	23%	29%	10%
																		a	
Disagree strongly	(1.0)	448	186	262	54	112	282	424	22	1	154	75	219	303	123	21	344	89	1
		22%	19%	26%	9%	16%	37%	25%	9%	3%	13%	38%	34%	26%	16%	22%	37%	9%	3%
				a		a	ab	bc			a	a		b			b		
Don't know		216	101	115	55	68	92	192	20	3	112	10	94	139	64	12	113	97	-
		11%	10%	11%	10%	10%	12%	11%	8%	6%	10%	5%	15%	12%	8%	13%	12%	9%	-
											b		ab	b			b		
Net: Agree		819	453	362	318	320	181	638	145	35	582	66	171	422	358	39	252	545	20
		41%	46%	36%	56%	47%	24%	37%	57%	71%	50%	34%	27%	37%	47%	40%	27%	53%	87%
			b		bc	c			a	a	bc			a			a		
Net: Disagree		974	436	537	196	293	485	875	88	11	478	120	376	588	340	46	555	394	3
		48%	44%	53%	34%	43%	64%	51%	35%	23%	41%	61%	59%	51%	45%	48%	60%	38%	13%
				a		a	ab	bc			a	a		b			b		
Base for stats		1793	889	900	514	613	667	1514	233	46	1060	186	546	1010	698	85	807	939	23
Mean Score		2.35	2.47	2.23	2.71	2.51	1.92	2.26	2.73	3.27	2.59	2.09	1.98	2.24	2.53	2.28	1.97	2.67	3.47
			b		bc	c			a	ab	bc			ac			a		
Standard Deviation		1.008	1.006	.996	.902	.984	.954	1.001	.894	.897	.950	1.088	.955	1.009	.993	.915	1.001	.882	.822

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q7. I expect to take more flights in the next two years than I have in the past two years : To what extent do you agree or disagree with each of the following statements?**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	258	131	114	13	103	69	37	49	126	144	160	98	48	50
		13%	12%	13%	21%	18%	12%	11%	10%	18%	10%	12%	15%	11%	23%
				a	bcd					b		a		abc	
Tend to agree	(3.0)	560	301	243	17	157	174	112	113	247	340	374	187	118	69
		28%	28%	28%	27%	28%	29%	34%	22%	35%	25%	27%	29%	28%	33%
					d	d	ad			b					
Tend to disagree	(2.0)	527	288	220	20	166	161	59	135	163	381	357	170	118	52
		26%	26%	26%	32%	29%	27%	18%	26%	23%	27%	26%	27%	28%	25%
					c	c		c		a					
Disagree strongly	(1.0)	448	253	186	8	90	121	79	154	94	368	327	120	94	26
		22%	23%	22%	14%	16%	20%	24%	30%	13%	26%	24%	19%	22%	12%
							a	ab		a		bd		d	
Don't know		216	115	97	3	48	68	39	60	67	156	152	64	50	14
		11%	11%	11%	5%	8%	11%	12%	12%	10%	11%	11%	10%	12%	7%
Net: Agree		819	431	357	30	261	243	148	162	373	484	534	285	166	119
		41%	40%	42%	49%	46%	41%	46%	32%	54%	35%	39%	45%	39%	56%
					d	d	d			b		a		abc	
Net: Disagree		974	541	406	28	256	282	138	289	256	749	684	290	212	79
		48%	50%	47%	46%	45%	48%	42%	57%	37%	54%	50%	45%	50%	37%
								abc		a		d		d	
Base for stats	1793	972	763	58	517	525	287	451	629	1233	1218	575	378	198	
Mean Score	2.35	2.32	2.37	2.60	2.53	2.36	2.37	2.13	2.64	2.21	2.30	2.46	2.32	2.72	
				a	bcd	d	d		b		ac		abc		
Standard Deviation	1.008	1.004	1.012	1.000	1.000	.977	1.022	1.006	.964	.998	1.006	1.004	.986	.988	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q7. I expect to take more flights in the next two years than I have in the past two years : To what extent do you agree or disagree with each of the following statements?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly	(4.0)	258 13%	6 13%	1 7%	48 32% afi	2 8%	* 2%	1 3%	- -	* 2%	200 12%	17 16% e	1 4%	51 28% defhi	6 11%	5 6%	11 9%	3 21%	3 8%	160 12%
Tend to agree	(3.0)	560 28%	16 33%	1 8%	44 29%	3 13%	10 53%	15 41%	3 100%	3 14%	466 27%	37 36% dh	3 11%	55 29% dh	7 13%	33 34% dh	40 33% dh	8 50%	6 14%	374 27% d
Tend to disagree	(2.0)	527 26%	12 24%	3 36%	29 19%	11 45%	3 14%	9 26%	- -	9 46%	451 27%	22 22%	7 28%	37 20%	21 42% acfi	30 31% c	30 25%	1 7%	21 50% acefi	357 26%
Disagree strongly	(1.0)	448 22%	12 24% c	2 30%	13 9%	1 4%	5 25%	7 20%	- -	6 30%	401 24% c	21 21%	13 49%	23 12%	8 15%	20 21%	27 22% c	1 4%	9 22%	327 24% c
Don't know		216 11%	3 6%	1 18%	17 11%	7 29%	1 6%	4 10%	- -	1 7%	181 11%	5 5%	2 9%	20 11% a	10 19% a	9 9%	13 11%	3 18%	2 6%	152 11%
Net: Agree		819 41%	23 46%	1 16%	92 61% i	5 21%	11 55%	16 44%	3 100%	3 17%	665 39%	53 52% dhi	4 15%	106 57% defhi	12 24%	38 39%	51 42% dh	11 71%	9 22%	534 39% dh
Net: Disagree		974 48%	23 48% c	5 67%	43 28%	13 50%	8 39%	16 45%	- -	15 76%	852 50% c	43 43%	20 76%	60 32%	29 57% c	50 52% c	57 47% c	2 11%	29 72% acefi	684 50% c
Base for stats		1793	46	6	134	18	19	32	3	19	1517	97	24	166	41	88	108	13	38	1218
Mean Score		2.35	2.37	1.92	2.94 afi	2.35	2.35	2.31	3.00	1.88	2.31	2.50 h	1.67	2.81 adehfi	2.25	2.27	2.33	3.08	2.10	2.30
Standard Deviation		1.008	1.020	1.000	.988	.787	.923	.867	-	.765	1.002	1.024	.864	1.026	.923	.882	.967	.745	.860	1.006



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q7. I expect to take more flights in the next two years than I have in the past two years : To what extent do you agree or disagree with each of the following statements?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Agree strongly (4.0)	258 13%	17 16%	9 14%	53 24% defi	7 10%	18 10%	17 10%	3 11%	11 15%	123 11%	227 14% b	31 9%	67 30% bc	6 7%	25 8%	
Tend to agree (3.0)	560 28%	41 37% bdhi	9 14%	65 30% bdh	7 11%	67 37% bdhi	51 29% bd	13 44% bdhi	13 18%	295 27% bd	472 28%	88 26%	67 30%	26 28%	94 29%	
Tend to disagree (2.0)	527 26%	23 21%	15 23%	49 22%	23 35% acg	42 23%	41 24%	4 15%	32 44% abcefgi	297 27%	438 26%	89 26%	56 26%	20 22%	94 29%	
Disagree strongly (1.0)	448 22%	22 20%	18 28% c	28 13%	14 22%	40 22% c	50 28% ch	6 21%	12 16%	257 24% c	349 21%	98 29% a	14 6%	34 36% ac	73 22% a	
Don't know	216 11%	7 7%	13 21% aefhi	24 11%	14 22% acefhi	15 8%	16 9%	3 10%	5 7%	118 11%	178 11%	38 11%	16 7%	7 7%	42 13% a	
Net: Agree	819 41%	58 52% bdfhi	19 29%	117 54% bdfhi	14 21%	85 47% bdhi	68 39% d	16 55% bdh	23 32%	418 38% d	699 42% b	119 35%	133 61% bc	32 35%	119 36%	
Net: Disagree	974 48%	46 41%	33 51% c	76 35%	38 57% acg	82 45%	91 52% c	10 35%	44 61% aceg	554 51% c	787 47%	187 54% a	70 32%	54 58% a	166 51% a	
Base for stats	1793	104	52	194	52	167	158	27	68	972	1487	307	204	86	286	
Mean Score	2.35	2.51 dfi	2.19	2.73 bdefhi	2.12	2.37	2.22	2.51	2.33	2.29	2.39 b	2.17	2.91 bc	2.05	2.25	
Standard Deviation	1.008	1.013	1.115	1.016	.971	.964	1.013	.997	.949	.995	1.007	.994	.938	.994	.935	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Summary : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Total	Priority						Net: Top 3 (1-3)
		1 - Top priority	2 - 2nd priority	3 - 3rd priority	Not ranked 1-3	None of these	Don't know	
		*a	*b	*c	*d	*e	*f	*g
Significance Level: 95%								
Reducing emissions	2009	895	301	198	505	41	69	1394
	100%	45%	15%	10%	25%	2%	3%	69%
Reducing noise	2009	264	536	332	768	41	69	1132
	100%	13%	27%	17%	38%	2%	3%	56%
Reducing flight times between destinations	2009	212	331	369	987	41	69	912
	100%	11%	16%	18%	49%	2%	3%	45%
Reducing the number of people overflown by aircraft	2009	146	236	324	1194	41	69	705
	100%	7%	12%	16%	59%	2%	3%	35%
Increasing airport capacity	2009	229	186	240	1244	41	69	655
	100%	11%	9%	12%	62%	2%	3%	33%
Increasing consumer choice of flights	2009	154	175	242	1328	41	69	571
	100%	8%	9%	12%	66%	2%	3%	28%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top Priority : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing emissions	895 45%	377 38%	516 51%	208 37%	300 44%	387 51%	802 47%	86 34%	7 14%	546 47%	89 45%	260 41%	533 46%	337 44%	24 25%	413 45%	462 45%	2 8%
			a		a	ab	bc	c		c			c	c				
Reducing noise	264 13%	132 13%	131 13%	75 13%	81 12%	109 14%	222 13%	36 14%	5 11%	117 10%	29 15%	118 18%	160 14%	93 12%	11 11%	130 14%	127 12%	2 8%
										a	a							
Increasing airport capacity	229 11%	138 14%	91 9%	68 12%	85 12%	76 10%	168 10%	46 18%	16 31%	171 15%	14 7%	44 7%	116 10%	94 12%	19 19%	84 9%	135 13%	9 41%
		b						a	ab	bc					a		a	
Reducing flight times between destinations	212 11%	138 14%	73 7%	86 15%	77 11%	49 6%	171 10%	33 13%	8 16%	136 12%	11 5%	66 10%	118 10%	82 11%	12 12%	76 8%	132 13%	3 14%
		b		bc	c					b		b					a	
Increasing consumer choice of flights	154 8%	85 9%	68 7%	56 10%	59 9%	39 5%	120 7%	30 12%	4 8%	101 9%	19 10%	33 5%	88 8%	57 7%	9 9%	52 6%	96 9%	6 26%
				c	c			a		c	c						a	
Reducing the number of people overflown by aircraft	146 7%	72 7%	74 7%	37 6%	53 8%	56 7%	120 7%	19 7%	7 14%	75 6%	25 13%	45 7%	77 7%	62 8%	7 7%	88 10%	52 5%	1 4%
								a			ac					b		
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3%	38 2%	- -	2 4%	9 1%	7 3%	25 4%	18 2%	14 2%	8 9%	24 3%	17 2%	- -
					b	b	b		b	a	a	a			ab			
Don't know	69 3%	34 3%	35 3%	28 5%	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8%	39 3%	23 3%	8 8%	54 6%	15 1%	- -
				b								ab			b	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top Priority : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing emissions	895 45%	508 47%	364 42%	23 38%	249 44%	282 48%	143 44%	214 42%	282 41%	645 46% a	617 45% d	278 43% d	213 50% bd	64 30%
Reducing noise	264 13%	126 12%	129 15% a	9 15%	60 11%	83 14%	39 12%	82 16% a	85 12%	188 14%	180 13%	84 13%	56 13%	28 13%
Increasing airport capacity	229 11%	137 13%	88 10%	4 6%	77 14% b	56 9%	41 13%	54 11%	93 13%	146 11%	155 11%	74 12%	34 8%	40 19% abc
Reducing flight times between destinations	212 11%	106 10%	100 12%	6 9%	53 9%	70 12%	35 11%	49 10%	87 13% b	134 10%	137 10%	75 12%	45 10%	30 14%
Increasing consumer choice of flights	154 8%	84 8%	58 7%	12 20% ab	48 8%	41 7%	33 10% d	32 6%	60 9%	97 7%	97 7%	57 9%	34 8%	23 11%
Reducing the number of people overflown by aircraft	146 7%	81 7%	60 7%	5 8%	49 9%	37 6%	24 7%	34 7%	54 8%	98 7%	102 7%	43 7%	21 5%	22 10% c
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4% d	16 3%	15 3%	2 1%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top Priority : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Reducing emissions	895 45%	21 43%	3 43%	44 29%	13 53%	8 41%	17 48%	- -	16 82%	772 45%	36 35%	18 69%	59 32%	25 50%	44 45%	63 52%	5 31%	28 69%	617 45%	
Reducing noise	264 13%	5 10%	1 15%	22 14%	2 7%	1 5%	3 8%	1 28%	* 2%	230 14%	12 12%	2 9%	26 14%	7 15%	18 18%	13 10%	4 22%	2 6%	180 13%	
Increasing airport capacity	229 11%	7 15%	2 27%	24 16%	2 10%	1 6%	2 4%	- -	1 3%	190 11%	18 18%	2 7%	29 16%	2 5%	8 8%	9 7%	3 17%	3 7%	155 11%	
Reducing flight times between destinations	212 11%	6 12%	1 7%	24 16%	5 18%	3 16%	5 14%	- -	3 13%	166 10%	16 16%	1 4%	27 14%	5 9%	12 13%	11 9%	- -	3 8%	137 10%	
Increasing consumer choice of flights	154 8%	6 12%	- -	19 12%	* 2%	5 23%	3 8%	- -	- -	121 7%	9 8%	1 4%	21 11%	4 8%	9 9%	10 8%	2 14%	2 4%	97 7%	
Reducing the number of people overflown by aircraft	146 7%	5 10%	1 7%	13 9%	- -	1 5%	4 12%	1 49%	- -	120 7%	11 11%	2 7%	16 9%	2 3%	3 3%	6 5%	2 12%	2 5%	102 7%	
None of these	41 2%	- -	- -	4 3%	1 5%	- -	- -	1 23%	- -	34 2%	- -	- -	5 3%	1 3%	1 1%	4 3%	1 4%	* 1%	29 2%	
Don't know	69 3%	- -	- -	2 1%	1 6%	1 3%	2 5%	- -	- -	64 4%	1 1%	- -	3 2%	4 8%	3 3%	6 5%	- -	- -	53 4%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top Priority : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing emissions	895 45%	39 35%	41 62%	78 36%	31 47%	85 47%	85 49%	11 38%	41 56%	483 44%	725 44%	170 49%	75 34%	37 40%	166 51%
			acegi			c	ac		ac	c		a			a
Reducing noise	264 13%	13 12%	7 10%	33 15%	8 12%	26 14%	20 12%	4 15%	4 6%	149 14%	226 14%	38 11%	22 10%	26 28%	36 11%
				h		h				h				ac	
Increasing airport capacity	229 11%	19 17%	3 5%	33 15%	2 4%	20 11%	16 9%	4 12%	7 10%	125 11%	186 11%	44 13%	41 19%	10 10%	24 7%
		bd		bd									c		
Reducing flight times between destinations	212 11%	16 15%	4 6%	27 12%	5 7%	24 13%	14 8%	3 9%	8 11%	111 10%	190 11%	22 6%	27 12%	10 10%	38 12%
											b				
Increasing consumer choice of flights	154 8%	9 8%	4 7%	22 10%	9 13%	14 8%	17 10%	2 7%	8 12%	68 6%	127 8%	26 8%	33 15%	5 5%	19 6%
				i	i								bc		
Reducing the number of people overflown by aircraft	146 7%	11 10%	2 4%	16 8%	6 9%	6 4%	9 5%	3 11%	2 3%	88 8%	120 7%	26 7%	12 6%	4 5%	27 8%
		e								e					
None of these	41 2%	-	4 6%	5 2%	1 2%	1 1%	4 2%	2 7%	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%
			aei				aei								
Don't know	69 3%	3 3%	-	4 2%	4 6%	5 3%	9 5%	-	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top 3 Priorities : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing emissions	1394 69%	653 66%	738 73%	343 60%	490 72%	561 74%	1221 72%	159 63%	13 27%	860 73%	132 67%	402 63%	818 71%	528 69%	48 49%	628 68%	733 71%	7 29%
			a		a	a	bc	c		c			c	c				
Reducing noise	1132 56%	559 56%	570 56%	269 47%	392 58%	471 62%	976 57%	137 54%	19 38%	654 56%	117 59%	361 56%	673 59%	415 54%	44 45%	542 59%	563 54%	6 24%
				a	a	c	c					c			b			
Reducing flight times between destinations	912 45%	451 46%	458 45%	273 48%	306 45%	332 44%	757 44%	126 50%	29 59%	589 50%	77 39%	245 38%	523 45%	344 45%	45 47%	364 40%	524 51%	12 54%
						a			bc						a			
Reducing the number of people overflown by aircraft	705 35%	349 35%	355 35%	210 37%	238 35%	257 34%	586 34%	97 38%	22 45%	359 31%	106 54%	241 38%	387 34%	278 37%	40 41%	380 41%	301 29%	10 45%
									ac		a				b			
Increasing airport capacity	655 33%	359 36%	296 29%	207 36%	225 33%	223 29%	513 30%	112 44%	30 60%	453 39%	57 29%	146 23%	337 29%	285 37%	34 35%	255 28%	374 36%	20 87%
		b		c			a	a		bc			a			a		
Increasing consumer choice of flights	571 28%	295 30%	274 27%	191 33%	199 29%	181 24%	468 27%	80 31%	23 46%	358 31%	47 24%	165 26%	331 29%	217 28%	22 22%	218 24%	337 33%	10 45%
				c	c				a	c						a		
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3%	38 2%	- -	2 4%	9 1%	7 3%	25 4%	18 2%	14 2%	8 9%	24 3%	17 2%	- -
					b	b	b		b	a	a	a		ab				
Don't know	69 3%	34 3%	35 3%	28 5%	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8%	39 3%	23 3%	8 8%	54 6%	15 1%	- -
				b								ab			b			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top 3 Priorities : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing emissions	1394 69%	794 73% bc	565 66%	35 57%	392 69%	426 72%	222 68%	341 67%	469 67%	981 71%	954 70% d	440 69% d	314 73% d	126 60%
Reducing noise	1132 56%	614 57%	485 56%	33 53%	308 55%	332 56%	192 59%	288 56%	382 55%	794 57%	776 57% d	356 56% d	260 61% d	96 45%
Reducing flight times between destinations	912 45%	507 47%	380 44%	24 39%	257 46%	279 47%	149 46%	220 43%	332 48%	619 45%	619 45%	293 46%	185 43%	107 51%
Reducing the number of people overflow by aircraft	705 35%	381 35%	310 36%	15 24%	203 36%	201 34%	123 38%	173 34%	251 36%	477 34%	472 34%	233 37%	140 33%	93 44% ac
Increasing airport capacity	655 33%	363 33%	260 30%	32 52% ab	218 39% bd	170 29%	108 33%	152 30%	241 35%	437 31%	429 31%	227 35%	140 33%	86 41% a
Increasing consumer choice of flights	571 28%	293 27%	257 30%	21 34%	160 28%	169 28%	87 27%	154 30%	219 32% b	376 27%	386 28%	185 29%	115 27%	69 33%
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4%	16 3%	15 3%	2 1% d



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top 3 Priorities : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Reducing emissions	1394	37	6	76	18	18	27	-	19	1193	73	21	102	40	68	90	12	34	954	
	69%	77%	93%	50%	70%	90%	76%	-	93%	70%	71%	82%	55%	79%	70%	75%	76%	82%	70%	
		c					c			c	c		c	c	c		c	c		
Reducing noise	1132	26	5	77	16	10	18	1	14	965	48	15	93	35	66	67	7	26	776	
	56%	52%	77%	51%	61%	50%	50%	53%	68%	57%	47%	58%	50%	69%	68%	55%	45%	63%	57%	
													ac	aci						
Reducing flight times between destinations	912	29	4	64	9	7	18	1	5	774	61	14	81	14	46	57	5	15	619	
	45%	59%	65%	43%	36%	34%	51%	53%	23%	46%	60%	53%	44%	27%	47%	47%	29%	37%	45%	
											cdhi		d	d	d			d		
Reducing the number of people overflown by aircraft	705	19	1	58	7	8	15	1	9	587	44	13	69	11	31	40	9	15	472	
	35%	38%	15%	38%	28%	41%	41%	49%	45%	35%	43%	52%	37%	23%	32%	33%	57%	37%	34%	
											d									
Increasing airport capacity	655	16	2	65	11	5	10	1	8	536	36	8	77	18	29	38	7	14	429	
	33%	33%	35%	43%	43%	27%	28%	53%	39%	32%	36%	30%	41%	36%	30%	32%	44%	33%	31%	
				i									i							
Increasing consumer choice of flights	571	13	1	64	5	6	9	1	5	467	26	3	75	13	28	25	5	10	386	
	28%	28%	15%	42%	19%	32%	24%	25%	25%	27%	25%	12%	41%	27%	28%	21%	31%	24%	28%	
				i									afi							
None of these	41	-	-	4	1	-	-	1	-	34	-	-	5	1	1	4	1	*	29	
	2%	-	-	3%	5%	-	-	23%	-	2%	-	-	3%	3%	1%	3%	4%	1%	2%	
Don't know	69	-	-	2	1	1	2	-	-	64	1	-	3	4	3	6	-	-	53	
	3%	-	-	1%	6%	3%	5%	-	-	4%	1%	-	2%	8%	3%	5%	-	-	4%	
													ac							

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Top 3 Priorities : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing emissions	1394 69%	77 70%	47 72%	130 60%	51 77%	135 74%	126 72%	20 70%	51 69%	757 70%	1157 69%	237 69%	141 64%	61 66%	239 73%
					c	c	c			c					a
Reducing noise	1132 56%	52 46%	34 52%	120 55%	49 74%	108 59%	101 58%	18 60%	45 62%	605 56%	927 56%	205 59%	96 44%	67 72%	194 59%
					abcefi	a			a					ac	a
Reducing flight times between destinations	912 45%	63 57%	28 43%	94 43%	20 31%	85 47%	77 44%	12 39%	31 43%	502 46%	763 46%	149 43%	110 50%	38 41%	145 44%
					cdfi	d			d						
Reducing the number of people overflown by aircraft	705 35%	47 42%	27 41%	78 36%	20 31%	56 31%	56 32%	18 62%	18 25%	385 35%	575 35%	130 38%	64 29%	53 57%	116 36%
								abcdefhi						ac	
Increasing airport capacity	655 33%	38 35%	28 43%	89 41%	20 30%	52 29%	52 30%	8 27%	29 39%	339 31%	547 33%	108 31%	107 49%	19 21%	101 31%
													bc		
Increasing consumer choice of flights	571 28%	29 27%	9 13%	78 36%	18 28%	62 34%	43 25%	5 17%	22 30%	304 28%	476 29%	94 27%	82 38%	24 26%	78 24%
													c		
None of these	41 2%	-	4 6%	5 2%	1 2%	1 1%	4 2%	2 7%	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%
								aei							
Don't know	69 3%	3 3%	-	4 2%	4 6%	5 3%	9 5%	-	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing airport capacity : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	229	138	91	68	85	76	168	46	16	171	14	44	116	94	19	84	135	9
	11%	14%	9%	12%	12%	10%	10%	18%	31%	15%	7%	7%	10%	12%	19%	9%	13%	41%
		b						a	ab	bc				a			a	
2 - 2nd priority	186	106	80	72	54	60	148	33	5	125	20	41	90	91	5	77	101	6
	9%	11%	8%	13%	8%	8%	9%	13%	11%	11%	10%	6%	8%	12%	5%	8%	10%	26%
		b		bc				a		c				a				
3 - 3rd priority	240	114	125	66	87	87	197	34	9	157	23	61	130	101	9	94	138	4
	12%	12%	12%	12%	13%	11%	12%	13%	18%	13%	11%	10%	11%	13%	10%	10%	13%	20%
										c							a	
Not ranked 1-3	1244	583	658	323	428	492	1089	137	18	692	131	420	756	440	48	588	630	3
	62%	59%	65%	57%	63%	65%	64%	54%	36%	59%	67%	66%	66%	58%	49%	64%	61%	13%
			a		a	a	bc	c			a	a	bc					
None of these	41	15	25	11	9	21	38	-	2	9	7	25	18	14	8	24	17	-
	2%	2%	2%	2%	1%	3%	2%	-	4%	1%	3%	4%	2%	2%	9%	3%	2%	-
					b		b		b	a	a	a			ab			
Don't know	69	34	35	28	19	22	66	4	-	19	2	49	39	23	8	54	15	-
	3%	3%	3%	5%	3%	3%	4%	1%	-	2%	1%	8%	3%	3%	8%	6%	1%	-
				b								ab			b	b		
Net: Top 3 (1-3)	655	359	296	207	225	223	513	112	30	453	57	146	337	285	34	255	374	20
	33%	36%	29%	36%	33%	29%	30%	44%	60%	39%	29%	23%	29%	37%	35%	28%	36%	87%
		b		c				a	a	bc				a			a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing airport capacity : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	229 11%	137 13%	88 10%	4 6%	77 14% b	56 9%	41 13%	54 11%	93 13%	146 11%	155 11%	74 12%	34 8%	40 19% abc
2 - 2nd priority	186 9%	96 9%	75 9%	15 25% ab	65 11% bd	43 7%	36 11%	39 8%	66 10%	126 9%	125 9%	62 10%	45 11%	17 8%
3 - 3rd priority	240 12%	130 12%	97 11%	13 21% ab	76 13%	70 12%	32 10%	58 11%	82 12%	165 12%	149 11%	91 14% a	61 14%	30 14%
Not ranked 1-3	1244 62%	678 62% c	539 63% c	27 43%	318 56%	398 67% ad	207 64% a	314 61%	421 60%	872 63%	860 63%	384 60%	263 62%	121 57%
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4% d	16 3%	15 3%	2 1%
Net: Top 3 (1-3)	655 33%	363 33%	260 30%	32 52% ab	218 39% bd	170 29%	108 33%	152 30%	241 35%	437 31%	429 31%	227 35%	140 33%	86 41% a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing airport capacity : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	229 11%	7 15%	2 27%	24 16%	2 10%	1 6%	2 4%	- -	1 3%	190 11%	18 18% def	2 7%	29 16% df	2 5%	8 8%	9 7%	3 17%	3 7%	155 11%	
2 - 2nd priority	186 9%	3 6%	1 8%	17 11%	2 6%	4 20%	4 11%	- -	1 4%	155 9%	6 6%	3 13%	19 10%	4 7%	16 16% ahi	10 9%	2 14%	1 2%	125 9%	
3 - 3rd priority	240 12%	6 12%	- -	24 16%	7 26%	- -	4 12%	1 53%	6 32%	191 11%	12 12%	2 10%	28 15% e	12 24% ei	6 6%	19 16% e	2 13%	10 25% ei	149 11%	
Not ranked 1-3	1244 62%	33 67%	4 65%	80 53%	12 46%	14 70%	24 67%	1 25%	12 61%	1064 63% c	65 64%	18 70%	101 54%	27 54%	65 67%	73 60%	8 52%	27 65%	860 63% c	
None of these	41 2%	- -	- -	4 3%	1 5%	- -	- -	1 23%	- -	34 2%	- -	- -	5 3%	1 3%	1 1%	4 3%	1 4%	* 1%	29 2%	
Don't know	69 3%	- -	- -	2 1%	1 6%	1 3%	2 5%	- -	- -	64 4%	1 1%	- -	3 2%	4 8% ac	3 3%	6 5%	- -	- -	53 4%	
Net: Top 3 (1-3)	655 33%	16 33%	2 35%	65 43% i	11 43%	5 27%	10 28%	1 53%	8 39%	536 32%	36 36%	8 30%	77 41% i	18 36%	29 30%	38 32%	7 44%	14 33%	429 31%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing airport capacity : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	229 11%	19 17% bd	3 5% bd	33 15% bd	2 4%	20 11%	16 9%	4 12%	7 10%	125 11%	186 11%	44 13%	41 19% c	10 10%	24 7%	
2 - 2nd priority	186 9%	7 6%	20 30% acdefghi	21 9%	4 6%	25 13% fi	11 6%	2 7%	8 11%	89 8%	158 10%	28 8%	28 13% b	4 4%	29 9%	
3 - 3rd priority	240 12%	12 11% e	6 9%	35 16% e	13 20% ei	8 5%	24 14% e	2 7%	14 19% ei	125 11% e	203 12%	37 11%	38 17% b	6 6%	48 15%	
Not ranked 1-3	1244 62%	69 62%	33 50%	120 55%	41 62%	123 68% bc	110 63%	19 66%	42 58%	685 63% bc	1027 62%	217 63%	104 48%	71 77% ac	209 64% a	
None of these	41 2%	- -	4 6% aei	5 2%	1 2%	1 1%	4 2%	2 7% aei	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%	
Don't know	69 3%	3 3%	- -	4 2%	4 6%	5 3%	9 5%	- -	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%	
Net: Top 3 (1-3)	655 33%	38 35%	28 43% ei	89 41% efi	20 30%	52 29%	52 30%	8 27%	29 39%	339 31%	547 33%	108 31%	107 49% bc	19 21%	101 31%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing noise : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	264 13%	132 13%	131 13%	75 13%	81 12%	109 14%	222 13%	36 14%	5 11%	117 10%	29 15%	118 18%	160 14%	93 12%	11 11%	130 14%	127 12%	2 8%
2 - 2nd priority	536 27%	250 25%	285 28%	106 19%	180 26%	250 33%	465 27%	64 25%	6 13%	324 28%	49 25%	162 25%	333 29%	187 25%	16 17%	271 29%	254 24%	1 5%
3 - 3rd priority	332 17%	177 18%	154 15%	88 16%	132 19%	112 15%	288 17%	36 14%	7 14%	213 18%	38 19%	81 13%	181 16%	135 18%	17 17%	142 15%	182 18%	3 11%
Not ranked 1-3	768 38%	382 39%	384 38%	261 46%	262 38%	245 32%	626 37%	113 45%	28 57%	491 42%	71 36%	205 32%	419 36%	311 41%	38 39%	300 33%	442 43%	17 76%
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3%	38 2%	- -	2 4%	9 1%	7 3%	25 4%	18 2%	14 2%	8 9%	24 3%	17 2%	- -
Don't know	69 3%	34 3%	35 3%	28 5%	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8%	39 3%	23 3%	8 8%	54 6%	15 1%	- -
Net: Top 3 (1-3)	1132 56%	559 56%	570 56%	269 47%	392 58%	471 62%	976 57%	137 54%	19 38%	654 56%	117 59%	361 56%	673 59%	415 54%	44 45%	542 59%	563 54%	6 24%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing noise : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	264 13%	126 12%	129 15% a	9 15%	60 11%	83 14%	39 12%	82 16% a	85 12%	188 14%	180 13%	84 13%	56 13%	28 13%
2 - 2nd priority	536 27%	318 29% b	202 24%	15 25%	141 25%	163 27%	89 27%	138 27%	168 24%	392 28% a	371 27% d	165 26% d	135 32% bd	30 14%
3 - 3rd priority	332 17%	171 16%	153 18%	8 14%	107 19% bd	87 15%	64 20% d	67 13%	129 19%	214 15%	225 16%	107 17%	69 16%	38 18%
Not ranked 1-3	768 38%	427 39%	315 37%	26 42%	227 40%	236 40%	123 38%	178 35%	280 40%	514 37%	513 37%	255 40% c	144 34%	111 52% abc
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4% d	16 3%	15 3%	2 1%
Net: Top 3 (1-3)	1132 56%	614 57%	485 56%	33 53%	308 55%	332 56%	192 59%	288 56%	382 55%	794 57%	776 57% d	356 56% d	260 61% d	96 45%



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing noise : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	264 13%	5 10%	1 15%	22 14%	2 7%	1 5%	3 8%	1 28%	* 2%	230 14%	12 12%	2 9%	26 14%	7 15%	18 18%	13 10%	4 22%	2 6%	180 13%	
2 - 2nd priority	536 27%	9 18%	2 33%	24 16%	10 40%	5 24%	11 31%	1 25%	12 58%	462 27% c	18 18%	3 13%	33 18%	19 38% ac	29 30% c	41 34% ac	2 15% ac	18 43% aci	371 27% c	
3 - 3rd priority	332 17%	12 24%	2 29%	31 21%	4 15%	4 22%	4 10%	- -	1 7%	274 16%	17 17%	9 36%	34 18%	8 16%	19 20%	13 11%	1 7%	6 13%	225 16%	
Not ranked 1-3	768 38%	23 48%	2 23%	68 45%	7 28%	9 47%	16 45%	1 25%	6 32%	635 37%	54 53% defi	11 42%	85 46% dei	10 21%	28 28%	45 37% d	8 51%	15 36%	513 37% d	
None of these	41 2%	- -	- -	4 3%	1 5%	- -	- -	1 23%	- -	34 2%	- -	- -	5 3%	1 3%	1 1%	4 3%	1 4%	* 1%	29 2%	
Don't know	69 3%	- -	- -	2 1%	1 6%	1 3%	2 5%	- -	- -	64 4%	1 1%	- -	3 2%	4 8% ac	3 3%	6 5%	- -	- -	53 4%	
Net: Top 3 (1-3)	1132 56%	26 52%	5 77%	77 51%	16 61%	10 50%	18 50%	1 53%	14 68%	965 57%	48 47%	15 58%	93 50%	35 69% ac	66 68% aci	67 55%	7 45%	26 63%	776 57%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing noise : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	264 13%	13 12%	7 10%	33 15%	8 12%	26 14%	20 12%	4 15%	4 6%	149 14%	226 14%	38 11%	22 10%	26 28%	36 11%
				h		h			h					ac	
2 - 2nd priority	536 27%	19 18%	10 15%	45 21%	28 42%	49 27%	56 32%	11 37%	27 37%	292 27%	429 26%	106 31%	32 15%	21 23%	112 34%
				abcei		abc	abc	abc	abc	ab		a			a
3 - 3rd priority	332 17%	19 17%	18 27%	43 20%	13 20%	34 18%	25 14%	2 8%	14 20%	164 15%	271 16%	61 18%	41 19%	20 22%	46 14%
			fgi												
Not ranked 1-3	768 38%	56 51%	27 42%	89 41%	12 18%	68 37%	60 35%	10 33%	26 35%	419 39%	647 39%	121 35%	115 53%	24 26%	116 35%
		defhi	d	d		d	d		d	d			bc		
None of these	41 2%	-	4 6%	5 2%	1 2%	1 1%	4 2%	2 7%	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%
			aei				aei								
Don't know	69 3%	3 3%	-	4 2%	4 6%	5 3%	9 5%	-	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%
Net: Top 3 (1-3)	1132 56%	52 46%	34 52%	120 55%	49 74%	108 59%	101 58%	18 60%	45 62%	605 56%	927 56%	205 59%	96 44%	67 72%	194 59%
				abcefi		a			a				ac		a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing emissions : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	895 45%	377 38%	516 51%	208 37%	300 44%	387 51%	802 47%	86 34%	7 14%	546 47%	89 45%	260 41%	533 46%	337 44%	24 25%	413 45%	462 45%	2 8%
			a		a	ab	bc	c		c			c	c				
2 - 2nd priority	301 15%	160 16%	141 14%	80 14%	118 17%	103 14%	267 16%	32 13%	3 6%	186 16%	26 13%	89 14%	171 15%	118 15%	12 12%	125 14%	167 16%	3 11%
					c													
3 - 3rd priority	198 10%	117 12%	81 8%	55 10%	72 11%	71 9%	152 9%	42 16%	4 8%	128 11%	16 8%	53 8%	113 10%	73 10%	12 12%	90 10%	104 10%	2 10%
			b					a										
Not ranked 1-3	505 25%	288 29%	216 21%	187 33%	164 24%	154 20%	381 22%	91 36%	34 68%	285 24%	56 29%	164 26%	275 24%	197 26%	33 34%	215 23%	272 26%	16 71%
		b		bc				a	ab						a			
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3%	38 2%	- -	2 4%	9 1%	7 3%	25 4%	18 2%	14 2%	8 9%	24 3%	17 2%	- -
					b		b		b		a	a			ab			
Don't know	69 3%	34 3%	35 3%	28 5%	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8%	39 3%	23 3%	8 8%	54 6%	15 1%	- -
				b								ab			b	b		
Net: Top 3 (1-3)	1394 69%	653 66%	738 73%	343 60%	490 72%	561 74%	1221 72%	159 63%	13 27%	860 73%	132 67%	402 63%	818 71%	528 69%	48 49%	628 68%	733 71%	7 29%
			a		a	a	bc	c		c			c	c				

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing emissions : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	895 45%	508 47%	364 42%	23 38%	249 44%	282 48%	143 44%	214 42%	282 41%	645 46% a	617 45% d	278 43% d	213 50% bd	64 30%
2 - 2nd priority	301 15%	173 16%	121 14%	6 10%	89 16%	93 16%	40 12%	78 15%	111 16%	202 15%	193 14%	108 17%	62 15%	45 21% ac
3 - 3rd priority	198 10%	113 10%	79 9%	5 9%	55 10%	51 9%	39 12%	49 10%	76 11%	134 10%	143 10%	54 9%	38 9%	17 8%
Not ranked 1-3	505 25%	248 23%	234 27% a	23 38% a	144 25%	142 24%	93 29%	124 24%	193 28% b	328 24%	334 24%	171 27% c	90 21%	81 38% abc
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4% d	16 3%	15 3%	2 1%
Net: Top 3 (1-3)	1394 69%	794 73% bc	565 66%	35 57%	392 69%	426 72%	222 68%	341 67%	469 67%	981 71%	954 70% d	440 69% d	314 73% d	126 60%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing emissions : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	895 45%	21 43%	3 43%	44 29%	13 53%	8 41%	17 48%	- -	16 82%	772 45%	36 35%	18 69%	59 32%	25 50%	44 45%	63 52%	5 31%	28 69%	617 45%	
							c			c				c	c	ac		acei	c	
2 - 2nd priority	301 15%	12 25%	2 35%	20 13%	2 8%	2 8%	8 22%	- -	1 3%	254 15%	26 26%	2 9%	31 17%	7 14%	10 11%	22 18%	4 27%	4 10%	193 14%	
											ehi									
3 - 3rd priority	198 10%	4 9%	1 15%	12 8%	2 9%	8 41%	2 7%	- -	2 8%	166 10%	10 10%	1 4%	12 7%	8 15%	13 14%	6 5%	3 17%	2 4%	143 10%	
													f	f	f					
Not ranked 1-3	505 25%	11 23%	1 7%	70 46%	5 19%	1 7%	6 18%	2 77%	1 7%	407 24%	29 28%	5 18%	75 41%	5 11%	26 27%	21 17%	3 21%	7 16%	334 24%	
				afi						d	d		defhi		d				d	
None of these	41 2%	- -	- -	4 3%	1 5%	- -	- -	1 23%	- -	34 2%	- -	- -	5 3%	1 3%	1 1%	4 3%	1 4%	* 1%	29 2%	
Don't know	69 3%	- -	- -	2 1%	1 6%	1 3%	2 5%	- -	- -	64 4%	1 1%	- -	3 2%	4 8%	3 3%	6 5%	- -	- -	53 4%	
													ac							
Net: Top 3 (1-3)	1394 69%	37 77%	6 93%	76 50%	18 70%	18 90%	27 76%	- -	19 93%	1193 70%	73 71%	21 82%	102 55%	40 79%	68 70%	90 75%	12 76%	34 82%	954 70%	
		c					c			c	c			c	c	c		c	c	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing emissions : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	895 45%	39 35%	41 62%	78 36%	31 47%	85 47%	85 49%	11 38%	41 56%	483 44%	725 44%	170 49%	75 34%	37 40%	166 51%
			acegi			c	ac		ac	c		a			a
2 - 2nd priority	301 15%	26 24%	5 8%	37 17%	12 18%	20 11%	28 16%	6 19%	6 8%	161 15%	263 16%	38 11%	43 20%	16 17%	49 15%
		behi									b				
3 - 3rd priority	198 10%	11 10%	1 2%	15 7%	8 12%	29 16%	12 7%	4 12%	4 6%	113 10%	169 10%	29 8%	22 10%	8 9%	24 7%
		b			b	bcfhi		b		b					
Not ranked 1-3	505 25%	30 27%	14 21%	79 36%	10 15%	41 23%	36 21%	7 23%	20 28%	267 25%	417 25%	88 26%	70 32%	30 32%	71 22%
				bdefi									c		
None of these	41 2%	- -	4 6%	5 2%	1 2%	1 1%	4 2%	2 7%	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%
			aei					aei							
Don't know	69 3%	3 3%	- -	4 2%	4 6%	5 3%	9 5%	- -	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%
Net: Top 3 (1-3)	1394 69%	77 70%	47 72%	130 60%	51 77%	135 74%	126 72%	20 70%	51 69%	757 70%	1157 69%	237 69%	141 64%	61 66%	239 73%
				c		c	c			c					a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing flight times between destinations : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	212 11%	138 14% b	73 7% a	86 15% bc	77 11% c	49 6% a	171 10%	33 13%	8 16%	136 12% b	11 5%	66 10% b	118 10%	82 11%	12 12%	76 8%	132 13% a	3 14%
2 - 2nd priority	331 16%	149 15%	181 18%	98 17%	108 16%	125 17%	278 16%	39 15%	15 30% ab	207 18% c	38 19%	86 13%	188 16%	119 16%	23 24%	133 14%	191 18% a	5 21%
3 - 3rd priority	369 18%	164 17%	204 20% a	89 16%	122 18%	158 21% a	308 18%	54 21%	6 13%	246 21% bc	29 15%	93 15%	217 19%	142 19%	10 11%	155 17%	201 19%	4 19%
Not ranked 1-3	987 49%	491 50%	496 49%	257 45%	347 51% a	383 50%	845 50%	124 49%	18 37%	556 47%	111 56% a	321 50%	570 50% c	382 50% c	36 37%	478 52% b	481 46%	10 46%
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3% b	38 2% b	- -	2 4% b	9 1%	7 3% a	25 4% a	18 2%	14 2%	8 9% ab	24 3%	17 2%	- -
Don't know	69 3%	34 3%	35 3%	28 5% b	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8% ab	39 3%	23 3%	8 8% b	54 6% b	15 1%	- -
Net: Top 3 (1-3)	912 45%	451 46%	458 45%	273 48%	306 45%	332 44%	757 44%	126 50%	29 59% a	589 50% bc	77 39%	245 38%	523 45%	344 45%	45 47%	364 40%	524 51% a	12 54%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing flight times between destinations : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner a	Renter b	Rent free/ Other c	AB a	C1 b	C2 c	DE d	<18 a	>18 or none b	No airports a	At least one airport b	1 airport c	2 or more airports d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	212 11%	106 10%	100 12%	6 9%	53 9%	70 12%	35 11%	49 10%	87 13%	134 10%	137 10%	75 12%	45 10%	30 14%
2 - 2nd priority	331 16%	175 16%	149 17%	7 11%	101 18%	97 16%	52 16%	81 16%	121 17%	227 16%	234 17%	97 15%	55 13%	42 20%
3 - 3rd priority	369 18%	226 21%	131 15%	12 19%	103 18%	112 19%	62 19%	90 18%	123 18%	259 19%	248 18%	121 19%	86 20%	35 17%
Not ranked 1-3	987 49%	534 49%	419 49%	34 56%	278 49%	289 49%	166 51%	246 48%	330 47%	690 50%	669 49%	318 50%	219 51%	100 47%
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4%	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5%	2 4%	17 3%	16 3%	8 2%	27 5%	21 3%	53 4%	53 4%	16 3%	15 3%	2 1%
Net: Top 3 (1-3)	912 45%	507 47%	380 44%	24 39%	257 46%	279 47%	149 46%	220 43%	332 48%	619 45%	619 45%	293 46%	185 43%	107 51%



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing flight times between destinations : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	212	6	1	24	5	3	5	-	3	166	16	1	27	5	12	11	-	3	137	
	11%	12%	7%	16%	18%	16%	14%	-	13%	10%	16%	4%	14%	9%	13%	9%	-	8%	10%	
				i																
2 - 2nd priority	331	12	1	24	3	2	4	1	1	283	22	4	27	7	17	11	3	7	234	
	16%	25%	9%	16%	13%	10%	10%	28%	7%	17%	21%	15%	14%	14%	18%	9%	17%	17%	17%	
								f			f								f	
3 - 3rd priority	369	11	3	16	1	2	10	1	1	325	24	9	28	2	17	35	2	5	248	
	18%	23%	48%	11%	5%	9%	27%	25%	3%	19%	23%	34%	15%	4%	17%	29%	12%	13%	18%	
							c			c	d		d		d	cdehi			d	
Not ranked 1-3	987	20	2	81	13	12	16	1	15	827	40	12	96	32	48	55	11	25	669	
	49%	41%	35%	54%	53%	63%	43%	25%	77%	49%	39%	47%	52%	62%	49%	45%	67%	61%	49%	
														af				a		
None of these	41	-	-	4	1	-	-	1	-	34	-	-	5	1	1	4	1	*	29	
	2%	-	-	3%	5%	-	-	23%	-	2%	-	-	3%	3%	1%	3%	4%	1%	2%	
Don't know	69	-	-	2	1	1	2	-	-	64	1	-	3	4	3	6	-	-	53	
	3%	-	-	1%	6%	3%	5%	-	-	4%	1%	-	2%	8%	3%	5%	-	-	4%	
														ac						
Net: Top 3 (1-3)	912	29	4	64	9	7	18	1	5	774	61	14	81	14	46	57	5	15	619	
	45%	59%	65%	43%	36%	34%	51%	53%	23%	46%	60%	53%	44%	27%	47%	47%	29%	37%	45%	
											cdhi		d		d	d			d	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing flight times between destinations : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	212 11%	16 15%	4 6%	27 12%	5 7%	24 13%	14 8%	3 9%	8 11%	111 10%	190 11% b	22 6%	27 12%	10 10%	38 12%	
2 - 2nd priority	331 16%	23 21% b	6 9%	35 16%	8 12%	38 21% bf	23 13%	3 12%	13 18%	182 17%	277 17%	54 16%	42 19%	12 13%	43 13%	
3 - 3rd priority	369 18%	24 21% e	18 28% cdeh	32 15%	8 11%	22 12%	41 23% cde	5 19%	10 14%	209 19% e	295 18%	74 21%	41 19%	17 18%	64 19%	
Not ranked 1-3	987 49%	45 40%	33 51%	115 53% a	41 61% ai	91 50%	85 49%	16 54%	40 54%	523 48%	811 49%	176 51%	101 46%	52 57%	165 50%	
None of these	41 2%	- -	4 6% aei	5 2%	1 2%	1 1%	4 2%	2 7% aei	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%	
Don't know	69 3%	3 3%	- -	4 2%	4 6%	5 3%	9 5%	- -	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%	
Net: Top 3 (1-3)	912 45%	63 57% cdfi	28 43%	94 43%	20 31%	85 47% d	77 44%	12 39%	31 43%	502 46% d	763 46%	149 43%	110 50%	38 41%	145 44%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing consumer choice of flights : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	154 8%	85 9%	68 7%	56 10% c	59 9% c	39 5%	120 7%	30 12% a	4 8%	101 9% c	19 10% c	33 5%	88 8%	57 7%	9 9%	52 6%	96 9% a	6 26%
2 - 2nd priority	175 9%	99 10% b	75 7%	56 10%	66 10%	53 7%	139 8%	30 12% a	5 10%	114 10% b	10 5%	50 8%	105 9%	64 8%	6 6%	58 6%	114 11% a	1 4%
3 - 3rd priority	242 12%	111 11%	131 13%	79 14%	75 11%	89 12%	209 12% b	19 8%	14 28% ab	143 12%	18 9%	82 13%	139 12%	97 13%	7 7%	108 12%	127 12%	3 15%
Not ranked 1-3	1328 66%	646 65%	679 67%	340 60%	454 67% a	535 70% a	1133 66% c	170 67% c	25 50%	787 67%	141 72% c	401 63%	761 66%	508 67%	60 61%	624 68%	667 64%	13 55%
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3% b	38 2% b	- - b	2 4% b	9 1%	7 3% a	25 4% a	18 2%	14 2%	8 9% ab	24 3%	17 2%	- -
Don't know	69 3%	34 3%	35 3%	28 5% b	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8% ab	39 3%	23 3%	8 8% b	54 6% b	15 1%	- -
Net: Top 3 (1-3)	571 28%	295 30%	274 27%	191 33% c	199 29% c	181 24%	468 27%	80 31%	23 46% a	358 31% c	47 24%	165 26%	331 29%	217 28%	22 22%	218 24%	337 33% a	10 45%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing consumer choice of flights : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	154 8%	84 8%	58 7%	12 20% ab	48 8%	41 7%	33 10% d	32 6%	60 9%	97 7%	97 7%	57 9%	34 8%	23 11%
2 - 2nd priority	175 9%	88 8%	83 10%	3 5%	48 9%	48 8%	26 8%	53 10%	69 10%	116 8%	130 10% c	44 7%	25 6%	19 9%
3 - 3rd priority	242 12%	121 11%	116 13%	6 10%	64 11%	80 14% c	28 9%	70 14% c	90 13%	163 12%	159 12%	83 13%	56 13%	27 13%
Not ranked 1-3	1328 66%	749 69% b	542 63%	38 61%	376 67%	400 67% d	228 70% d	311 61%	442 64%	933 67%	902 66%	426 67%	288 68%	138 65%
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4% d	16 3%	15 3%	2 1%
Net: Top 3 (1-3)	571 28%	293 27%	257 30%	21 34%	160 28%	169 28%	87 27%	154 30%	219 32% b	376 27%	386 28%	185 29%	115 27%	69 33%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing consumer choice of flights : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	154 8%	6 12%	- -	19 12%	* 2%	5 23%	3 8%	- -	- -	121 7%	9 8%	1 4%	21 11%	4 8%	9 9%	10 8%	2 14%	2 4%	97 7%	
2 - 2nd priority	175 9%	5 10%	1 15%	16 11%	2 7%	- -	2 6%	1 25%	- -	148 9%	9 9%	2 6%	21 11%	2 5%	3 3%	5 4%	1 8%	1 2%	130 10%	
3 - 3rd priority	242 12%	3 6%	- -	29 19%	3 10%	2 9%	3 10%	- -	5 25%	198 12%	8 8%	1 2%	34 18%	7 14%	15 16%	10 8%	1 9%	7 18%	159 12%	
Not ranked 1-3	1328 66%	35 72%	6 85%	81 54%	18 70%	13 64%	25 71%	1 53%	15 75%	1133 67%	76 74%	23 88%	102 55%	32 63%	66 68%	86 71%	10 66%	31 75%	902 66%	
None of these	41 2%	- -	- -	4 3%	1 5%	- -	- -	1 23%	- -	34 2%	- -	- -	5 3%	1 3%	1 1%	4 3%	1 4%	* 1%	29 2%	
Don't know	69 3%	- -	- -	2 1%	1 6%	1 3%	2 5%	- -	- -	64 4%	1 1%	- -	3 2%	4 8%	3 3%	6 5%	- -	- -	53 4%	
Net: Top 3 (1-3)	571 28%	13 28%	1 15%	64 42%	5 19%	6 32%	9 24%	1 25%	5 25%	467 27%	26 25%	3 12%	75 41%	13 27%	28 28%	25 21%	5 31%	10 24%	386 28%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Increasing consumer choice of flights : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	154 8%	9 8%	4 7%	22 10% i	9 13% i	14 8%	17 10%	2 7%	8 12%	68 6%	127 8%	26 8%	33 15% bc	5 5%	19 6%
2 - 2nd priority	175 9%	11 10%	3 5%	21 10%	2 3%	13 7%	9 5%	1 4%	4 6%	109 10% f	136 8%	39 11%	22 10% c	5 5%	17 5%
3 - 3rd priority	242 12%	10 9% b	1 1%	35 16% b	7 11% b	34 19% abfi	17 10% b	1 5%	9 13% b	127 12% b	213 13% b	29 8%	26 12% b	14 16% b	43 13% b
Not ranked 1-3	1328 66%	78 71%	53 80% cdei	130 60%	43 65%	114 62%	119 68%	22 76%	49 67%	720 66%	1097 66%	231 67%	129 59%	67 72% a	231 71% a
None of these	41 2%	- -	4 6% aei	5 2%	1 2%	1 1%	4 2%	2 7% aei	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%
Don't know	69 3%	3 3%	- -	4 2%	4 6%	5 3%	9 5%	- -	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%
Net: Top 3 (1-3)	571 28%	29 27% b	9 13%	78 36% bfgi	18 28% b	62 34% b	43 25%	5 17%	22 30% b	304 28% b	476 29%	94 27%	82 38% c	24 26%	78 24%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing the number of people overflowed by aircraft : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	146 7%	72 7%	74 7%	37 6%	53 8%	56 7%	120 7%	19 7%	7 14% a	75 6%	25 13% ac	45 7%	77 7%	62 8%	7 7%	88 10% b	52 5%	1 4%
2 - 2nd priority	236 12%	109 11%	126 12%	77 14%	80 12%	79 10%	188 11%	38 15%	10 21% a	122 10%	34 17% a	80 13%	123 11%	98 13%	14 15%	123 13% b	102 10%	5 23%
3 - 3rd priority	324 16%	168 17%	155 15%	96 17%	105 15%	122 16%	278 16%	41 16%	5 9%	161 14%	47 24% a	115 18% a	187 16%	118 15%	19 19%	169 18% b	147 14%	4 17%
Not ranked 1-3	1194 59%	592 60%	599 59%	320 56%	416 61%	458 60%	1016 60%	153 60%	25 51%	786 67% bc	82 42%	325 51% b	705 61% c	447 59% c	42 43%	463 50%	704 68% a	13 55%
None of these	41 2%	15 2%	25 2%	11 2%	9 1%	21 3% b	38 2% b	- -	2 4% b	9 1%	7 3% a	25 4% a	18 2%	14 2%	8 9% ab	24 3%	17 2%	- -
Don't know	69 3%	34 3%	35 3%	28 5% b	19 3%	22 3%	66 4%	4 1%	- -	19 2%	2 1%	49 8% ab	39 3%	23 3%	8 8% b	54 6% b	15 1%	- -
Net: Top 3 (1-3)	705 35%	349 35%	355 35%	210 37%	238 35%	257 34%	586 34%	97 38%	22 45%	359 31%	106 54% ac	241 38% a	387 34%	278 37%	40 41%	380 41% b	301 29%	10 45%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing the number of people overflowed by aircraft : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner a	Renter b	Rent free/ Other c	AB a	C1 b	C2 c	DE d	<18 a	>18 or none b	No airports a	At least one airport b	1 airport c	2 or more airports d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	146 7%	81 7%	60 7%	5 8%	49 9%	37 6%	24 7%	34 7%	54 8%	98 7%	102 7%	43 7%	21 5%	22 10% c
2 - 2nd priority	236 12%	122 11%	110 13%	5 8%	65 12%	72 12%	47 14% d	48 9%	88 13%	149 11%	144 10%	93 14% a	59 14%	34 16% a
3 - 3rd priority	324 16%	178 16%	140 16%	5 9%	88 16%	92 16%	52 16%	91 18%	109 16%	229 16%	226 17%	98 15%	60 14%	37 18%
Not ranked 1-3	1194 59%	661 61%	489 57%	44 71% b	333 59%	367 62%	192 59%	292 57%	410 59%	832 60%	816 60%	377 59%	263 62%	114 54%
None of these	41 2%	20 2%	20 2%	1 1%	12 2%	8 1%	2 1%	18 4% bc	13 2%	27 2%	29 2%	12 2%	9 2%	3 2%
Don't know	69 3%	26 2%	41 5% a	2 4%	17 3%	16 3%	8 2%	27 5% abc	21 3%	53 4%	53 4% d	16 3%	15 3%	2 1%
Net: Top 3 (1-3)	705 35%	381 35%	310 36%	15 24%	203 36%	201 34%	123 38%	173 34%	251 36%	477 34%	472 34%	233 37%	140 33%	93 44% ac



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing the number of people overflowed by aircraft : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Top priority	146 7%	5 10%	1 7%	13 9%	- -	1 5%	4 12%	1 49%	- -	120 7%	11 11% e	2 7%	16 9%	2 3%	3 3%	6 5%	2 12%	2 5%	102 7%	
2 - 2nd priority	236 12%	4 9%	- -	28 18% i	3 11%	6 29%	3 10%	- -	5 25%	187 11%	11 10%	10 38%	30 16% i	4 9%	14 14%	15 13%	2 11%	7 16%	144 10%	
3 - 3rd priority	324 16%	10 20%	1 8%	17 11%	4 18%	1 7%	7 20%	- -	4 20%	279 16%	22 22% c	2 7%	23 12%	6 11%	14 15%	19 15%	5 34%	7 16%	226 17%	
Not ranked 1-3	1194 59%	30 62%	6 85%	87 58%	15 61%	11 56%	19 53%	1 28%	11 55%	1013 60%	57 56%	12 48%	109 59%	34 67%	62 64%	71 59%	6 39%	25 62%	816 60%	
None of these	41 2%	- -	- -	4 3%	1 5%	- -	- -	1 23%	- -	34 2%	- -	- -	5 3%	1 3%	1 1%	4 3%	1 4%	* 1%	29 2%	
Don't know	69 3%	- -	- -	2 1%	1 6%	1 3%	2 5%	- -	- -	64 4%	1 1%	- -	3 2%	4 8% ac	3 3%	6 5%	- -	- -	53 4%	
Net: Top 3 (1-3)	705 35%	19 38%	1 15%	58 38%	7 28%	8 41%	15 41%	1 49%	9 45%	587 35%	44 43% d	13 52%	69 37%	11 23%	31 32%	40 33%	9 57%	15 37%	472 34%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q8. Reducing the number of people overflowed by aircraft : Thinking about aviation, which of the following should be prioritised for improvement? Please select up to three in order where 1 = the top priority, 2 = the second priority and 3 = the third priority.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Top priority	146 7%	11 10% e	2 4%	16 8%	6 9%	6 4%	9 5%	3 11%	2 3%	88 8% e	120 7%	26 7%	12 6%	4 5%	27 8%
2 - 2nd priority	236 12%	13 12%	13 20% i	34 16%	5 8%	20 11%	23 13%	3 11%	7 9%	119 11%	195 12%	41 12%	27 12%	29 32% ac	36 11%
3 - 3rd priority	324 16%	23 21%	11 17%	27 13%	9 13%	30 16%	24 14%	12 40% abcdefhi	9 13%	179 16%	260 16%	64 19%	25 11%	19 21% a	53 16%
Not ranked 1-3	1194 59%	61 55% g	35 53% g	131 60% g	40 61% g	120 66% g	106 61% g	9 30% g	52 72% abgi	639 59% g	999 60%	195 57%	147 67% b	37 41%	193 59% b
None of these	41 2%	- - aei	4 6% aei	5 2%	1 2%	1 1%	4 2%	2 7% aei	2 2%	22 2%	32 2%	9 3%	5 2%	1 1%	5 2%
Don't know	69 3%	3 3%	- -	4 2%	4 6%	5 3%	9 5%	- -	1 1%	43 4%	59 4%	10 3%	3 1%	1 1%	12 4%
Net: Top 3 (1-3)	705 35%	47 42% h	27 41%	78 36%	20 31%	56 31%	56 32%	18 62% abcdefhi	18 25%	385 35%	575 35%	130 38%	64 29%	53 57% ac	116 36%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0%	3	3	1	-	1	3	3	*	-	1	1	2	1	2	-	2	1	-
	*	*	*	-	*	*	*	*	-	*	*	*	*	*	-	*	*	-
1-10%	259	162	96	57	80	123	211	44	4	180	27	52	139	108	12	103	145	8
	13%	16%	9%	10%	12%	16%	12%	17%	8%	15%	14%	8%	12%	14%	12%	11%	14%	34%
		b			ab		a		c	c								
11-20%	427	225	201	121	137	169	359	57	11	247	34	145	224	180	23	187	231	3
	21%	23%	20%	21%	20%	22%	21%	22%	23%	21%	17%	23%	19%	24%	24%	20%	22%	14%
														a				
21-30%	427	237	189	142	147	138	375	42	9	275	38	114	240	170	16	190	232	1
	21%	24%	19%	25%	22%	18%	22%	17%	19%	23%	19%	18%	21%	22%	16%	21%	22%	4%
		b		c			c			c								
31-40%	288	134	153	92	98	98	236	43	8	167	21	100	174	104	10	120	162	2
	14%	14%	15%	16%	14%	13%	14%	17%	16%	14%	11%	16%	15%	14%	10%	13%	16%	8%
41-50%	240	104	136	65	92	84	204	31	6	112	23	105	143	80	17	121	113	4
	12%	10%	13%	11%	14%	11%	12%	12%	12%	10%	12%	16%	12%	10%	17%	13%	11%	17%
			a							a								
51-60%	158	54	104	35	53	70	141	15	2	79	24	54	88	58	12	89	67	-
	8%	5%	10%	6%	8%	9%	8%	6%	3%	7%	12%	8%	8%	8%	12%	10%	6%	-
			a		a					a						b		-
61-70%	114	28	86	27	39	48	99	12	3	57	16	41	87	25	2	69	41	2
	6%	3%	8%	5%	6%	6%	6%	5%	7%	5%	8%	6%	8%	3%	2%	7%	4%	9%
			a										b			b		
71-80%	59	24	35	21	20	18	52	6	1	32	10	17	38	18	4	27	25	1
	3%	2%	3%	4%	3%	2%	3%	3%	1%	3%	5%	3%	3%	2%	4%	3%	2%	3%
81-90%	18	8	10	5	6	7	18	-	-	11	-	7	7	9	2	9	8	-
	1%	1%	1%	1%	1%	1%	1%	-	-	1%	-	1%	1%	1%	2%	1%	1%	-
91-100%	16	13	4	6	7	3	9	2	5	10	2	4	8	9	-	3	10	2
	1%	1%	*	1%	1%	*	1%	1%	10%	1%	1%	1%	1%	1%	-	*	1%	10%
		b						ab										
Net: 2%	21	12	9	2	5	14	14	7	-	19	1	1	11	8	2	6	14	-
	1%	1%	1%	*	1%	2%	1%	3%	-	2%	1%	*	1%	1%	2%	1%	1%	-
					a			a		c								
Net: 2-3%	39	27	12	9	10	20	32	7	-	30	2	6	23	14	2	18	20	1
	2%	3%	1%	2%	1%	3%	2%	3%	-	3%	1%	1%	2%	2%	2%	2%	2%	4%
		b								c								
Net: 4-10%	212	128	84	45	67	100	172	37	4	145	24	43	115	88	9	83	122	5
	11%	13%	8%	8%	10%	13%	10%	15%	8%	12%	12%	7%	10%	12%	9%	9%	12%	21%
		b			ab			a		c								

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Net: 4-100%	1959	954	1002	558	668	734	1664	246	49	1137	193	630	1124	741	94	899	1011	20
	98%	96%	99%	98%	98%	97%	98%	97%	100%	97%	98%	98%	98%	97%	97%	98%	98%	87%
			a															
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
Mean Score	32.76	29.67	35.81	33.13	33.70	31.63	32.96	30.45	37.66	31.06	35.43	35.04	33.86	30.97	33.70	34.36	31.08	34.85
			a															
			c															
Standard Deviation	20.019	19.489	20.090	19.463	20.070	20.353	19.878	19.424	26.143	19.949	21.287	19.452	20.000	19.982	19.720	20.129	19.318	31.016

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0%	3 *	2 *	1 *	- -	1 *	- -	* *	1 *	1 *	3 *	1 *	2 *	2 *	- -
1-10%	259 13%	163 15%	91 11%	4 7%	103 18%	69 12%	25 8%	62 12%	68 10%	197 14%	181 13%	78 12%	50 12%	28 13%
		b			bcd			c		a				
11-20%	427 21%	234 22%	182 21%	11 17%	129 23%	130 22%	59 18%	102 20%	142 20%	299 22%	292 21%	135 21%	87 20%	48 23%
21-30%	427 21%	245 23%	165 19%	16 26%	116 21%	131 22%	82 25%	96 19%	161 23%	283 20%	305 22%	122 19%	85 20%	37 18%
			a	ab			d						a	
31-40%	288 14%	129 12%	139 16%	20 32%	68 12%	90 15%	52 16%	77 15%	104 15%	195 14%	185 13%	103 16%	74 17%	29 13%
41-50%	240 12%	119 11%	117 14%	5 8%	50 9%	79 13%	51 16%	59 12%	91 13%	161 12%	172 13%	69 11%	54 13%	15 7%
						a	a				d			
51-60%	158 8%	78 7%	77 9%	2 4%	46 8%	34 6%	22 7%	52 10%	59 9%	103 7%	105 8%	53 8%	30 7%	23 11%
								b						
61-70%	114 6%	64 6%	48 6%	2 3%	19 3%	30 5%	16 5%	49 10%	38 5%	81 6%	65 5%	49 8%	28 6%	21 10%
								abc				a		a
71-80%	59 3%	29 3%	30 3%	1 1%	15 3%	22 4%	16 5%	6 1%	16 2%	45 3%	40 3%	19 3%	14 3%	5 2%
						d	d							
81-90%	18 1%	12 1%	5 1%	1 2%	9 2%	6 1%	- -	3 1%	4 1%	14 1%	13 1%	5 1%	1 *	4 2%
					c								*	c
91-100%	16 1%	10 1%	6 1%	- -	8 1%	3 *	3 1%	3 1%	11 2%	6 *	12 1%	4 1%	2 1%	2 1%
									b					
Net: 2%	21 1%	13 1%	6 1%	2 4%	14 2%	1 *	2 1%	3 1%	3 *	18 1%	11 1%	10 2%	6 1%	4 2%
				b	bd									
Net: 2-3%	39 2%	23 2%	14 2%	2 4%	15 3%	7 1%	8 2%	9 2%	10 1%	30 2%	27 2%	12 2%	8 2%	4 2%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Net: 4-10%	212	136	75	1	85	59	17	51	58	160	151	61	41	21
	11%	12%	9%	2%	15%	10%	5%	10%	8%	12%	11%	10%	9%	10%
		bc			bcd	c		c		a				
Net: 4-100%	1959	1058	843	59	545	583	317	499	685	1349	1339	620	416	205
	98%	97%	98%	95%	97%	98%	97%	98%	98%	97%	98%	97%	97%	97%
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score	32.76	31.76	34.12	31.29	30.56	32.69	34.58	34.14	34.10	32.23	32.36	33.60	33.06	34.68
		a			a		a		b					
Standard Deviation	20.019	20.486	19.619	15.896	21.173	19.566	18.930	19.743	19.872	20.083	19.943	20.169	19.310	21.804

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0%	3	-	-	-	1	-	-	-	-	2	-	-	-	1	-	1	-	-	1	
	*	-	-	-	3%	-	-	-	-	*	-	-	-	2%	-	1%	-	-	*	
													i		i					
1-10%	259	9	2	17	2	1	4	2	-	223	19	3	24	4	11	15	3	-	181	
	13%	18%	23%	11%	7%	7%	10%	75%	-	13%	18%	13%	13%	8%	11%	12%	17%	-	13%	
											h	h	h	h	h	h	h	h	h	
11-20%	427	8	1	28	4	8	4	1	4	370	22	4	35	18	20	24	2	11	292	
	21%	15%	7%	19%	15%	40%	12%	25%	19%	22%	21%	15%	19%	35%	21%	19%	13%	27%	21%	
													cfi							
21-30%	427	6	2	34	3	1	7	-	2	372	13	3	41	8	18	29	3	7	305	
	21%	12%	28%	22%	12%	5%	20%	-	8%	22%	12%	14%	22%	15%	19%	24%	16%	16%	22%	
															a	a	a	a	a	
31-40%	288	5	2	21	9	5	7	-	5	234	16	3	25	12	22	16	3	8	185	
	14%	10%	23%	14%	37%	25%	20%	-	25%	14%	15%	11%	13%	23%	22%	13%	20%	19%	13%	
													i	i						
41-50%	240	2	1	17	4	3	4	-	3	206	5	2	21	6	12	13	2	7	172	
	12%	5%	9%	11%	17%	14%	12%	-	13%	12%	5%	9%	11%	12%	12%	11%	14%	16%	13%	
																a	a	a	a	
51-60%	158	15	-	6	2	1	3	-	1	128	19	4	9	2	5	11	1	2	105	
	8%	31%	-	4%	8%	7%	8%	-	7%	8%	19%	17%	5%	4%	5%	9%	3%	5%	8%	
		cfi									cdefhi									
61-70%	114	3	-	18	*	-	5	-	5	84	4	-	20	*	8	10	1	5	65	
	6%	6%	-	12%	2%	-	13%	-	23%	5%	4%	-	11%	1%	8%	8%	4%	12%	5%	
				i			i		di				di				di			
71-80%	59	2	1	3	-	*	1	-	1	53	4	6	4	-	1	1	2	2	40	
	3%	3%	9%	2%	-	2%	2%	-	3%	3%	4%	22%	2%	-	1%	1%	14%	4%	3%	
81-90%	18	-	-	5	-	-	-	-	*	13	-	-	5	-	-	-	-	*	13	
	1%	-	-	3%	-	-	-	-	2%	1%	-	-	3%	-	-	-	-	1%	1%	
				i																
91-100%	16	-	-	2	-	-	1	-	-	13	1	-	2	-	1	1	-	-	12	
	1%	-	-	1%	-	-	4%	-	-	1%	*	-	1%	-	1%	1%	-	-	1%	
Net: 2%	21	1	-	1	-	-	-	-	-	19	5	1	1	-	1	1	-	-	11	
	1%	2%	-	1%	-	-	-	-	-	1%	5%	5%	1%	-	1%	1%	-	-	1%	
											ci									
Net: 2-3%	39	1	-	1	-	-	-	-	-	37	5	1	1	-	3	1	-	-	27	
	2%	2%	-	1%	-	-	-	-	-	2%	5%	5%	1%	-	3%	1%	-	-	2%	
											ci									

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Net: 4-10%	212	6	2	14	2	1	4	2	-	182	11	2	20	4	8	14	3	-	151	
	11%	11%	23%	10%	7%	7%	10%	75%	-	11%	11%	8%	11%	8%	8%	11%	17%	-	11%	
											h		h		h			h		
Net: 4-100%	1959	46	7	148	24	20	36	3	20	1656	94	25	182	50	94	119	16	41	1339	
	98%	94%	100%	98%	97%	100%	100%	100%	100%	97%	93%	95%	98%	98%	97%	98%	100%	100%	98%	
												a						a		
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	32.76	37.24	28.35	35.65	32.80	30.27	38.48	10.49	42.56	32.21	33.36	40.90	34.65	27.46	33.08	31.91	36.77	37.42	32.36	
												d						d		
Standard Deviation	20.019	22.202	20.519	21.894	15.843	15.423	22.067	7.155	19.249	19.787	22.116	24.647	21.443	14.493	18.099	18.946	22.292	18.189	19.943	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0%	3	-	-	-	1	-	1	-	-	1	3	-	-	-	2
	*	-	-	-	1%	-	1%	-	-	*	*	-	-	-	1%
					i										
1-10%	259	19	11	26	4	22	28	3	8	138	213	46	38	5	35
	13%	17%	16%	12%	6%	12%	16%	11%	11%	13%	13%	13%	17%	5%	11%
													bc		
11-20%	427	26	11	40	29	35	33	8	18	228	345	82	46	9	81
	21%	23%	16%	18%	43%	19%	19%	28%	24%	21%	21%	24%	21%	10%	25%
					abcefhi								b		b
21-30%	427	15	14	46	11	47	40	5	13	236	358	68	52	10	59
	21%	13%	21%	21%	16%	26%	23%	17%	18%	22%	22%	20%	24%	11%	18%
						a							b		
31-40%	288	16	6	34	12	33	25	4	15	143	235	53	24	20	59
	14%	14%	9%	16%	19%	18%	14%	14%	20%	13%	14%	15%	11%	22%	18%
													a		a
41-50%	240	6	5	25	6	21	14	3	9	152	210	30	21	14	33
	12%	5%	8%	12%	9%	11%	8%	9%	12%	14%	13%	9%	10%	15%	10%
										af	b				
51-60%	158	19	11	10	3	10	14	1	3	87	130	27	13	16	23
	8%	17%	16%	5%	4%	6%	8%	2%	5%	8%	8%	8%	6%	17%	7%
		cdefghi	cdefghi										ac		
61-70%	114	5	2	22	*	10	11	3	6	54	93	21	15	9	25
	6%	5%	3%	10%	1%	6%	7%	9%	8%	5%	6%	6%	7%	9%	8%
				di				d							
71-80%	59	5	7	7	-	3	3	3	2	29	51	9	4	9	7
	3%	4%	11%	3%	-	2%	2%	10%	2%	3%	3%	3%	2%	10%	2%
			cdefhi					defi					ac		
81-90%	18	-	-	5	-	-	-	-	*	13	12	6	3	-	2
	1%	-	-	2%	-	-	-	-	1%	1%	1%	2%	1%	-	1%
			e												
91-100%	16	1	-	2	-	1	4	-	-	9	14	2	3	-	1
	1%	*	-	1%	-	*	2%	-	-	1%	1%	1%	1%	-	*
Net: 2%	21	5	1	1	-	1	2	-	2	9	17	4	9	1	-
	1%	5%	2%	*	-	*	1%	-	2%	1%	1%	1%	4%	1%	-
		cefi											c		
Net: 2-3%	39	5	4	1	-	5	2	-	4	18	34	5	11	1	-
	2%	5%	6%	*	-	3%	1%	-	5%	2%	2%	1%	5%	1%	-
		cfi	cfi						ci				c		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q9. Roughly what proportion of all human greenhouse gas emissions, if any, do you think is produced by aviation?

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Net: 4-10%	212	12	7	23	4	17	25	3	5	117	172	41	27	4	30
	11%	11%	10%	10%	6%	9%	15%	11%	6%	11%	10%	12%	12%	5%	9%
Net: 4-100%	1959	103	62	215	65	177	171	29	69	1067	1621	339	208	92	321
	98%	93%	94%	98%	99%	97%	98%	100%	95%	98%	97%	98%	95%	99%	98%
				a						ab					a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
Mean Score	32.76	32.93	35.16	35.10	25.82	31.49	31.56	34.50	31.38	32.99	32.84	32.35	31.75	43.12	32.15
		d	d	d		d	d	d	d	d				ac	
Standard Deviation	20.019	21.919	22.113	21.290	13.511	17.379	20.949	21.544	18.302	20.023	19.903	20.596	21.101	18.938	19.157

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 1 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
People should be discouraged from flying, as it has a negative impact on the environment	690 34%	362 37%	326 32%	197 35%	244 36%	249 33%	566 33%	101 40%	23 47%	435 37%	78 40%	177 28%	388 34%	276 36%	26 27%	303 33%	362 35%	11 48%
		b						a	a	c	c							
People should not be discouraged from flying even though it has a negative impact on the environment	916 46%	469 47%	445 44%	278 49%	312 46%	326 43%	762 45%	132 52%	22 44%	579 49%	90 46%	247 39%	527 46%	361 47%	27 28%	383 42%	512 49%	9 39%
				c				a		c		c	c	c			a	
Not sure	403 20%	159 16%	243 24%	94 17%	125 18%	184 24%	378 22%	21 8%	4 9%	159 14%	29 15%	216 34%	233 20%	126 16%	44 45%	235 25%	162 16%	3 14%
			a			ab	bc					ab	b	ab	b			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 1 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner a	Renter b	Rent free/ Other c	AB a	C1 b	C2 c	DE d	<18 a	>18 or none b	No airports a	At least one airport b	1 airport c	2 or more airports d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
People should be discouraged from flying, as it has a negative impact on the environment	690 34%	377 35%	286 33%	27 43%	208 37%	199 34%	108 33%	163 32%	263 38% b	443 32%	464 34%	225 35%	147 34%	78 37%
People should not be discouraged from flying even though it has a negative impact on the environment	916 46%	488 45%	402 47%	27 43%	254 45%	284 48%	159 49%	217 42%	327 47%	633 46%	612 45%	304 48%	195 46%	109 52%
Not sure	403 20%	222 20%	172 20%	8 14%	103 18%	110 19%	58 18%	130 26% abc	106 15%	313 23% a	294 21% bd	109 17%	85 20%	25 12% d

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 1 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
People should be discouraged from flying, as it has a negative impact on the environment	690 34%	20 42%	4 51%	48 32%	8 33%	2 10%	10 27%	1 53%	9 44%	588 35%	43 43%	13 50%	65 35%	16 32%	28 29%	42 35%	6 35%	12 28%	464 34%	
People should not be discouraged from flying even though it has a negative impact on the environment	916 46%	24 50%	3 49%	82 54%	7 28%	17 83%	18 50%	1 47%	5 25%	759 45%	45 44%	11 42%	97 53%	19 38%	51 52%	52 43%	10 61%	20 49%	612 45%	
Not sure	403 20%	4 8%	-	21 14%	10 39%	1 6%	8 24%	-	6 31%	352 21%	14 14%	2 8%	23 12%	15 30%	18 18%	28 23%	1 3%	9 23%	294 21%	
									a				ac		c				c	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 1 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
People should be discouraged from flying, as it has a negative impact on the environment	690 34%	46 42%	35 53%	74 34%	23 36%	55 30%	66 38%	8 26%	24 33%	359 33%	569 34%	120 35%	79 36%	40 44%	106 32%	
			cefg													
People should not be discouraged from flying even though it has a negative impact on the environment	916 46%	48 43%	24 37%	114 52%	26 40%	95 52%	74 42%	19 65%	38 52%	477 44%	754 45%	162 47%	114 52%	42 45%	148 45%	
				bi		bi		abdfi								
Not sure	403 20%	16 15%	7 10%	30 14%	16 25%	32 18%	35 20%	3 10%	11 15%	254 23%	341 20%	62 18%	26 12%	10 11%	73 22%	
					b					bc					ab	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 2 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Infrastructure developments that are in the interests of the whole country should take priority over the views of residents around airports	722 36%	368 37%	352 35%	198 35%	237 35%	287 38%	606 36%	97 38%	20 40%	455 39%	64 33%	203 32%	416 36%	282 37%	24 25%	326 35%	376 36%	6 28%
										c				c				
The views of residents around airports should take priority over infrastructure developments that are in the interests of the whole country	960 48%	496 50%	462 46%	285 50%	338 50%	336 44%	802 47%	133 53%	25 50%	573 49%	106 54%	280 44%	555 48%	354 46%	50 52%	420 46%	512 49%	16 72%
		b		c	c					c	c							
Not sure	327 16%	126 13%	200 20%	87 15%	105 15%	135 18%	299 18%	24 9%	5 10%	144 12%	26 13%	157 25%	177 15%	127 17%	23 23%	174 19%	148 14%	- -
			a				b					ab				b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 2 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner a	Renter b	Rent free/ Other c	AB a	C1 b	C2 c	DE d	<18 a	>18 or none b	No airports a	At least one airport b	1 airport c	2 or more airports d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Infrastructure developments that are in the interests of the whole country should take priority over the views of residents around airports	722 36%	412 38%	291 34%	19 31%	208 37%	229 39% d	118 36%	162 32%	247 36%	501 36%	488 36%	234 37%	157 37%	77 36%
The views of residents around airports should take priority over infrastructure developments that are in the interests of the whole country	960 48%	486 45%	439 51% a	34 55%	253 45%	280 47%	162 50%	256 50%	350 50%	646 47%	638 47%	322 50%	210 49%	112 53%
Not sure	327 16%	189 17%	129 15%	8 14%	104 18%	84 14%	45 14%	92 18%	98 14%	242 17% a	244 18% bd	83 13%	61 14%	23 11%



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 2 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Infrastructure developments that are in the interests of the whole country should take priority over the views of residents around airports	722 36%	16 32%	3 41%	62 41%	10 39%	3 17%	20 57%	1 47%	10 50%	597 35%	33 33%	11 42%	71 38%	18 35%	17 18%	58 48%	10 61%	15 38%	488 36%	
							ai				e		e	e		aei		e	e	
The views of residents around airports should take priority over infrastructure developments that are in the interests of the whole country	960 48%	33 68%	3 50%	74 49%	9 36%	12 61%	10 27%	1 53%	10 50%	806 47%	59 58%	11 44%	93 50%	25 49%	65 67%	41 34%	5 30%	23 56%	638 47%	
		cfi		f					f		fi		f		cdfi		f		f	
Not sure	327 16%	-	1 9%	15 10%	6 24%	4 22%	6 16%	-	-	295 17%	10 10%	4 14%	21 11%	8 16%	15 15%	22 18%	1 9%	3 6%	244 18%	
				a			a		ac										ac	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 2 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow a	Gatwick b	London City c	Luton d	Manchester e	Birmingham f	Stansted g	Bristol h	None of the above i	Urban / Town a	Village / Rural b	Positive a	Negative b	DK/Neither c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Infrastructure developments that are in the interests of the whole country should take priority over the views of residents around airports	722 36%	35 32%	23 35%	84 39%	23 34%	50 27%	80 46%	13 43%	23 32%	392 36%	599 36%	123 36%	88 40%	38 41%	108 33%
The views of residents around airports should take priority over infrastructure developments that are in the interests of the whole country	960 48%	62 56%	27 42%	107 49%	35 53%	103 56%	68 39%	14 48%	44 60%	499 46%	797 48%	163 47%	106 48%	50 54%	166 51%
Not sure	327 16%	14 12%	15 23%	27 12%	8 13%	29 16%	27 15%	3 9%	6 8%	199 18%	269 16%	58 17%	26 12%	5 5%	53 16%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 3 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions	719 36%	357 36%	360 36%	194 34%	240 35%	285 38%	580 34%	122 48%	17 35%	479 41%	75 38%	165 26%	388 34%	306 40%	25 26%	275 30%	424 41%	8 34%
								a		c	c			ac			a	
Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions	939 47%	477 48%	460 45%	273 48%	328 48%	338 45%	805 47%	109 43%	25 51%	562 48%	95 48%	281 44%	532 46%	360 47%	46 47%	432 47%	484 47%	12 50%
Not sure	351 17%	156 16%	194 19%	103 18%	113 17%	136 18%	322 19%	23 9%	7 14%	131 11%	26 13%	194 30%	229 20%	97 13%	26 27%	214 23%	128 12%	3 15%
			a				b					ab	b		b	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 3 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

Significance Level: 95%

Unweighted Total

Weighted Total

Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions

Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions

Not sure

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions	719 36%	404 37%	285 33%	30 49% b	237 42% cd	222 37% c	88 27%	167 33%	247 35%	499 36%	497 36%	222 35%	140 33%	81 38%
Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions	939 47%	500 46%	415 48%	23 38%	242 43%	284 48%	178 55% abd	227 44%	342 49%	627 45%	621 45%	318 50%	220 52% a	98 46%
Not sure	351 17%	183 17%	160 19%	8 14%	85 15%	87 15%	59 18%	116 23% ab	107 15%	262 19% a	252 18%	100 16%	67 16%	33 16%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 3 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions	719 36%	16 33%	3 39%	53 35%	12 49%	8 41%	10 29%	1 53%	6 32%	609 36%	37 36%	9 36%	62 33%	29 57%	32 33%	33 27%	6 35%	14 35%	497 36%	
Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions	939 47%	25 51%	4 53%	77 51%	7 28%	10 53%	18 51%	1 47%	13 63%	784 46%	51 50%	14 54%	99 53%	14 27%	48 50%	61 51%	10 61%	21 51%	621 45%	
Not sure	351 17%	8 16%	1 8%	22 14%	6 24%	1 6%	7 20%	- -	1 5%	306 18%	15 14%	2 9%	25 14%	8 16%	16 17%	27 22%	1 4%	6 14%	252 18%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 3 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions	719 36%	38 34%	26 40%	77 35%	35 54% acefhi	60 33%	47 27%	10 33%	24 33%	402 37% f	601 36%	118 34%	78 36%	30 33%	113 35%	
Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions	939 47%	54 49%	24 37%	110 50%	20 31%	93 51%	93 53%	17 59%	40 55%	487 45%	773 46%	166 48%	111 51%	53 57%	154 47%	
Not sure	351 17%	19 17%	15 23%	31 14%	10 16%	29 16%	35 20%	2 8%	9 12%	200 18%	291 17%	61 18%	30 14%	9 10%	61 19%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 4 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel	749 37%	387 39%	359 35%	220 39%	239 35%	290 38%	621 36%	110 44%	18 36%	465 40%	79 40%	205 32%	397 35%	327 43%	25 26%	338 37%	395 38%	7 30%
								a		c	c			ac				
Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas	907 45%	451 46%	455 45%	256 45%	324 48%	327 43%	769 45%	109 43%	29 58%	562 48%	98 50%	247 39%	536 47%	333 44%	37 38%	386 42%	496 48%	16 70%
										c	c						a	
Not sure	354 18%	152 15%	201 20%	94 16%	118 17%	142 19%	317 19%	34 13%	3 7%	146 12%	20 10%	187 29%	216 19%	103 13%	35 36%	197 21%	145 14%	- -
			a				bc					ab	b		ab	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 4 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel	749 37%	412 38%	322 37%	15 25%	234 41%	236 40%	113 35%	157 31%	262 38%	516 37%	507 37%	242 38%	150 35%	92 43%
		c	c		d	d								
Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas	907 45%	491 45%	380 44%	36 58%	259 46%	251 42%	166 51%	226 44%	333 48%	608 44%	608 44%	299 47%	199 46%	100 47%
				ab			b							
Not sure	354 18%	185 17%	158 18%	11 17%	72 13%	106 18%	46 14%	127 25%	101 14%	265 19%	255 19%	98 15%	79 18%	20 9%
						a		abc		a	d	d	d	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 4 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel	749 37%	24 48%	2 31%	65 43%	11 43%	5 24%	17 47%	1 28%	6 30%	619 36%	45 44%	5 21%	79 43%	21 41%	32 33%	44 36%	5 29%	12 29%	507 37%	
Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas	907 45%	21 43%	5 69%	67 45%	5 22%	11 55%	14 39%	2 72%	12 62%	769 45%	50 49%	20 79%	81 44%	20 39%	43 45%	55 45%	9 54%	21 52%	608 44%	
Not sure	354 18%	4 9%	-	19 12%	9 35%	4 21%	5 15%	-	1 7%	310 18%	7 7%	-	26 14%	10 20%	22 23%	23 19%	3 17%	8 20%	255 19%	
													a	a	a	a	a	a	a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 4 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow a	Gatwick b	London City c	Luton d	Manchester e	Birmingham f	Stansted g	Bristol h	None of the above i	Urban / Town a	Village / Rural b	Positive a	Negative b	DK/Neither c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel	749 37%	47 42%	14 21%	95 43%	31 47%	65 36%	68 39%	8 28%	27 37%	395 36%	626 38%	123 36%	91 41%	38 41%	114 35%
		b		b	b	b	b		b	b					
Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas	907 45%	53 48%	45 69%	95 44%	20 30%	85 46%	77 44%	15 50%	35 48%	482 44%	734 44%	173 50%	109 50%	39 42%	151 46%
		d	acdefhi			d			d	d		a			
Not sure	354 18%	11 10%	6 10%	28 13%	15 23%	33 18%	30 17%	6 21%	12 16%	212 19%	305 18%	49 14%	20 9%	16 18%	62 19%
				a					ac					a	a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 5 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
The priority should be to reduce the noise aircraft produces	723 36%	379 38%	343 34%	210 37%	251 37%	263 35%	612 36%	99 39%	12 24%	437 37%	76 39%	210 33%	388 34%	298 39%	37 39%	337 37%	368 36%	7 32%
		b						c						a				
The priority should be to reduce the pollution aircraft produces	963 48%	474 48%	486 48%	253 44%	335 49%	375 49%	792 46%	137 54%	34 69%	600 51%	102 52%	261 41%	567 49%	358 47%	38 39%	408 44%	525 51%	14 63%
								a	a	c	c						a	
Not sure	323 16%	137 14%	185 18%	107 19%	96 14%	121 16%	302 18%	17 7%	4 8%	136 12%	19 10%	169 26%	195 17%	107 14%	21 22%	176 19%	144 14%	1 5%
			a	b		b						ab				b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 5 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
The priority should be to reduce the noise aircraft produces	723 36%	389 36%	303 35%	32 51% ab	212 38%	211 36%	124 38%	171 34%	265 38%	483 35%	474 35%	249 39%	166 39%	83 39%
The priority should be to reduce the pollution aircraft produces	963 48%	541 50% c	402 47% c	20 33%	281 50%	288 49%	157 48%	228 45%	327 47%	679 49%	656 48%	306 48%	198 46%	109 51%
Not sure	323 16%	157 14%	156 18% a	10 16%	72 13%	93 16%	44 13%	111 22% abc	104 15%	227 16%	240 17% bd	84 13%	64 15%	20 9%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 5 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
The priority should be to reduce the noise aircraft produces	723 36%	19 39%	3 40%	70 47%	6 23%	5 26%	15 42%	1 47%	8 42%	595 35%	36 35%	7 27%	82 44%	13 26%	40 41%	47 39%	5 34%	19 46%	474 35%	
The priority should be to reduce the pollution aircraft produces	963 48%	26 54%	4 60%	66 44%	14 54%	9 46%	16 46%	1 53%	11 55%	814 48%	57 56%	17 66%	85 46%	29 57%	39 40%	54 45%	7 46%	17 43%	656 48%	
Not sure	323 16%	4 7%	-	15 10%	6 22%	6 28%	4 12%	-	1 3%	289 17%	9 9%	2 7%	18 10%	8 17%	18 19%	20 17%	3 20%	5 12%	240 17%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 5 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
The priority should be to reduce the noise aircraft produces	723 36%	38 34%	20 30%	94 43% i	25 38%	62 34%	75 43% i	13 43%	32 44%	365 33%	598 36%	125 36%	85 39%	38 41%	126 38%	
The priority should be to reduce the pollution aircraft produces	963 48%	60 54%	34 52%	104 48%	32 48%	85 46%	75 43%	12 40%	34 47%	526 48%	801 48%	162 47%	113 52%	49 53%	144 44%	
Not sure	323 16%	13 11%	12 18%	20 9%	10 15%	35 19%	24 14%	5 18%	7 9%	198 18%	266 16%	57 17%	21 9%	6 7%	57 17%	
						ch				ch					ab	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 6 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I would be willing to pay a charge or levy when booking a flight to help protect the environment	752 37%	372 38%	378 37%	221 39%	239 35%	291 38%	626 37%	106 42%	19 38%	481 41%	73 37%	197 31%	418 36%	303 40%	30 31%	304 33%	424 41%	6 25%
										c							a	
I would not be willing to pay a charge or levy when booking a flight to help protect the environment	907 45%	461 47%	444 44%	247 43%	334 49%	326 43%	760 45%	121 48%	25 51%	554 47%	90 46%	263 41%	518 45%	347 46%	41 42%	415 45%	470 45%	14 61%
					ac					c								
Not sure	351 17%	158 16%	192 19%	102 18%	107 16%	142 19%	320 19%	26 10%	5 11%	137 12%	33 17%	181 28%	212 18%	112 15%	26 27%	202 22%	142 14%	3 14%
							b				a	ab	b		b			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 6 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner a	Renter b	Rent free/ Other c	AB a	C1 b	C2 c	DE d	<18 a	>18 or none b	No airports a	At least one airport b	1 airport c	2 or more airports d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I would be willing to pay a charge or levy when booking a flight to help protect the environment	752 37%	414 38%	305 35%	32 52% ab	229 41% d	211 36%	131 40%	173 34%	262 38%	515 37%	486 36%	265 41% a	170 40%	95 45% a
I would not be willing to pay a charge or levy when booking a flight to help protect the environment	907 45%	501 46% c	386 45% c	19 32%	252 45%	276 47%	154 47%	218 43%	334 48%	607 44%	635 46%	272 43%	184 43%	88 41%
Not sure	351 17%	172 16%	169 20% a	10 16%	84 15%	105 18% c	40 12%	120 23% abc	100 14%	267 19% a	249 18%	102 16%	73 17%	29 14%



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 6 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
I would be willing to pay a charge or levy when booking a flight to help protect the environment	752 37%	21 43%	2 33%	66 44%	7 27%	12 60%	14 39%	1 25%	12 58%	617 36%	49 48% fi	10 39%	76 41%	26 51% fi	44 45% f	36 30%	6 39%	19 45%	486 36%	
I would not be willing to pay a charge or levy when booking a flight to help protect the environment	907 45%	25 52%	4 59%	61 40%	5 21%	7 35%	14 38%	2 75%	8 39%	780 46%	44 43% d	14 53%	80 43% d	11 21% d	36 37% d	61 50% d	9 54%	18 43% d	635 46% d	
Not sure	351 17%	2 5%	1 9%	24 16%	13 52%	1 5%	8 23% a	- -	1 3%	301 18% a	9 8%	2 8%	29 16%	14 28% ach	17 18%	24 20% a	1 7%	5 11%	249 18% a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pair 6 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow a	Gatwick b	London City c	Luton d	Manchester e	Birmingham f	Stansted g	Bristol h	None of the above i	Urban / Town a	Village / Rural b	Positive a	Negative b	DK/Neither c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I would be willing to pay a charge or levy when booking a flight to help protect the environment	752 37%	50 45% f	26 40%	84 39%	31 47% f	66 36%	56 32%	14 46%	37 50% efi	387 36%	621 37%	131 38%	97 44%	43 47%	125 38%
I would not be willing to pay a charge or levy when booking a flight to help protect the environment	907 45%	48 43%	30 46%	100 46% d	19 29%	84 46% d	87 50% d	12 42%	30 41%	495 45% d	743 45%	163 47%	92 42%	38 41%	142 43%
Not sure	351 17%	13 11%	10 15%	34 15%	16 24% ah	32 17%	31 18%	3 12%	6 9%	207 19% h	301 18%	50 15%	30 14%	11 12%	60 18%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q10. Statement pairs 3 by 4 :** For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

	Statement pair 4			
	Total	Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel  a	Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas  b	Not sure  c
Significance Level: 95%				
Unweighted Total	2009	763	896	350
Weighted Total	2009	749	907	354
	100%	100%	100%	100%
<b>Statement pair 3</b>				
Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions	719 36%	261 35% c	376 41% ac	83 23%
Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions	939 47%	417 56% bc	433 48% c	89 25%
Not sure	351 17%	72 10%	98 11%	182 51% ab

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pairs 3 by 5 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

Significance Level: 95%

Unweighted Total

Weighted Total

#### Statement pair 3

Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions

Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions

Not sure

	Statement pair 5			
	Total	The priority should be to reduce the noise aircraft produces	The priority should be to reduce the pollution aircraft produces	Not sure
		a	b	c
Unweighted Total	2009	737	941	331
Weighted Total	2009	723	963	323
	100%	100%	100%	100%
<b>Statement pair 3</b>				
Planes should be allowed to fly over Areas of Outstanding National Beauty (AONB) more often if it means reducing flight times and carbon emissions	719 36%	257 36% c	407 42% ac	54 17%
Planes should not be allowed to fly over Areas of Outstanding National Beauty, (AONB) more often, even if it means reducing flight times and carbon emissions	939 47%	401 55% bc	456 47% c	82 25%
Not sure	351 17%	65 9%	100 10%	187 58% ab

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q10. Statement pairs 4 by 5 : For each of the following pairs of statements, please select which you agree with the most

BASE: All respondents

Significance Level: 95%

Unweighted Total

Weighted Total

#### Statement pair 4

Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel

Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas

Not sure

	Statement pair 5			
	Total	The priority should be to reduce the noise aircraft produces	The priority should be to reduce the pollution aircraft produces	Not sure
		a	b	c
Unweighted Total	2009	737	941	331
Weighted Total	2009	723	963	323
	100%	100%	100%	100%
<b>Statement pair 4</b>				
Flight paths should avoid residential areas as much as possible, even if this means that flights take longer to arrive at their destination and use more fuel	749 37%	298 41% c	393 41% c	58 18%
Flight paths should take the most straightforward route possible, even if this means that they fly over residential areas	907 45%	353 49% c	461 48% c	93 29%
Not sure	354 18%	73 10%	109 11%	172 53% ab

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Summary : How important, if at all, are each of the following to you personally?

BASE: All respondents

Significance Level: 95%

	Total	Importance								Mean score	Standard Deviation
		Not at all important (1.0)	Of little importance (2.0)	Moderately important (3.0)	Very important (4.0)	Extremely important (5.0)	Net: Not important	Net: Very important	Net: Mod/Very/Ext important		
		*a	*b	*c	*d	*e	*f	*g	*h	*i	*j
Being able to spend time abroad at least once a year	2009	264	346	607	485	307	610	792	1399	3.11	1.24
	100%	13%	17%	30%	24%	15%	30%	39%	70%		
Being able to receive goods from abroad within a few days	2009	160	359	719	506	264	520	770	1489	3.18	1.12
	100%	8%	18%	36%	25%	13%	26%	38%	74%		
Ensuring holiday or business flights are not delayed by more than an hour	2009	156	335	750	495	273	491	768	1518	3.20	1.11
	100%	8%	17%	37%	25%	14%	24%	38%	76%		
Having a wide choice of fresh international produce available all year round in the supermarket (e.g. avocados, pineapples, aubergine)	2009	118	411	739	455	287	529	742	1480	3.19	1.10
	100%	6%	20%	37%	23%	14%	26%	37%	74%		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q11. Having a wide choice of fresh international produce available all year round in the supermarket (e.g. avocados, pineapples, aubergine): How important, if at all, are each of the following to you personally?**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	118	59	59	30	30	58	99	14	4	73	18	27	71	42	5	64	51	1
		6%	6%	6%	5%	4%	8%	6%	6%	9%	6%	9%	4%	6%	6%	5%	7%	5%	2%
						b					c								
Of little importance	(2.0)	411	210	198	102	126	182	363	39	9	221	48	141	228	171	11	220	186	2
		20%	21%	20%	18%	19%	24%	21%	16%	17%	19%	25%	22%	20%	22%	12%	24%	18%	8%
						ab		b							c		b		
Moderately important	(3.0)	739	355	383	186	248	304	639	96	4	377	65	297	449	248	42	351	365	5
		37%	36%	38%	33%	36%	40%	37%	38%	8%	32%	33%	46%	39%	32%	43%	38%	35%	22%
						a		c	c			ab	b						
Very important	(4.0)	455	226	230	155	165	135	391	52	12	304	36	115	246	180	29	181	265	4
		23%	23%	23%	27%	24%	18%	23%	21%	25%	26%	19%	18%	21%	24%	30%	20%	26%	17%
					c	c					bc							a	
Extremely important	(5.0)	287	141	145	95	112	79	214	52	20	199	29	59	155	121	10	103	169	12
		14%	14%	14%	17%	16%	10%	13%	21%	40%	17%	15%	9%	14%	16%	10%	11%	16%	51%
					c	c			a	ab	c	c						a	
Net: Not important		529	269	257	132	156	240	462	54	13	294	66	169	299	213	16	284	237	2
		26%	27%	25%	23%	23%	32%	27%	21%	26%	25%	34%	26%	26%	28%	16%	31%	23%	10%
						ab		b				ac		c		b			
Net: Very important		742	367	375	250	277	214	605	104	32	502	65	174	401	302	39	285	434	15
		37%	37%	37%	44%	41%	28%	35%	41%	66%	43%	33%	27%	35%	40%	40%	31%	42%	67%
					c	c				ab	bc			a				a	
Net: Moderately/Very/Extremely important		1480	721	757	437	525	519	1244	200	37	879	130	471	850	549	81	636	799	21
		74%	73%	75%	77%	77%	68%	73%	79%	74%	75%	66%	74%	74%	72%	84%	69%	77%	90%
					c	c			a		b		b		b		a		
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.19	3.18	3.20	3.32	3.30	2.99	3.15	3.35	3.71	3.29	3.05	3.06	3.16	3.22	3.29	3.04	3.30	4.06	
				c	c			a	a		bc					a			
Standard Deviation	1.096	1.102	1.090	1.110	1.083	1.069	1.075	1.135	1.389	1.137	1.180	.968	1.084	1.127	.971	1.078	1.093	1.140	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q11. Having a wide choice of fresh international produce available all year round in the supermarket (e.g. avocados, pineapples, aubergine): How important, if at all, are each of the following to you personally?**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all important	(1.0)	118 6%	60 6%	50 6%	7 12% a	29 5%	37 6%	20 6%	32 6%	37 5%	81 6%	81 6%	37 6%	18 4%	19 9% c
Of little importance	(2.0)	411 20%	228 21%	173 20%	9 15%	114 20%	132 22%	60 19%	104 20%	105 15%	316 23% a	288 21%	123 19%	85 20%	37 18%
Moderately important	(3.0)	739 37%	412 38%	304 35%	23 37%	194 34%	204 34%	124 38%	211 41% ab	248 36%	521 38%	527 38% bd	212 33%	152 36%	60 28%
Very important	(4.0)	455 23%	238 22% c	212 25% c	6 10%	132 23%	143 24%	70 22%	105 21%	175 25%	299 21%	298 22%	157 25%	97 23%	60 28%
Extremely important	(5.0)	287 14%	149 14%	121 14%	16 26% ab	95 17% d	77 13%	51 16%	59 12%	130 19% b	172 12% a	176 13%	111 17% a	75 18% a	36 17%
Net: Not important		529 26%	288 27%	224 26%	17 27%	143 25%	169 29%	80 25%	135 27%	142 20%	397 29% a	369 27%	159 25%	103 24%	57 27%
Net: Very important		742 37%	387 36%	333 39%	22 36%	227 40% d	220 37%	121 37%	165 32%	305 44% b	470 34% a	474 35%	268 42% a	172 40% a	96 45% a
Net: Moderately/Very/Extremely important		1480 74%	799 73%	636 74%	45 73%	421 75%	423 71%	245 75%	375 73%	553 80% b	991 71%	1001 73%	480 75%	324 76%	155 73%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean Score		3.19	3.17	3.21	3.23	3.27 d	3.15	3.22	3.11	3.37 b	3.12	3.15	3.29 a	3.30 a	3.26
Standard Deviation		1.096	1.082	1.097	1.325	1.118	1.101	1.108	1.055	1.110	1.077	1.076	1.132	1.099	1.199



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q11. Having a wide choice of fresh international produce available all year round in the supermarket (e.g. avocados, pineapples, aubergine): How important, if at all, are each of the following to you personally?**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	118	4	1	13	1	-	1	-	99	6	2	16	6	2	4	-	-	81	
		6%	8%	7%	9%	4%	-	2%	-	6%	6%	7%	8%	13%	2%	3%	-	-	6%	
														efhi						
Of little importance	(2.0)	411	5	2	28	3	1	7	1	6	357	12	11	38	5	19	24	3	11	288
		20%	11%	24%	19%	13%	6%	19%	51%	28%	21%	12%	41%	20%	10%	20%	20%	16%	28%	21%
																		ad	a	
Moderately important	(3.0)	739	19	2	40	11	10	15	1	9	631	34	8	53	20	29	43	5	19	527
		37%	40%	24%	27%	44%	53%	42%	25%	47%	37%	33%	30%	29%	40%	30%	36%	34%	46%	38%
																			c	c
Very important	(4.0)	455	12	3	40	8	8	7	1	3	373	32	6	46	16	27	20	3	6	298
		23%	24%	44%	27%	33%	41%	20%	25%	15%	22%	32%	22%	25%	32%	28%	17%	22%	15%	22%
												fhi			f					
Extremely important	(5.0)	287	9	-	29	1	-	6	-	2	239	17	-	33	3	20	30	4	4	176
		14%	18%	-	19%	5%	-	17%	-	10%	14%	17%	-	18%	5%	20%	25%	28%	10%	13%
												d		d		di	di			
Net: Not important		529	9	2	41	5	1	8	1	6	456	19	12	53	12	21	28	3	11	369
		26%	19%	32%	27%	18%	6%	21%	51%	28%	27%	18%	48%	29%	23%	22%	23%	16%	28%	27%
Net: Very important		742	20	3	70	10	8	13	1	5	612	50	6	79	19	47	50	8	11	474
		37%	42%	44%	46%	38%	41%	37%	25%	25%	36%	49%	22%	42%	37%	48%	41%	50%	26%	35%
					i							hi		h		hi				
Net: Moderately/Very/Extremely important		1480	40	5	110	21	19	28	1	14	1243	83	13	132	39	76	93	13	29	1001
		74%	81%	68%	73%	82%	94%	79%	49%	72%	73%	82%	52%	71%	77%	78%	77%	84%	72%	73%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.19	3.32	3.04	3.30	3.21	3.34	3.31	2.74	3.08	3.17	3.41	2.67	3.23	3.06	3.44	3.39	3.61	3.08	3.15	
												i				di	i			
Standard Deviation	1.096	1.141	1.070	1.222	.913	.610	1.047	1.038	.932	1.093	1.098	.907	1.204	1.076	1.097	1.157	1.095	.928	1.076	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q11. Having a wide choice of fresh international produce available all year round in the supermarket (e.g. avocados, pineapples, aubergine): How important, if at all, are each of the following to you personally?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	118 6%	6 6%	21 9%	6 10%	5 3%	10 6%	-	*	63 6%	94 6%	24 7%	10 5%	10 11%	17 5%	
			eh	eh	eh											
Of little importance	(2.0)	411 20%	15 14%	15 24%	43 20%	10 14%	35 19%	39 22%	9 30%	23 31%	222 20%	323 19%	88 25%	37 17%	21 22%	65 20%
				eh	eh			a	adei	a		a				
Moderately important	(3.0)	739 37%	34 31%	27 41%	63 29%	31 47%	67 37%	59 34%	11 36%	24 33%	422 39%	608 37%	130 38%	53 24%	22 23%	137 42%
					ac					c					ab	
Very important	(4.0)	455 23%	35 31%	14 21%	55 25%	16 24%	44 24%	31 18%	5 19%	14 19%	241 22%	388 23%	67 20%	65 30%	20 22%	72 22%
			fi											c		
Extremely important	(5.0)	287 14%	20 18%	3 5%	36 16%	3 4%	31 17%	35 20%	4 15%	13 17%	142 13%	251 15%	35 10%	55 25%	20 21%	37 11%
			bd		bd		bd	bdi		bd	d	b		c	c	
Net: Not important		529 26%	22 19%	22 33%	64 29%	16 24%	40 22%	49 28%	9 30%	23 32%	284 26%	417 25%	112 32%	47 21%	31 33%	82 25%
												a		a		
Net: Very important		742 37%	55 50%	17 26%	91 42%	19 28%	75 41%	66 38%	10 34%	26 36%	383 35%	639 38%	102 30%	120 55%	40 43%	108 33%
			bdi		b		b				b			c		
Net: Moderately/Very/Extremely important		1480 74%	89 81%	44 67%	154 71%	50 76%	142 78%	125 72%	20 70%	50 68%	805 74%	1248 75%	233 68%	173 79%	62 67%	245 75%
											b		b			
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.19	3.43	2.89	3.19	2.98	3.33	3.24	3.19	3.21	3.16	3.23	3.01	3.54	3.21	3.14	
			bdi		bd		b			b			bc			
Standard Deviation	1.096	1.113	1.011	1.204	.976	1.058	1.181	1.050	1.087	1.072	1.098	1.068	1.167	1.308	1.025	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Ensuring holiday or business flights are not delayed by more than an hour: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	156	65	91	28	42	86	142	10	4	45	35	77	106	41	9	135	18	-
		8%	7%	9%	5%	6%	11%	8%	4%	8%	4%	18%	12%	9%	5%	9%	15%	2%	-
			a	a		ab	b				ac	a	b			b			
Of little importance	(2.0)	335	176	159	104	102	129	306	27	2	157	44	135	200	118	18	207	113	-
		17%	18%	16%	18%	15%	17%	18%	11%	5%	13%	23%	21%	17%	15%	19%	22%	11%	-
								bc			a	a				b			
Moderately important	(3.0)	750	344	404	211	261	277	647	88	15	451	39	259	415	304	31	311	427	6
		37%	35%	40%	37%	38%	37%	38%	35%	31%	38%	20%	41%	36%	40%	32%	34%	41%	28%
			a	a							b		b			a			
Very important	(4.0)	495	247	248	142	177	176	390	96	9	329	47	119	280	189	26	187	297	6
		25%	25%	24%	25%	26%	23%	23%	38%	17%	28%	24%	19%	24%	25%	27%	20%	29%	27%
									ac		c					a			
Extremely important	(5.0)	273	159	113	83	99	91	221	33	19	191	32	50	148	112	13	81	180	10
		14%	16%	11%	15%	15%	12%	13%	13%	39%	16%	16%	8%	13%	15%	14%	9%	17%	45%
			b						ab		c	c						a	
Net: Not important		491	240	250	132	144	215	448	36	7	201	79	211	306	158	27	342	132	-
		24%	24%	25%	23%	21%	28%	26%	14%	13%	17%	40%	33%	27%	21%	28%	37%	13%	-
							ab	bc			a	a	b			b			
Net: Very important		768	406	360	225	276	267	611	129	28	520	78	170	428	301	39	268	477	16
		38%	41%	36%	40%	40%	35%	36%	51%	56%	44%	40%	27%	37%	39%	41%	29%	46%	72%
			b			c			a	a	c	c				a		a	
Net: Moderately/Very/Extremely important		1518	750	765	437	537	544	1258	217	43	971	118	429	843	605	70	579	904	23
		76%	76%	75%	77%	79%	72%	74%	86%	87%	83%	60%	67%	73%	79%	72%	63%	87%	100%
					c	c			a	a	bc			a			a	a	
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.20	3.26	3.13	3.26	3.28	3.08	3.14	3.46	3.73	3.40	2.98	2.89	3.14	3.28	3.17	2.86	3.49	4.18	
			b		c	c		a	a	bc			a			a		a	
Standard Deviation	1.109	1.123	1.090	1.072	1.078	1.153	1.113	.975	1.264	1.031	1.349	1.086	1.133	1.061	1.161	1.161	.961	.858	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Ensuring holiday or business flights are not delayed by more than an hour: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	156	88	66	2	34	38	27	56	38	118	116	40	31	9
		8%	8%	8%	3%	6%	6%	8%	11%	5%	8%	8%	6%	7%	4%
								ab		a					
Of little importance	(2.0)	335	157	172	6	77	95	49	113	105	242	233	102	70	32
		17%	14%	20%	10%	14%	16%	15%	22%	15%	17%	17%	16%	16%	15%
				a				abc							
Moderately important	(3.0)	750	394	327	29	231	229	108	173	259	524	519	231	160	71
		37%	36%	38%	48%	41%	39%	33%	34%	37%	38%	38%	36%	38%	33%
					cd										
Very important	(4.0)	495	290	190	15	134	145	86	123	181	333	324	171	111	60
		25%	27%	22%	24%	24%	25%	26%	24%	26%	24%	24%	27%	26%	28%
			b												
Extremely important	(5.0)	273	159	105	9	88	85	54	46	112	172	179	94	55	40
		14%	15%	12%	14%	16%	14%	17%	9%	16%	12%	13%	15%	13%	19%
					d	d	d			b					a
Net: Not important		491	245	238	8	112	133	76	169	143	360	349	142	101	41
		24%	22%	28%	14%	20%	23%	24%	33%	21%	26%	25%	22%	24%	20%
				ac				abc		a					
Net: Very important		768	449	295	24	222	231	140	169	293	505	502	265	166	100
		38%	41%	34%	39%	39%	39%	43%	33%	42%	36%	37%	42%	39%	47%
			b			d	d	d		b			a		a
Net: Moderately/Very/Extremely important		1518	843	622	53	453	459	249	341	552	1029	1021	497	326	171
		76%	78%	72%	86%	80%	77%	76%	67%	79%	74%	75%	78%	76%	80%
			b		b	d	d	d		b					
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	3.20	3.25	3.11	3.36	3.29	3.24	3.28	2.98	3.32	3.14	3.16	3.28	3.21	3.42	
			b		d	d	d		b			a		ac	
Standard Deviation	1.109	1.120	1.098	.970	1.077	1.086	1.159	1.124	1.083	1.109	1.114	1.092	1.087	1.092	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Ensuring holiday or business flights are not delayed by more than an hour: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	156	4	1	9	2	2	1	-	8	129	6	2	10	3	6	4	-	9	116
		8%	9%	9%	6%	8%	12%	2%	-	40%	8%	6%	7%	6%	6%	3%	-	22%	8%	
																		acdefi		
Of little importance	(2.0)	335	7	1	23	2	2	6	1	5	289	13	7	31	6	15	21	3	7	233
		17%	14%	16%	15%	8%	12%	16%	25%	24%	17%	13%	28%	17%	12%	15%	18%	16%	16%	17%
Moderately important	(3.0)	750	15	2	46	11	6	17	1	4	647	36	4	61	30	31	43	7	20	519
		37%	30%	31%	30%	43%	31%	47%	53%	20%	38%	35%	16%	33%	58%	32%	36%	45%	49%	38%
														acefi				c		
Very important	(4.0)	495	12	2	40	10	6	12	1	3	410	29	10	47	11	29	39	1	5	324
		25%	24%	24%	26%	39%	32%	33%	23%	16%	24%	29%	40%	25%	22%	30%	32%	4%	12%	24%
												h		h	h	hi				
Extremely important	(5.0)	273	11	1	34	*	2	1	-	-	223	18	2	37	1	17	13	6	*	179
		14%	23%	20%	23%	2%	12%	1%	-	-	13%	17%	10%	20%	2%	17%	11%	35%	1%	13%
			f		fi					f		dh		dhi		dh	dh		dh	
Net: Not important		491	11	2	31	4	5	7	1	13	418	19	9	41	9	20	25	3	16	349
		24%	23%	26%	21%	16%	25%	18%	25%	64%	25%	19%	35%	22%	18%	21%	21%	16%	38%	25%
																		acdef		
Net: Very important		768	23	3	74	10	9	12	1	3	633	47	13	84	12	46	53	6	5	502
		38%	47%	44%	49%	40%	44%	34%	23%	16%	37%	46%	49%	45%	23%	47%	44%	39%	13%	37%
					i							dh		dhi		dhi	dh		dh	
Net: Moderately/Very/Extremely important		1518	38	5	120	21	15	29	2	7	1280	83	17	144	41	77	96	13	25	1021
		76%	77%	74%	79%	84%	75%	82%	75%	36%	75%	81%	65%	78%	82%	79%	79%	84%	62%	75%
												h		h	h	h	h			
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score	3.20	3.39	3.29	3.45	3.18	3.20	3.15	2.98	2.12	3.18	3.39	3.17	3.37	3.00	3.38	3.31	3.57	2.54	3.16	
				i							dh		dhi	h	dh	h		h	h	
Standard Deviation	1.109	1.244	1.314	1.161	.932	1.208	.794	.861	1.137	1.099	1.102	1.168	1.141	.825	1.115	.996	1.163	1.004	1.114	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Ensuring holiday or business flights are not delayed by more than an hour: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	156	6	3	13	4	10	7	2	12	100	119	37	3	5	32
		8%	5%	4%	6%	6%	5%	4%	8%	16%	9%	7%	11%	1%	6%	10%
									abcefi	f		a		a	a	
Of little importance	(2.0)	335	14	11	33	12	32	34	6	15	178	272	64	21	26	55
		17%	13%	16%	15%	18%	18%	20%	22%	20%	16%	16%	19%	10%	28%	17%
														ac	a	
Moderately important	(3.0)	750	40	24	76	34	64	63	13	28	408	618	132	76	23	132
		37%	36%	37%	35%	51%	35%	36%	43%	39%	37%	37%	38%	35%	25%	40%
					cefi										b	
Very important	(4.0)	495	32	20	52	11	46	53	3	8	269	417	78	73	25	73
		25%	29%	30%	24%	17%	25%	31%	9%	11%	25%	25%	23%	33%	27%	22%
			gh	gh	h		gh	dgh		gh				c		
Extremely important	(5.0)	273	18	8	43	5	30	17	6	10	135	239	34	47	12	35
		14%	16%	13%	20%	8%	17%	10%	19%	14%	12%	14%	10%	21%	13%	11%
					dfi							b		c		
Net: Not important		491	20	13	46	16	42	41	9	26	278	390	101	24	31	87
		24%	18%	20%	21%	24%	23%	24%	29%	36%	26%	23%	29%	11%	34%	27%
										abcefi		a		a	a	
Net: Very important		768	51	28	96	17	76	70	8	18	403	656	112	119	38	108
		38%	46%	43%	44%	25%	42%	40%	28%	25%	37%	39%	32%	55%	41%	33%
			dh	dh	dh		dh	dh		h		b		bc		
Net: Moderately/Very/Extremely important		1518	90	52	172	51	140	133	21	47	811	1274	243	195	61	240
		76%	82%	80%	79%	76%	77%	76%	71%	64%	74%	77%	71%	89%	66%	73%
			h	h	h		h	h		h		b		bc		
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.20	3.38	3.32	3.37	3.04	3.30	3.23	3.10	2.87	3.15	3.23	3.02	3.64	3.14	3.08	
			dhi	h	dhi	h	h		h	h	b		bc			
Standard Deviation	1.109	1.078	1.021	1.136	.954	1.108	1.005	1.186	1.228	1.118	1.105	1.113	.968	1.147	1.098	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to spend time abroad at least once a year: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	264	118	145	40	69	154	243	17	4	93	41	130	169	82	12	220	34	-
		13%	12%	14%	7%	10%	20%	14%	7%	7%	8%	21%	20%	15%	11%	13%	24%	3%	-
						ab	b				a	a	b			b			
Of little importance	(2.0)	346	177	169	87	116	143	307	35	5	174	39	133	215	114	17	217	120	-
		17%	18%	17%	15%	17%	19%	18%	14%	9%	15%	20%	21%	19%	15%	17%	24%	12%	-
												a	b			b			
Moderately important	(3.0)	607	298	309	191	202	214	516	84	7	349	44	214	340	238	29	279	323	2
		30%	30%	30%	34%	30%	28%	30%	33%	15%	30%	22%	33%	30%	31%	30%	30%	31%	8%
					c			c	c		b		b						
Very important	(4.0)	485	239	247	152	181	153	397	75	13	336	44	105	261	205	20	129	340	10
		24%	24%	24%	27%	27%	20%	23%	30%	27%	29%	22%	16%	23%	27%	20%	14%	33%	42%
					c	c			a		c			a				a	
Extremely important	(5.0)	307	159	145	100	112	94	243	43	21	220	29	58	165	123	19	75	219	11
		15%	16%	14%	18%	16%	12%	14%	17%	42%	19%	15%	9%	14%	16%	19%	8%	21%	50%
					c	c			ab		c							a	
Net: Not important		610	295	314	127	185	298	551	51	8	268	80	262	384	197	29	437	154	-
		30%	30%	31%	22%	27%	39%	32%	20%	17%	23%	41%	41%	33%	26%	30%	47%	15%	-
						a	ab	bc			a	a	b				b		
Net: Very important		792	398	392	251	294	247	640	118	34	556	73	164	425	328	39	204	559	21
		39%	40%	39%	44%	43%	33%	38%	47%	69%	47%	37%	26%	37%	43%	40%	22%	54%	92%
					c	c			a	ab	bc	c		a				a	
Net: Moderately/Very/Extremely important		1399	696	700	442	496	461	1156	202	41	905	117	378	765	566	68	483	881	23
		70%	70%	69%	78%	73%	61%	68%	80%	83%	77%	59%	59%	67%	74%	70%	53%	85%	100%
					bc	c			a	a	bc			a				a	
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean Score	3.11	3.15	3.08	3.32	3.22	2.85	3.05	3.37	3.86	3.35	2.90	2.73	3.03	3.23	3.16	2.59	3.57	4.42	
				c	c			a	ab	bc			a				a		
Standard Deviation	1.240	1.233	1.245	1.140	1.206	1.297	1.246	1.112	1.267	1.174	1.356	1.215	1.255	1.203	1.288	1.221	1.049	.648	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to spend time abroad at least once a year: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	264	143	113	7	59	64	40	100	58	214	195	68	51	17
		13%	13%	13%	11%	10%	11%	12%	20% abc	8%	15% a	14% bd	11%	12%	8%
Of little importance	(2.0)	346	176	159	12	79	110	52	104	103	256	251	96	67	29
		17%	16%	18%	19%	14%	19% a	16%	20% a	15%	18% a	18%	15%	16%	13%
Moderately important	(3.0)	607	316	273	18	170	158	106	167	214	424	416	191	131	60
		30%	29%	32%	29%	30%	27%	33%	33% b	31%	31%	30%	30%	31%	28%
Very important	(4.0)	485	270	201	15	160	158	69	90	192	305	308	177	114	63
		24%	25%	23%	25%	28% cd	27% d	21%	18%	28% b	22%	23%	28% a	27%	30% a
Extremely important	(5.0)	307	183	114	10	96	102	59	49	129	190	200	107	63	43
		15%	17% b	13%	16%	17% d	17% d	18% d	10%	19% b	14%	15%	17%	15%	20% a
Net: Not important		610	319	272	18	138	174	92	205	160	470	446	164	118	46
		30%	29%	32%	30%	24%	29%	28%	40% abc	23%	34% a	33% bd	26%	28%	22%
Net: Very important		792	453	314	25	256	260	127	139	321	494	508	284	177	106
		39%	42% b	37%	41%	45% d	44% d	39% d	27%	46% b	36%	37%	44% a	42%	50% a
Net: Moderately/Very/Extremely important		1399	769	588	43	426	418	233	306	535	919	924	475	309	166
		70%	71%	68%	70%	76% d	71% d	72% d	60%	77% b	66%	67%	74% a	72%	78% a
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	3.11	3.16	3.05	3.16	3.27	3.21	3.17	2.77	3.33	3.00	3.05	3.25	3.17	3.41	
		b			d	d	d		b		a	a		ac	
Standard Deviation	1.240	1.259	1.214	1.240	1.205	1.239	1.247	1.226	1.178	1.252	1.249	1.210	1.213	1.190	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to spend time abroad at least once a year: How important, if at all, are each of the following to you personally?

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all important	(1.0)	264 13%	8 16% c	1 9%	9 6%	1 6%	1 6%	3 8%	- -	5 23%	236 14% c	13 12%	2 7%	12 7%	6 12%	8 8%	21 18% ce	1 4%	6 13%	195 14% c	
Of little importance	(2.0)	346 17%	5 10%	2 24%	15 10%	4 17%	4 19%	8 23% c	- -	4 20%	305 18% c	10 10%	7 28%	23 12%	13 26% acf	15 16%	16 13%	2 14%	9 21%	251 18% a	
Moderately important	(3.0)	607 30%	9 18%	1 15%	48 32%	8 31%	3 17%	11 31%	2 75%	3 17%	522 31%	21 21%	5 19%	57 31%	15 30%	31 32%	43 35% a	5 32%	14 33%	416 30%	
Very important	(4.0)	485 24%	17 35%	* 7%	44 29%	8 32%	10 51%	12 34%	1 25%	7 33%	386 23%	40 39% defi	8 30%	54 29%	10 21%	23 23%	27 22%	4 27%	12 28%	308 23%	
Extremely important	(5.0)	307 15%	10 21% f	3 44%	36 24% fi	4 15%	1 7%	1 3%	- -	1 7%	250 15%	18 18% h	4 16%	39 21% fhi	6 11%	20 20% h	14 12%	4 24%	1 3%	200 15% h	
Net: Not important		610 30%	13 26%	2 33%	23 15%	6 23%	5 25%	11 32% c	- -	9 43%	541 32% c	23 22%	9 35%	35 19%	19 38% ac	23 24%	37 31% c	3 17%	14 35% c	446 33% ac	
Net: Very important		792 39%	27 56% i	4 51%	80 53% i	12 47%	11 58%	13 37%	1 25%	8 40%	636 37%	58 57% dfhi	12 46%	93 50% dfhi	16 32%	43 44%	41 34%	8 51%	13 32%	508 37%	
Net: Moderately/Very/Extremely important		1399 70%	36 74%	5 67%	128 85% fi	20 77%	15 75%	24 68%	3 100%	11 57%	1158 68%	79 78% di	17 65%	150 81% dfhi	31 62%	74 76%	84 69%	13 83%	27 65%	924 67%	
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score		3.11	3.35	3.53	3.55 fi	3.33	3.34	3.00	3.25	2.81	3.06	3.40 dfhi	3.20	3.45 dfhi	2.93	3.32 fhi	2.98	3.54	2.87	3.05	
Standard Deviation		1.240	1.363	1.591	1.125	1.116	1.083	1.036	.540	1.332	1.244	1.249	1.234	1.153	1.185	1.204	1.242	1.144	1.088	1.249	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to spend time abroad at least once a year: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	264 13%	13 12%	10 15% c	14 7%	12 18% c	16 9%	28 16% ce	2 8%	8 11%	160 15% ce	211 13%	53 15%	11 5%	16 17% a	41 12% a
Of little importance	(2.0)	346 17%	13 12%	11 16% c	26 12%	15 23% c	26 14%	35 20% c	8 29% ace	15 21%	198 18% c	271 16%	75 22% a	14 6%	16 18% a	65 20% a
Moderately important	(3.0)	607 30%	24 21%	16 25%	66 30%	19 29%	54 29%	56 32%	7 24%	20 28%	345 32% a	511 31%	96 28%	65 30%	23 24%	103 32%
Very important	(4.0)	485 24%	43 38% dfhi	17 25%	69 31% dfi	10 16%	52 29% dfi	33 19%	7 24%	17 23%	237 22%	414 25%	71 21%	75 34% c	23 25%	79 24%
Extremely important	(5.0)	307 15%	18 17%	12 18%	43 20% i	10 15%	35 19%	22 13%	4 15%	12 17%	149 14%	258 15%	49 14%	53 24% c	14 16%	39 12%
Net: Not important		610 30%	26 23%	21 31% c	40 18%	27 40% ace	42 23%	63 36% ace	11 37% c	23 32% c	358 33% ce	482 29%	128 37% a	26 12%	32 35% a	106 32% a
Net: Very important		792 39%	61 55% dfi	29 44%	112 51% dfi	20 31%	87 48% dfi	55 32%	12 39%	29 40%	387 36%	672 40%	120 35%	128 59% bc	37 41%	118 36%
Net: Moderately/Very/Extremely important		1399 70%	85 77% df	45 69%	178 82% bdfghi	39 60%	140 77% dfi	111 64%	19 63%	50 68%	732 67%	1183 71% b	217 63%	194 88% bc	60 65%	221 68%
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.11	3.36 dfi	3.15 dfi	3.46 dfhi	2.88	3.35 dfi	2.92	3.10	3.14	3.02	3.14 b	2.97 bc	3.66 bc	3.04	3.03	
Standard Deviation	1.240	1.234	1.325	1.132	1.304	1.196	1.245	1.216	1.247	1.239	1.232	1.268	1.076	1.327	1.192	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to receive goods from abroad within a few days: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all important (1.0)	160	64	97	30	39	91	142	13	5	65	27	69	84	61	15	114	45	1
	8%	6%	10%	5%	6%	12%	8%	5%	10%	6%	14%	11%	7%	8%	16%	12%	4%	2%
			a			ab					a	a			ab	b		
Of little importance (2.0)	359	153	205	80	111	169	331	26	3	180	40	139	223	128	8	199	156	-
	18%	15%	20%	14%	16%	22%	19%	10%	6%	15%	20%	22%	19%	17%	9%	22%	15%	-
			a			ab	bc					a	c			b		
Moderately important (3.0)	719	350	368	195	245	279	628	85	6	384	70	265	435	257	27	334	361	7
	36%	35%	36%	34%	36%	37%	37%	34%	11%	33%	36%	41%	38%	34%	27%	36%	35%	31%
							c	c				a						
Very important (4.0)	506	268	238	167	195	144	402	87	17	343	39	125	258	213	35	190	305	6
	25%	27%	23%	29%	29%	19%	24%	34%	35%	29%	20%	20%	22%	28%	36%	21%	29%	27%
				c	c			a		bc				a	a		a	
Extremely important (5.0)	264	155	107	97	91	76	203	43	18	201	21	42	148	104	11	83	168	9
	13%	16%	11%	17%	13%	10%	12%	17%	37%	17%	11%	7%	13%	14%	11%	9%	16%	40%
		b		c	c			a	ab	bc							a	
Net: Not important	520	217	302	110	150	260	473	38	8	246	67	208	307	188	24	313	201	1
	26%	22%	30%	19%	22%	34%	28%	15%	16%	21%	34%	32%	27%	25%	25%	34%	19%	2%
			a			ab	b				a	a				b		
Net: Very important	770	424	345	264	286	220	605	129	36	543	60	167	407	317	47	273	474	15
	38%	43%	34%	46%	42%	29%	35%	51%	72%	46%	31%	26%	35%	42%	48%	30%	46%	67%
		b		c	c			a	ab	bc				a	a		a	
Net: Moderately/Very/Extremely important	1489	774	713	459	531	499	1233	215	41	927	130	432	842	574	73	607	835	22
	74%	78%	70%	81%	78%	66%	72%	85%	84%	79%	66%	68%	73%	75%	75%	66%	81%	98%
		b		c	c			a		bc							a	
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
Mean Score	3.18	3.30	3.05	3.39	3.28	2.93	3.11	3.48	3.82	3.37	2.94	2.89	3.14	3.23	3.19	2.92	3.38	4.03
		b		c	c			a	ab	bc							a	
Standard Deviation	1.116	1.105	1.113	1.085	1.068	1.136	1.108	1.048	1.292	1.103	1.172	1.046	1.100	1.123	1.236	1.129	1.060	.975

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to receive goods from abroad within a few days: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168	
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	160	96	61	4	34	50	30	46	33	129	111	49	40	9
		8%	9%	7%	6%	6%	8%	9%	9%	5%	9%	8%	8%	9%	4%
										a				d	
Of little importance	(2.0)	359	217	138	5	103	102	54	101	102	269	272	87	59	28
		18%	20%	16%	8%	18%	17%	16%	20%	15%	19%	20%	14%	14%	13%
			bc								a	bcd			
Moderately important	(3.0)	719	388	298	32	192	204	109	207	237	517	481	238	156	82
		36%	36%	35%	53%	34%	34%	34%	40%	34%	37%	35%	37%	37%	39%
					ab				abc						
Very important	(4.0)	506	242	253	11	145	162	83	109	206	317	334	172	112	60
		25%	22%	29%	18%	26%	27%	25%	21%	30%	23%	24%	27%	26%	28%
				a			d			b					
Extremely important	(5.0)	264	144	110	9	91	75	49	48	118	156	172	92	60	32
		13%	13%	13%	15%	16%	13%	15%	9%	17%	11%	13%	14%	14%	15%
					d	d	d	d		b					
Net: Not important		520	313	198	9	137	152	84	147	135	398	383	136	99	37
		26%	29%	23%	14%	24%	26%	26%	29%	19%	29%	28%	21%	23%	18%
			bc							a		bcd			
Net: Very important		770	386	363	20	235	237	132	157	323	473	506	264	172	93
		38%	36%	42%	33%	42%	40%	41%	31%	46%	34%	37%	41%	40%	44%
			a	a		d	d	d		b					
Net: Moderately/Very/Extremely important		1489	775	662	53	427	441	241	364	560	990	986	503	328	175
		74%	71%	77%	86%	76%	74%	74%	71%	81%	71%	72%	79%	77%	82%
				a	a					b		a	a	a	
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212	
Mean Score	3.18	3.11	3.25	3.28	3.27	3.19	3.21	3.02	3.39	3.07	3.13	3.27	3.22	3.37	
			a	a	d	d	d		b		a	a	a	a	
Standard Deviation	1.116	1.138	1.090	1.020	1.119	1.120	1.166	1.072	1.076	1.113	1.119	1.106	1.137	1.034	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to receive goods from abroad within a few days: How important, if at all, are each of the following to you personally?

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Not at all important	(1.0)	160 8%	5 10% c	1 9%	4 2%	1 2%	1 6%	2 6%	- -	6 28%	142 8% c	7 6%	3 11%	8 4%	1 2%	8 8%	17 14% cdi	- -	6 15% cd	111 8%	
Of little importance	(2.0)	359 18%	5 10%	1 8%	16 11%	4 16%	6 30%	3 7%	- -	6 30%	319 19% c	9 9%	3 11%	28 15%	8 17%	12 13%	16 13%	1 9%	10 24% a	272 20% a	
Moderately important	(3.0)	719 36%	20 42%	3 38%	52 34%	9 34%	5 26%	19 54% ci	2 75%	5 26%	604 36%	46 45% c	15 58%	59 32%	19 38%	31 31%	44 36%	9 54%	16 40%	481 35%	
Very important	(4.0)	506 25%	15 31%	2 25%	50 33% i	10 40%	7 37%	9 25%	1 25%	2 12%	410 24%	31 30% h	2 9%	58 31% h	19 37% hi	27 28%	28 23%	3 17%	5 13%	334 24%	
Extremely important	(5.0)	264 13%	4 7%	1 20%	30 20% i	2 7%	- -	3 8%	- -	1 5%	224 13%	10 10%	3 12%	33 18% d	3 6%	19 19% di	17 14%	3 21%	4 9%	172 13%	
Net: Not important		520 26%	10 20%	1 16%	20 13%	5 18%	7 36%	5 13%	- -	12 58%	461 27% c	16 16%	6 22%	35 19%	9 19%	21 21%	32 27%	1 9%	16 38% acde	383 28% ac	
Net: Very important		770 38%	19 38%	3 45%	80 53% fi	12 47%	7 37%	12 33%	1 25%	3 17%	634 37%	41 40% h	5 21%	91 49% hi	22 43% h	46 47% hi	45 37%	6 38%	9 22%	506 37% h	
Net: Moderately/Very/Extremely important		1489 74%	39 80%	6 84%	131 87% i	21 82%	13 64%	31 87%	3 100%	8 42%	1238 73%	86 84% hi	20 78%	150 81% hi	41 81% h	76 79% h	89 73%	15 91%	25 62%	986 72%	
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean Score		3.18	3.15	3.40	3.57 ai	3.34	2.94	3.21	3.25	2.36	3.15	3.27 h	3.00	3.44 fhi	3.28 h	3.37 hi	3.11	3.50	2.77	3.13 h	
Standard Deviation		1.116	1.047	1.236	1.002	.928	.986	.928	.540	1.183	1.126	.984	1.071	1.076	.898	1.184	1.219	.948	1.131	1.119	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q11. Being able to receive goods from abroad within a few days: How important, if at all, are each of the following to you personally?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Not at all important	(1.0)	160	7	5	10	1	15	23	-	6	93	130	30	5	19	26
		8%	6%	7%	5%	2%	8%	13%	-	8%	9%	8%	9%	2%	20%	8%
							cdgi							ac	a	
Of little importance	(2.0)	359	9	9	36	12	19	31	8	15	220	284	75	27	10	49
		18%	8%	13%	16%	18%	11%	18%	27%	21%	20%	17%	22%	12%	11%	15%
							a	ae	ae	ae		a				
Moderately important	(3.0)	719	51	37	70	32	72	56	15	22	365	595	124	63	29	146
		36%	46%	56%	32%	48%	39%	32%	50%	30%	34%	36%	36%	29%	31%	45%
			cfhi	cefhi	cfhi			cfhi							ab	
Very important	(4.0)	506	33	9	66	19	47	40	3	18	271	425	82	75	16	81
		25%	30%	14%	30%	28%	26%	23%	11%	25%	25%	26%	24%	34%	17%	25%
			bg		bg									bc		
Extremely important	(5.0)	264	10	6	36	3	28	25	3	12	140	231	33	49	19	25
		13%	9%	10%	17%	5%	16%	14%	11%	16%	13%	14%	10%	22%	20%	8%
					d		d	d		d		b		c	c	
Net: Not important		520	16	13	46	13	35	54	8	21	313	414	106	32	29	75
		26%	15%	20%	21%	19%	19%	31%	27%	29%	29%	25%	31%	15%	31%	23%
							ace	ace	a	ace		a		a	a	
Net: Very important		770	43	16	102	22	76	64	7	30	411	655	115	124	35	106
		38%	39%	24%	47%	33%	41%	37%	23%	41%	38%	39%	33%	57%	37%	32%
			b		bgi		bg			b	b	b		bc		
Net: Moderately/Very/Extremely important		1489	95	52	172	53	148	120	21	52	776	1251	239	187	63	252
		74%	85%	80%	79%	81%	81%	69%	73%	71%	71%	75%	69%	85%	69%	77%
			fhi		fi		fi					b		bc		
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean Score	3.18	3.27	3.06	3.38	3.17	3.30	3.07	3.08	3.19	3.13	3.21	3.04	3.62	3.06	3.09	
				bfi							b		bc			
Standard Deviation	1.116	.972	.977	1.087	.836	1.114	1.226	.930	1.186	1.136	1.118	1.095	1.035	1.383	1.004	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q12. Summary : What impact, if any, does living near Birmingham Airport/ Bristol Airport/ Manchester Airport have on you personally? / Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?**

BASE: All living within 20 miles of selected airport

	Positive-negative impact										
	Total	A very positive impact (5.0)	A fairly positive impact (4.0)	Neither a positive nor negative impact (3.0)	A fairly negative impact (2.0)	A very negative impact (1.0)	Don't know	Net: Positive	Net: Negative	Mean score	Standard Deviation
		*a	*b	*c	*d	*e	*f	*g	*h	*i	*j
Significance Level: 95%											
Gatwick Airport	26	1	6	7	12	-	-	7	12	2.88	.94
	100%	4%	25%	26%	46%	-	-	29%	46%		
Heathrow Airport	102	17	26	48	10	-	-	43	10	3.49	.90
	100%	17%	26%	47%	10%	-	-	43%	10%		
Manchester Airport	97	10	26	44	4	10	3	36	14	3.22	1.07
	100%	10%	27%	45%	4%	11%	3%	37%	15%		
London City Airport	185	27	45	87	15	11	1	72	26	3.34	1.02
	100%	15%	24%	47%	8%	6%	*	39%	14%		
Stansted Airport	16	3	3	7	2	-	1	6	2	3.43	.98
	100%	17%	20%	44%	14%	-	5%	38%	14%		
Birmingham Airport	121	12	24	62	10	9	5	36	19	3.17	.99
	100%	10%	20%	51%	8%	7%	4%	29%	15%		
Luton Airport	51	4	7	33	6	*	1	11	6	3.17	.76
	100%	8%	14%	65%	11%	1%	1%	22%	12%		
Bristol Airport	41	3	5	30	2	1	1	7	3	3.13	.75
	100%	7%	11%	73%	5%	3%	1%	18%	8%		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Birmingham Airport/ Bristol Airport/ Manchester Airport have on you personally? / Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of selected airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	*c	a	b	c	a	b	*c	a	b	*c
Significance Level: 95%																		
Unweighted Total	594	276	315	170	222	202	491	82	21	372	52	170	302	274	18	241	335	12
Weighted Total	639	333	304	192	238	210	521	95	23	397	59	183	329	288	22	246	368	16
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
A very positive impact (5.0)	77 12%	50 15% b	26 9%	24 12%	33 14%	20 9%	49 9%	16 17% a	11 49%	67 17% bc	3 5%	7 4%	33 10%	38 13%	5 24%	20 8%	51 14% a	5 33%
A fairly positive impact (4.0)	142 22%	79 24%	64 21%	59 31% c	54 23% c	29 14%	107 21%	33 35% a	3 11%	114 29% bc	8 14%	20 11%	44 13%	97 34% a	2 7%	32 13%	101 28% a	6 40%
Neither a positive nor negative impact (3.0)	317 50%	153 46%	163 54%	82 43%	116 49%	119 57% a	274 53% b	38 40%	5 20%	169 43%	29 50%	118 64% a	195 59% b	112 39%	10 46%	142 58% b	169 46%	3 17%
A fairly negative impact (2.0)	61 10%	29 9%	32 11%	15 8%	25 10%	21 10%	54 10%	4 5%	2 8%	27 7%	16 28% ac	18 10%	32 10%	28 10%	1 3%	27 11%	29 8%	- -
A very negative impact (1.0)	32 5%	15 5%	16 5%	5 2%	8 3%	19 9% ab	26 5%	3 3%	3 12%	16 4%	2 3%	14 8%	19 6%	12 4%	1 2%	15 6%	15 4%	2 11%
Don't know	11 2%	8 2%	2 1%	7 4% b	2 1%	2 1%	11 2%	- -	- -	3 1%	1 1%	7 4% a	5 2%	1 *	4 18%	9 4% b	2 *	- -
Net: Positive	219 34%	128 39% b	90 30%	83 43% c	87 37% c	49 23%	156 30%	49 52% a	14 60%	182 46% bc	11 19%	26 14%	77 23%	135 47% a	7 31%	52 21%	153 42% a	12 72%
Net: Negative	92 14%	44 13%	48 16%	20 10%	33 14%	40 19% a	81 15%	7 8%	5 20%	43 11%	18 30% ac	31 17% a	51 16%	40 14%	1 6%	42 17%	44 12%	2 11%
Base for stats	628	325	301	185	236	208	510	95	23	394	58	176	323	287	18	236	366	16
Mean Score	3.27	3.36 b	3.17 c	3.44 c	3.34 c	3.05	3.19	3.58 a	3.78	3.48 bc	2.91	2.93	3.12	3.42 a	3.57	3.06	3.40 a	3.83
Standard Deviation	.970	1.000	.924	.907	.962	.995	.933	.930	1.453	.989	.857	.821	.933	.980	1.068	.917	.963	1.247



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q12. What impact, if any, does living near Birmingham Airport/ Bristol Airport/ Manchester Airport have on you personally? / Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?**

BASE: All living within 20 miles of selected airport

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	*c	a	b	c	d	a	b	*a	b	c	d
Significance Level: 95%														
Unweighted Total	594	307	268	19	205	178	80	129	245	376	-	594	426	168
Weighted Total	639	324	286	29	211	192	93	139	245	424	-	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%
A very positive impact	(5.0)	77	25	2	36	15	17	9	42	41	-	77	46	31
		12%	9%	5%	17%	8%	18%	7%	17%	10%	-	12%	11%	14%
			b		bd		bd		b					
A fairly positive impact	(4.0)	142	57	6	64	43	15	20	57	92	-	142	87	56
		22%	20%	21%	30%	23%	16%	14%	23%	22%	-	22%	20%	26%
					cd									
Neither a positive nor negative impact	(3.0)	317	140	21	93	81	48	90	112	220	-	317	221	95
		50%	49%	73%	44%	42%	52%	65%	45%	52%	-	50%	52%	45%
					ab									
A fairly negative impact	(2.0)	61	34	-	13	31	8	9	21	42	-	61	40	21
		10%	12%	-	6%	16%	8%	7%	9%	10%	-	10%	9%	10%
					ad									
A very negative impact	(1.0)	32	20	-	5	15	3	9	9	23	-	32	23	9
		5%	7%	-	2%	8%	3%	6%	4%	5%	-	5%	5%	4%
					a	a	a							
Don't know		11	9	-	-	7	2	2	5	6	-	11	10	1
		2%	3%	-	-	4%	2%	1%	2%	1%	-	2%	2%	*
			a			a	a							
Net: Positive		219	82	8	100	58	32	29	99	133	-	219	133	87
		34%	29%	27%	47%	30%	34%	21%	40%	31%	-	34%	31%	41%
					bcd		d		b	c				c
Net: Negative		92	54	-	18	45	11	18	30	65	-	92	63	29
		14%	19%	-	9%	24%	12%	13%	12%	15%	-	14%	15%	14%
			a			acd								
Base for stats		628	276	29	211	185	91	137	240	419	-	628	417	211
Mean Score		3.27	3.12	3.32	3.53	3.07	3.38	3.09	3.43	3.21	-	3.27	3.22	3.37
					b	bd	bd		b					
Standard Deviation		.970	.985	.580	.928	1.022	.993	.854	.994	.945	-	.970	.957	.989

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q12. What impact, if any, does living near Birmingham Airport/ Bristol Airport/ Manchester Airport have on you personally? / Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?**

BASE: All living within 20 miles of selected airport

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	594	43	11	112	27	20	34	4	18	325	91	28	150	53	97	114	18	43	-	
Weighted Total	639	49	7	151	25	20	36	3	20	329	102	26	185	51	97	121	16	41	-	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
A very positive impact	(5.0)	77	10	1	24	1	2	6	-	*	32	17	1	27	4	10	12	3	3	-
		12%	21%	8%	16%	5%	9%	18%	-	2%	10%	17%	4%	15%	8%	10%	10%	17%	7%	-
A fairly positive impact	(4.0)	142	9	1	38	2	9	8	1	1	73	26	6	45	7	26	24	3	5	-
		22%	19%	16%	25%	8%	45%	22%	25%	5%	22%	26%	25%	24%	14%	27%	20%	20%	11%	-
Neither a positive nor negative impact	(3.0)	317	23	4	65	18	7	18	2	16	163	48	7	87	33	44	62	7	30	-
		50%	46%	56%	43%	72%	37%	50%	75%	82%	50%	47%	26%	47%	65%	45%	51%	44%	73%	-
A fairly negative impact	(2.0)	61	7	1	12	4	2	3	-	2	30	10	12	15	6	4	10	2	2	-
		10%	13%	20%	8%	16%	9%	8%	-	8%	9%	10%	46%	8%	11%	4%	8%	14%	5%	-
A very negative impact	(1.0)	32	-	-	10	-	-	-	-	-	22	-	-	11	*	10	9	-	1	-
		5%	-	-	7%	-	-	-	-	-	7%	-	-	6%	1%	11%	7%	-	3%	-
Don't know		11	-	-	1	-	-	1	-	1	9	-	-	1	1	3	5	1	1	-
		2%	-	-	1%	-	-	2%	-	3%	3%	-	-	*	1%	3%	4%	5%	1%	-
Net: Positive		219	20	2	63	3	11	14	1	1	105	43	7	72	11	36	36	6	7	-
		34%	40%	24%	41%	13%	54%	40%	25%	7%	32%	43%	29%	39%	22%	37%	29%	38%	18%	-
Net: Negative		92	7	1	22	4	2	3	-	2	52	10	12	26	6	14	19	2	3	-
		14%	13%	20%	15%	16%	9%	8%	-	8%	16%	10%	46%	14%	12%	15%	15%	14%	8%	-
Base for stats		628	49	7	150	25	20	35	3	19	320	102	26	184	50	94	116	15	40	-
Mean Score		3.27	3.48	3.13	3.36	3.01	3.53	3.50	3.25	3.02	3.20	3.49	2.88	3.34	3.17	3.22	3.17	3.43	3.13	-
Standard Deviation		.970	.981	.891	1.061	.660	.802	.894	.540	.485	.977	.896	.944	1.018	.761	1.069	.990	.983	.745	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q12. What impact, if any, does living near Birmingham Airport/ Bristol Airport/ Manchester Airport have on you personally? / Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?**

BASE: All living within 20 miles of selected airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	*b	c	d	e	f	*g	h	*i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	594	91	28	150	53	97	114	18	43	-	524	70	197	74	323
Weighted Total	639	102	26	185	51	97	121	16	41	-	577	62	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	77	17	1	27	4	10	12	3	3	72	5	77	-	-
		12%	17%	4%	15%	8%	10%	10%	17%	7%	12%	8%	35%	-	-
													bc		
A fairly positive impact	(4.0)	142	26	6	45	7	26	24	3	5	128	14	142	-	-
		22%	26%	25%	24%	14%	27%	20%	20%	11%	22%	23%	65%	-	-
							h						bc		
Neither a positive nor negative impact	(3.0)	317	48	7	87	33	44	62	7	30	281	36	-	-	317
		50%	47%	26%	47%	65%	45%	51%	44%	73%	49%	57%	-	-	97%
						ace				acef					ab
A fairly negative impact	(2.0)	61	10	12	15	6	4	10	2	2	54	7	-	61	-
		10%	10%	46%	8%	11%	4%	8%	14%	5%	9%	11%	-	66%	-
														ac	
A very negative impact	(1.0)	32	-	-	11	*	10	9	-	1	32	-	-	32	-
		5%	-	-	6%	1%	11%	7%	-	3%	5%	-	-	34%	-
					a		ad	a			b			ac	
Don't know		11	-	-	1	1	3	5	1	1	10	1	-	-	11
		2%	-	-	*	1%	3%	4%	5%	1%	2%	1%	-	-	3%
							c								a
Net: Positive		219	43	7	72	11	36	36	6	7	200	19	219	-	-
		34%	43%	29%	39%	22%	37%	29%	38%	18%	35%	31%	100%	-	-
			dh		dh		h						bc		
Net: Negative		92	10	12	26	6	14	19	2	3	86	7	-	92	-
		14%	10%	46%	14%	12%	15%	15%	14%	8%	15%	11%	-	100%	-
														ac	
Base for stats		628	102	26	184	50	94	116	15	40	567	62	219	92	317
Mean Score		3.27	3.49	2.88	3.34	3.17	3.22	3.17	3.43	3.13	3.27	3.28	4.35	1.66	3.00
			dfh										b		
Standard Deviation		.970	.896	.944	1.018	.761	1.069	.990	.983	.745	.990	.763	.478	.477	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Heathrow Airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	*a	b	*c	a	*b	*c	a	*b	*c	a	b	*c	a	b	*c
Unweighted Total	91	48	43	26	36	29	69	19	3	59	8	24	42	45	4	30	55	5
Weighted Total	102	62	40	34	41	27	77	21	4	72	6	24	42	55	5	28	67	6
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
A very positive impact (5.0)	17 17%	16 26% b	1 3%	5 15%	8 20%	4 16%	10 13%	5 22%	2 70%	17 23%	- -	1 3%	8 18%	7 13%	2 53%	3 11%	14 20%	1 9%
A fairly positive impact (4.0)	26 26%	12 19%	14 35%	10 29%	9 21%	8 28%	22 28%	5 22%	- -	23 32%	1 10%	3 11%	4 9%	22 39% a	1 19%	3 10%	20 29% a	3 45%
Neither a positive nor negative impact (3.0)	48 47%	29 47%	19 48%	19 56%	19 48%	10 35%	36 47%	11 53%	1 16%	27 38%	3 50%	18 75%	25 59%	22 41%	1 12%	16 56%	30 44%	3 47%
A fairly negative impact (2.0)	10 10%	5 8%	6 14%	- -	5 11%	6 22%	9 12%	1 3%	* 14%	6 8%	2 40%	3 11%	6 14%	4 7%	1 16%	7 24% b	4 6%	- -
A very negative impact (1.0)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Don't know	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Net: Positive	43 43%	28 46%	15 38%	15 44%	17 41%	12 43%	32 41%	9 44%	2 70%	39 55%	1 10%	3 15%	11 27%	29 52% a	3 72%	6 20%	34 50% a	3 53%
Net: Negative	10 10%	5 8%	6 14%	- -	5 11%	6 22%	9 12%	1 3%	* 14%	6 8%	2 40%	3 11%	6 14%	4 7%	1 16%	7 24% b	4 6%	- -
Base for stats	102	62	40	34	41	27	77	21	4	72	6	24	42	55	5	28	67	6
Mean Score	3.49	3.64 b	3.26	3.59	3.50	3.37	3.42	3.63	4.26	3.70	2.70	3.07	3.31	3.58	4.09	3.08	3.65 a	3.62
Standard Deviation	.896	.961	.737	.743	.945	1.008	.871	.877	1.364	.913	.705	.601	.936	.810	1.272	.889	.875	.701

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Heathrow Airport

	Total	Housing			SEG				Children		Within 20 miles			
		Owner a	Renter b	Rent free/ Other *c	AB a	C1 *b	C2 *c	DE *d	<18 a	>18 or none b	No airports *a	At least one airport b	1 airport c	2 or more airports d
Significance Level: 95%														
Unweighted Total	91	53	36	2	32	23	15	21	35	59	-	91	35	56
Weighted Total	102	65	35	2	36	25	20	20	45	61	-	102	32	70
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%
A very positive impact	(5.0) 17	15	2	-	4	2	9	2	9	8	-	17	5	12
	17%	24%	5%	-	11%	7%	46%	11%	20%	13%	-	17%	16%	17%
A fairly positive impact	(4.0) 26	16	9	1	13	11	1	2	9	17	-	26	9	17
	26%	25%	26%	57%	34%	42%	3%	11%	21%	28%	-	26%	29%	24%
Neither a positive nor negative impact	(3.0) 48	26	21	1	17	10	8	13	24	27	-	48	15	33
	47%	40%	60%	43%	46%	38%	42%	65%	54%	44%	-	47%	46%	48%
A fairly negative impact	(2.0) 10	7	3	-	3	3	2	3	2	8	-	10	3	7
	10%	11%	10%	-	8%	13%	8%	13%	5%	14%	-	10%	10%	11%
A very negative impact	(1.0) -	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive	43	32	11	1	17	12	10	5	19	25	-	43	15	29
	43%	49%	31%	57%	46%	49%	49%	22%	41%	42%	-	43%	45%	41%
Net: Negative	10	7	3	-	3	3	2	3	2	8	-	10	3	7
	10%	11%	10%	-	8%	13%	8%	13%	5%	14%	-	10%	10%	11%
Base for stats	102	65	35	2	36	25	20	20	45	61	-	102	32	70
Mean Score	3.49	3.62	3.26	3.57	3.49	3.43	3.87	3.21	3.57	3.42	-	3.49	3.52	3.48
Standard Deviation	.896	.972	.709	.828	.810	.814	1.123	.825	.878	.893	-	.896	.891	.905

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Heathrow Airport

		10 miles of airport									20 miles of airport									
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	*b	*c	*d	*e	*f	*g	*h	i	a	*b	*c	*d	*e	*f	*g	*h	*i
Significance Level:	95%																			
Unweighted Total		91	43	-	-	-	-	-	-	-	48	91	-	-	-	-	-	-	-	-
Weighted Total		102	49	-	-	-	-	-	-	-	53	102	-	-	-	-	-	-	-	-
		100%	100%	-	-	-	-	-	-	-	100%	100%	-	-	-	-	-	-	-	-
A very positive impact	(5.0)	17	10	-	-	-	-	-	-	-	7	17	-	-	-	-	-	-	-	-
		17%	21%	-	-	-	-	-	-	-	13%	17%	-	-	-	-	-	-	-	-
A fairly positive impact	(4.0)	26	9	-	-	-	-	-	-	-	17	26	-	-	-	-	-	-	-	-
		26%	19%	-	-	-	-	-	-	-	32%	26%	-	-	-	-	-	-	-	-
Neither a positive nor negative impact	(3.0)	48	23	-	-	-	-	-	-	-	26	48	-	-	-	-	-	-	-	-
		47%	46%	-	-	-	-	-	-	-	48%	47%	-	-	-	-	-	-	-	-
A fairly negative impact	(2.0)	10	7	-	-	-	-	-	-	-	4	10	-	-	-	-	-	-	-	-
		10%	13%	-	-	-	-	-	-	-	7%	10%	-	-	-	-	-	-	-	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive		43	20	-	-	-	-	-	-	-	24	43	-	-	-	-	-	-	-	-
		43%	40%	-	-	-	-	-	-	-	45%	43%	-	-	-	-	-	-	-	-
Net: Negative		10	7	-	-	-	-	-	-	-	4	10	-	-	-	-	-	-	-	-
		10%	13%	-	-	-	-	-	-	-	7%	10%	-	-	-	-	-	-	-	-
Base for stats		102	49	-	-	-	-	-	-	-	53	102	-	-	-	-	-	-	-	-
Mean Score		3.49	3.48	-	-	-	-	-	-	-	3.50	3.49	-	-	-	-	-	-	-	-
Standard Deviation		.896	.981	-	-	-	-	-	-	-	.819	.896	-	-	-	-	-	-	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Heathrow Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	*b	*c	*d	*e	*f	*g	*h	*i	a	*b	a	*b	c
Significance Level: 95%															
Unweighted Total	91	91	-	-	-	-	-	-	-	-	85	6	35	11	45
Weighted Total	102	102	-	-	-	-	-	-	-	-	97	5	43	10	48
	100%	100%	-	-	-	-	-	-	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	17	17	-	-	-	-	-	-	-	17	-	17	-	-
		17%	17%	-	-	-	-	-	-	-	18%	-	40%	-	-
													c		
A fairly positive impact	(4.0)	26	26	-	-	-	-	-	-	-	23	3	26	-	-
		26%	26%	-	-	-	-	-	-	-	24%	65%	60%	-	-
													c		
Neither a positive nor negative impact	(3.0)	48	48	-	-	-	-	-	-	-	47	1	-	-	48
		47%	47%	-	-	-	-	-	-	-	48%	23%	-	-	100%
															a
A fairly negative impact	(2.0)	10	10	-	-	-	-	-	-	-	10	1	-	10	-
		10%	10%	-	-	-	-	-	-	-	10%	12%	-	100%	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive		43	43	-	-	-	-	-	-	-	40	3	43	-	-
		43%	43%	-	-	-	-	-	-	-	42%	65%	100%	-	-
													c		
Net: Negative		10	10	-	-	-	-	-	-	-	10	1	-	10	-
		10%	10%	-	-	-	-	-	-	-	10%	12%	-	100%	-
Base for stats		102	102	-	-	-	-	-	-	-	97	5	43	10	48
Mean Score		3.49	3.49	-	-	-	-	-	-	-	3.49	3.53	4.40	2.00	3.00
													c		
Standard Deviation		.896	.896	-	-	-	-	-	-	-	.904	.787	.495	-	*

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Gatwick Airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		*a	*b	*a	*b	*c	*a	*b	*c	*a	*b	*c	*a	*b	*c	*a	*b	*c
Unweighted Total	28	13	15	6	8	14	28	-	-	17	5	6	15	13	-	12	15	-
Weighted Total	26	9	17	4	6	16	26	-	-	10	12	4	17	8	-	11	10	-
	100%	100%	100%	100%	100%	100%	100%	-	-	100%	100%	100%	100%	100%	-	100%	100%	-
A very positive impact	(5.0)	1	1	1	-	1	1	-	-	1	-	-	1	1	-	-	1	-
		4%	6%	3%	16%	-	4%	-	-	11%	-	-	3%	6%	-	-	11%	-
A fairly positive impact	(4.0)	6	2	4	1	4	6	-	-	5	1	-	3	3	-	1	5	-
		25%	28%	23%	34%	64%	25%	-	-	51%	12%	-	17%	40%	-	10%	50%	-
Neither a positive nor negative impact	(3.0)	7	4	3	2	1	4	-	-	3	*	3	4	3	-	4	3	-
		26%	44%	16%	50%	15%	24%	26%	-	33%	4%	68%	23%	31%	-	35%	26%	-
A fairly negative impact	(2.0)	12	2	10	-	1	10	-	-	1	10	1	10	2	-	6	1	-
		46%	22%	58%	-	21%	66%	46%	-	5%	84%	32%	57%	23%	-	54%	13%	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive		7	3	5	2	4	2	7	-	6	1	-	4	4	-	1	6	-
		29%	34%	26%	50%	64%	10%	29%	-	62%	12%	-	21%	46%	-	10%	61%	-
Net: Negative		12	2	10	-	1	10	12	-	1	10	1	10	2	-	6	1	-
		46%	22%	58%	-	21%	66%	46%	-	5%	84%	32%	57%	23%	-	54%	13%	-
Base for stats		26	9	17	4	6	16	26	-	10	12	4	17	8	-	11	10	-
Mean Score		2.88	3.18	2.72	3.66	3.43	2.47	2.88	-	3.68	2.28	2.68	2.67	3.30	-	2.56	3.58	-
Standard Deviation		.944	.891	.959	.872	.892	.784	.944	-	.781	.689	.531	.902	.942	-	.704	.893	-



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Gatwick Airport

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		*a	*b	*c	*a	*b	*c	*d	*a	*b	*a	*b	*c	*d
Significance Level: 95%														
Unweighted Total	28	14	13	1	7	12	4	5	7	21	-	28	24	4
Weighted Total	26	13	12	1	5	15	3	4	5	21	-	26	23	3
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%
A very positive impact	(5.0)	1	-	-	1	1	-	-	1	1	-	1	1	-
		4%	9%	-	13%	4%	-	-	13%	2%	-	4%	5%	-
A fairly positive impact	(4.0)	6	3	2	3	*	1	2	*	6	-	6	4	2
		25%	26%	15%	76%	3%	21%	50%	10%	28%	-	25%	19%	65%
Neither a positive nor negative impact	(3.0)	7	3	4	1	3	1	2	2	4	-	7	6	1
		26%	20%	34%	11%	21%	39%	50%	47%	21%	-	26%	24%	35%
A fairly negative impact	(2.0)	12	6	6	-	11	1	-	1	10	-	12	12	-
		46%	45%	51%	-	72%	40%	-	30%	49%	-	46%	52%	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive		7	4	2	4	1	1	2	1	6	-	7	5	2
		29%	35%	15%	89%	7%	21%	50%	23%	30%	-	29%	24%	65%
Net: Negative		12	6	6	-	11	1	-	1	10	-	12	12	-
		46%	45%	51%	-	72%	40%	-	30%	49%	-	46%	52%	-
Base for stats		26	13	12	5	15	3	4	5	21	-	26	23	3
Mean Score		2.88	2.99	2.63	4.00	2.38	2.80	3.50	3.06	2.84	-	2.88	2.77	3.65
Standard Deviation		.944	1.069	.757	.555	.742	.926	.590	1.078	.937	-	.944	.943	.584

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Gatwick Airport

	Total	10 miles of airport									20 miles of airport								
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
		*a	*b	*c	*d	*e	*f	*g	*h	*i	*a	*b	*c	*d	*e	*f	*g	*h	*i
Significance Level: 95%																			
Unweighted Total	28	-	11	-	-	-	-	-	-	17	-	28	-	-	-	-	-	-	-
Weighted Total	26	-	7	-	-	-	-	-	-	19	-	26	-	-	-	-	-	-	-
	100%	-	100%	-	-	-	-	-	-	100%	-	100%	-	-	-	-	-	-	-
A very positive impact	(5.0)	1	1	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-
	4%	-	8%	-	-	-	-	-	-	3%	-	4%	-	-	-	-	-	-	-
A fairly positive impact	(4.0)	6	1	-	-	-	-	-	-	5	-	6	-	-	-	-	-	-	-
	25%	-	16%	-	-	-	-	-	-	28%	-	25%	-	-	-	-	-	-	-
Neither a positive nor negative impact	(3.0)	7	4	-	-	-	-	-	-	3	-	7	-	-	-	-	-	-	-
	26%	-	56%	-	-	-	-	-	-	15%	-	26%	-	-	-	-	-	-	-
A fairly negative impact	(2.0)	12	1	-	-	-	-	-	-	10	-	12	-	-	-	-	-	-	-
	46%	-	20%	-	-	-	-	-	-	55%	-	46%	-	-	-	-	-	-	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive	7	-	2	-	-	-	-	-	-	6	-	7	-	-	-	-	-	-	-
	29%	-	24%	-	-	-	-	-	-	31%	-	29%	-	-	-	-	-	-	-
Net: Negative	12	-	1	-	-	-	-	-	-	10	-	12	-	-	-	-	-	-	-
	46%	-	20%	-	-	-	-	-	-	55%	-	46%	-	-	-	-	-	-	-
Base for stats	26	-	7	-	-	-	-	-	-	19	-	26	-	-	-	-	-	-	-
Mean Score	2.88	-	3.13	-	-	-	-	-	-	2.78	-	2.88	-	-	-	-	-	-	-
Standard Deviation	.944	-	.891	-	-	-	-	-	-	.969	-	.944	-	-	-	-	-	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Gatwick Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i	Urban / Town *a	Village / Rural *b	Positive *a	Negative *b	DK/Neither *c
Significance Level: 95%															
Unweighted Total	28	-	28	-	-	-	-	-	-	-	14	14	11	5	12
Weighted Total	26	-	26	-	-	-	-	-	-	-	14	12	7	12	7
	100%	-	100%	-	-	-	-	-	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	1	1	-	-	-	-	-	-	-	-	1	1	-	-
	4%	-	4%	-	-	-	-	-	-	-	-	9%	15%	-	-
A fairly positive impact	(4.0)	6	6	-	-	-	-	-	-	-	3	3	6	-	-
	25%	-	25%	-	-	-	-	-	-	-	21%	29%	85%	-	-
Neither a positive nor negative impact	(3.0)	7	7	-	-	-	-	-	-	-	4	3	-	-	7
	26%	-	26%	-	-	-	-	-	-	-	29%	22%	-	-	100%
A fairly negative impact	(2.0)	12	12	-	-	-	-	-	-	-	7	5	-	12	-
	46%	-	46%	-	-	-	-	-	-	-	50%	40%	-	100%	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: Positive	7	-	7	-	-	-	-	-	-	-	3	5	7	-	-
	29%	-	29%	-	-	-	-	-	-	-	21%	38%	100%	-	-
Net: Negative	12	-	12	-	-	-	-	-	-	-	7	5	-	12	-
	46%	-	46%	-	-	-	-	-	-	-	50%	40%	-	100%	-
Base for stats	26	-	26	-	-	-	-	-	-	-	14	12	7	12	7
Mean Score	2.88	-	2.88	-	-	-	-	-	-	-	2.71	3.07	4.15	2.00	3.00
Standard Deviation	.944	-	.944	-	-	-	-	-	-	-	.824	1.071	.381	*	*

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of London City Airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	*c	a	*b	c	a	b	*c	a	b	*c
Unweighted Total	150	75	73	47	64	39	106	31	13	108	9	33	57	91	2	46	97	6
Weighted Total	185	114	70	63	82	40	127	43	15	135	11	39	73	111	1	56	119	9
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
A very positive impact (5.0)	27 15%	20 18%	6 9%	8 13%	14 17%	6 14%	15 12%	7 17%	5 36%	27 20%	- -	- -	7 9%	19 17%	1 100%	7 12%	17 15%	3 37%
A fairly positive impact (4.0)	45 24%	32 28%	13 18%	21 32%	17 20%	8 19%	23 18%	20 48%	2 11%	39 29%	2 14%	5 12%	6 8%	39 35%	- -	6 10%	35 30%	4 43%
Neither a positive nor negative impact (3.0)	87 47%	45 40%	41 59%	26 41%	37 45%	24 59%	73 57%	10 23%	4 27%	51 37%	8 74%	28 71%	51 70%	35 32%	- -	37 66%	48 40%	- -
A fairly negative impact (2.0)	15 8%	6 6%	9 12%	3 5%	11 13%	1 2%	10 8%	3 7%	1 9%	9 7%	1 12%	5 12%	7 10%	8 7%	- -	5 9%	10 8%	- -
A very negative impact (1.0)	11 6%	10 8%	1 1%	5 7%	4 4%	2 6%	6 5%	2 4%	3 18%	9 7%	- -	2 5%	1 2%	9 8%	- -	2 3%	7 6%	2 20%
Don't know	1 *	- -	- -	1 1%	- -	- -	1 1%	- -	- -	1 1%	- -	- -	- -	1 1%	- -	- -	1 1%	- -
Net: Positive	72 39%	52 46%	19 27%	29 45%	31 37%	13 33%	38 29%	28 65%	7 46%	66 49%	2 14%	5 12%	13 17%	58 52%	1 100%	12 22%	53 44%	7 80%
Net: Negative	26 14%	16 14%	9 14%	8 12%	15 18%	3 8%	16 13%	5 12%	4 27%	18 13%	1 12%	7 17%	9 12%	17 15%	- -	7 12%	17 15%	2 20%
Base for stats	184	114	70	63	82	40	127	43	15	134	11	39	73	110	1	56	118	9
Mean Score	3.34	3.41	3.21	3.39	3.32	3.33	3.24	3.66	3.37	3.50	3.02	2.91	3.13	3.47	5.00	3.19	3.39	3.76
Standard Deviation	1.018	1.111	.826	1.025	1.050	.961	.933	.997	1.538	1.092	.535	.657	.787	1.117	-	.865	1.041	1.548

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of London City Airport

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	*c	a	b	*c	*d	a	b	*a	b	c	d	
Significance Level: 95%															
Unweighted Total	150	75	69	6	67	44	17	21	69	88	-	150	62	88	
Weighted Total	185	89	87	9	85	48	21	31	83	110	-	185	66	119	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%	
A very positive impact	(5.0)	27	16	11	1	19	3	2	3	15	13	-	27	9	19
		15%	18%	12%	10%	23%	5%	9%	11%	18%	12%	-	15%	13%	16%
						b									
A fairly positive impact	(4.0)	45	28	17	-	29	8	6	1	21	27	-	45	11	33
		24%	31%	20%	-	35%	17%	29%	3%	25%	25%	-	24%	17%	28%
Neither a positive nor negative impact	(3.0)	87	37	41	8	28	25	7	27	30	58	-	87	37	49
		47%	41%	48%	90%	33%	52%	33%	86%	36%	53%	-	47%	56%	42%
						a					a				
A fairly negative impact	(2.0)	15	5	10	-	4	6	4	-	10	8	-	15	8	7
		8%	5%	12%	-	5%	12%	20%	-	11%	7%	-	8%	11%	6%
A very negative impact	(1.0)	11	5	6	-	4	5	2	-	7	3	-	11	2	9
		6%	5%	7%	-	4%	11%	8%	-	9%	3%	-	6%	2%	8%
Don't know		1	-	1	-	-	1	-	-	-	1	-	1	-	1
		*	-	1%	-	-	2%	-	-	-	1%	-	*	-	1%
Net: Positive		72	43	28	1	49	11	8	4	36	40	-	72	20	52
		39%	49%	32%	10%	58%	23%	38%	14%	44%	36%	-	39%	30%	44%
			b			b									
Net: Negative		26	9	16	-	8	11	6	-	17	11	-	26	9	16
		14%	10%	19%	-	10%	23%	28%	-	20%	10%	-	14%	14%	14%
						a									
Base for stats	184	89	86	9	85	47	21	31	83	109	-	184	66	118	
Mean Score	3.34	3.51	3.19	3.19	3.67	2.94	3.11	3.26	3.34	3.35	-	3.34	3.27	3.39	
					b										
Standard Deviation	1.018	1.018	1.034	.624	1.027	.989	1.112	.655	1.166	.894	-	1.018	.921	1.070	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of London City Airport

	Total	10 miles of airport									20 miles of airport								
		Heathrow *a	Gatwick *b	London City c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above i	Heathrow *a	Gatwick *b	London City c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above i
Significance Level: 95%																			
Unweighted Total	150	-	-	112	-	-	-	-	-	38	-	-	150	-	-	-	-	-	-
Weighted Total	185	-	-	151	-	-	-	-	-	34	-	-	185	-	-	-	-	-	-
	100%	-	-	100%	-	-	-	-	-	100%	-	-	100%	-	-	-	-	-	-
A very positive impact	(5.0)	27	-	24	-	-	-	-	-	3	-	-	27	-	-	-	-	-	
		15%	-	16%	-	-	-	-	-	9%	-	-	15%	-	-	-	-	-	
A fairly positive impact	(4.0)	45	-	38	-	-	-	-	-	7	-	-	45	-	-	-	-	-	
		24%	-	25%	-	-	-	-	-	19%	-	-	24%	-	-	-	-	-	
Neither a positive nor negative impact	(3.0)	87	-	65	-	-	-	-	-	21	-	-	87	-	-	-	-	-	
		47%	-	43%	-	-	-	-	-	62%	-	-	47%	-	-	-	-	-	
										c									
A fairly negative impact	(2.0)	15	-	12	-	-	-	-	-	3	-	-	15	-	-	-	-	-	
		8%	-	8%	-	-	-	-	-	8%	-	-	8%	-	-	-	-	-	
A very negative impact	(1.0)	11	-	10	-	-	-	-	-	1	-	-	11	-	-	-	-	-	
		6%	-	7%	-	-	-	-	-	2%	-	-	6%	-	-	-	-	-	
Don't know		1	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	
		*	-	1%	-	-	-	-	-	-	-	-	*	-	-	-	-	-	
Net: Positive		72	-	63	-	-	-	-	-	10	-	-	72	-	-	-	-	-	
		39%	-	41%	-	-	-	-	-	28%	-	-	39%	-	-	-	-	-	
Net: Negative		26	-	22	-	-	-	-	-	3	-	-	26	-	-	-	-	-	
		14%	-	15%	-	-	-	-	-	10%	-	-	14%	-	-	-	-	-	
Base for stats		184	-	150	-	-	-	-	-	34	-	-	184	-	-	-	-	-	
Mean Score		3.34	-	3.36	-	-	-	-	-	3.25	-	-	3.34	-	-	-	-	-	
Standard Deviation		1.018	-	1.061	-	-	-	-	-	.805	-	-	1.018	-	-	-	-	-	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of London City Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow *a	Gatwick *b	London City c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i	Urban / Town a	Village / Rural *b	Positive a	Negative *b	DK/Neither c
Significance Level: 95%															
Unweighted Total	150	-	-	150	-	-	-	-	-	-	145	5	53	21	76
Weighted Total	185	-	-	185	-	-	-	-	-	-	183	3	72	26	87
	100%	-	-	100%	-	-	-	-	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	27	-	27	-	-	-	-	-	-	27	-	27	-	-
	15%	-	-	15%	-	-	-	-	-	-	15%	-	38% c	-	-
A fairly positive impact	(4.0)	45	-	45	-	-	-	-	-	-	44	1	45	-	-
	24%	-	-	24%	-	-	-	-	-	-	24%	21%	62% c	-	-
Neither a positive nor negative impact	(3.0)	87	-	87	-	-	-	-	-	-	84	2	-	-	87
	47%	-	-	47%	-	-	-	-	-	-	46%	79%	-	-	99% a
A fairly negative impact	(2.0)	15	-	15	-	-	-	-	-	-	15	-	-	15	-
	8%	-	-	8%	-	-	-	-	-	-	8%	-	-	59%	-
A very negative impact	(1.0)	11	-	11	-	-	-	-	-	-	11	-	-	11	-
	6%	-	-	6%	-	-	-	-	-	-	6%	-	-	41%	-
Don't know	1	-	-	1	-	-	-	-	-	-	1	-	-	-	1
	*	-	-	*	-	-	-	-	-	-	*	-	-	-	1%
Net: Positive	72	-	-	72	-	-	-	-	-	-	72	1	72	-	-
	39%	-	-	39%	-	-	-	-	-	-	39%	21%	100% c	-	-
Net: Negative	26	-	-	26	-	-	-	-	-	-	26	-	-	26	-
	14%	-	-	14%	-	-	-	-	-	-	14%	-	-	100%	-
Base for stats	184	-	-	184	-	-	-	-	-	-	182	3	72	26	87
Mean Score	3.34	-	-	3.34	-	-	-	-	-	-	3.35	3.21	4.38 c	1.59	3.00
Standard Deviation	1.018	-	-	1.018	-	-	-	-	-	-	1.024	.515	.489	.502	*

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Luton Airport

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year				
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		*a	b	*a	*b	*c	a	*b	*c	*a	*b	*c	*a	*b	*c	*a	*b	*c	
Unweighted Total	53	22	31	14	20	19	46	7	-	28	8	17	27	25	1	26	27	-	
Weighted Total	51	22	29	12	18	21	45	6	-	26	6	18	26	21	4	20	30	-	
	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%	100%	100%	100%	100%	100%	-	
A very positive impact	(5.0)	4	1	3	1	*	2	4	-	-	3	*	-	1	3	-	2	2	-
		8%	3%	11%	11%	3%	10%	9%	-	-	13%	7%	-	5%	12%	-	10%	6%	-
A fairly positive impact	(4.0)	7	4	3	5	1	1	5	2	-	7	-	1	6	2	-	2	6	-
		14%	19%	11%	44%	7%	3%	12%	30%	-	25%	-	3%	22%	8%	-	8%	18%	-
Neither a positive nor negative impact	(3.0)	33	13	20	4	12	18	29	4	-	15	4	15	17	12	4	13	20	-
		65%	62%	68%	32%	66%	84%	65%	70%	-	56%	55%	82%	66%	57%	100%	64%	67%	-
A fairly negative impact	(2.0)	6	3	2	2	3	1	6	-	-	2	2	2	1	4	-	3	2	-
		11%	16%	7%	13%	19%	3%	12%	-	-	6%	30%	12%	5%	21%	-	16%	7%	-
A very negative impact	(1.0)	*	-	*	-	*	-	*	-	-	-	*	-	-	*	-	-	*	-
		1%	-	2%	-	3%	-	1%	-	-	-	7%	-	-	2%	-	-	2%	-
Don't know		1	-	1	-	1	-	1	-	-	-	-	1	1	-	-	1	-	-
		1%	-	2%	-	3%	-	1%	-	-	-	-	3%	2%	-	-	2%	-	-
Net: Positive		11	5	6	7	2	3	9	2	-	10	*	1	7	4	-	4	7	-
		22%	22%	22%	56%	10%	13%	21%	30%	-	38%	7%	3%	27%	20%	-	18%	24%	-
Net: Negative		6	3	3	2	4	1	6	-	-	2	2	2	1	5	-	3	3	-
		12%	16%	9%	13%	21%	3%	13%	-	-	6%	37%	12%	5%	23%	-	16%	9%	-
Base for stats		50	22	29	12	17	21	44	6	-	26	6	17	25	21	4	20	30	-
Mean Score		3.17	3.09	3.23	3.54	2.88	3.19	3.15	3.30	-	3.45	2.70	2.91	3.28	3.06	3.00	3.12	3.20	-
Standard Deviation		.761	.695	.815	.890	.708	.654	.792	.502	-	.800	.977	.392	.645	.949	-	.815	.736	-



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Luton Airport

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		*a	*b	*c	*a	*b	*c	*d	*a	b	*a	b	c	*d
Significance Level: 95%														
Unweighted Total	53	28	24	1	17	18	8	10	21	33	-	53	40	13
Weighted Total	51	23	24	4	19	16	6	10	15	37	-	51	36	14
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%
A very positive impact	(5.0)	4	3	1	3	*	1	-	1	2	-	4	4	-
		8%	14%	3%	14%	3%	11%	-	9%	7%	-	8%	10%	-
A fairly positive impact	(4.0)	7	1	2	1	2	-	4	3	5	-	7	6	2
		14%	6%	9%	5%	14%	-	39%	18%	13%	-	14%	16%	11%
Neither a positive nor negative impact	(3.0)	33	16	17	14	9	4	6	7	27	-	33	24	9
		65%	69%	72%	73%	58%	80%	55%	48%	73%	-	65%	66%	64%
A fairly negative impact	(2.0)	6	2	3	1	3	-	1	3	3	-	6	2	4
		11%	9%	14%	8%	21%	-	6%	18%	8%	-	11%	5%	25%
A very negative impact	(1.0)	*	-	*	-	*	-	-	*	-	-	*	*	-
		1%	-	2%	-	3%	-	-	3%	-	-	1%	1%	-
Don't know		1	1	-	-	-	1	-	1	-	-	1	1	-
		1%	2%	-	-	-	9%	-	3%	-	-	1%	1%	-
Net: Positive		11	5	3	4	3	1	4	4	7	-	11	9	2
		22%	20%	12%	20%	17%	11%	39%	27%	19%	-	22%	26%	11%
Net: Negative		6	2	4	1	4	-	1	3	3	-	6	2	4
		12%	9%	16%	8%	24%	-	6%	21%	8%	-	12%	7%	25%
Base for stats		50	22	24	19	16	5	10	14	37	-	50	36	14
Mean Score		3.17	3.25	2.97	3.26	2.93	3.24	3.33	3.13	3.18	-	3.17	3.29	2.86
Standard Deviation		.761	.828	.664	.819	.792	.730	.617	.972	.672	-	.761	.790	.606

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Luton Airport

		10 miles of airport									20 miles of airport									
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			*a	*b	*c	*d	*e	*f	*g	*h	*i	*a	*b	*c	d	*e	*f	*g	*h	*i
Significance Level:	95%																			
Unweighted Total		53	-	-	-	27	-	-	-	-	26	-	-	-	53	-	-	-	-	-
Weighted Total		51	-	-	-	25	-	-	-	-	25	-	-	-	51	-	-	-	-	-
		100%	-	-	-	100%	-	-	-	-	100%	-	-	-	100%	-	-	-	-	-
A very positive impact	(5.0)	4	-	-	-	1	-	-	-	-	3	-	-	-	4	-	-	-	-	-
		8%	-	-	-	5%	-	-	-	-	10%	-	-	-	8%	-	-	-	-	-
A fairly positive impact	(4.0)	7	-	-	-	2	-	-	-	-	5	-	-	-	7	-	-	-	-	-
		14%	-	-	-	8%	-	-	-	-	21%	-	-	-	14%	-	-	-	-	-
Neither a positive nor negative impact	(3.0)	33	-	-	-	18	-	-	-	-	15	-	-	-	33	-	-	-	-	-
		65%	-	-	-	72%	-	-	-	-	59%	-	-	-	65%	-	-	-	-	-
A fairly negative impact	(2.0)	6	-	-	-	4	-	-	-	-	2	-	-	-	6	-	-	-	-	-
		11%	-	-	-	16%	-	-	-	-	6%	-	-	-	11%	-	-	-	-	-
A very negative impact	(1.0)	*	-	-	-	-	-	-	-	-	*	-	-	-	*	-	-	-	-	-
		1%	-	-	-	-	-	-	-	-	2%	-	-	-	1%	-	-	-	-	-
Don't know		1	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-
		1%	-	-	-	-	-	-	-	-	2%	-	-	-	1%	-	-	-	-	-
Net: Positive		11	-	-	-	3	-	-	-	-	8	-	-	-	11	-	-	-	-	-
		22%	-	-	-	13%	-	-	-	-	31%	-	-	-	22%	-	-	-	-	-
Net: Negative		6	-	-	-	4	-	-	-	-	2	-	-	-	6	-	-	-	-	-
		12%	-	-	-	16%	-	-	-	-	8%	-	-	-	12%	-	-	-	-	-
Base for stats		50	-	-	-	25	-	-	-	-	25	-	-	-	50	-	-	-	-	-
Mean Score		3.17	-	-	-	3.01	-	-	-	-	3.33	-	-	-	3.17	-	-	-	-	-
Standard Deviation		.761	-	-	-	.660	-	-	-	-	.836	-	-	-	.761	-	-	-	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Luton Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow *a	Gatwick *b	London City *c	Luton d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i	Urban / Town a	Village / Rural *b	Positive *a	Negative *b	DK/Neither c
Significance Level: 95%															
Unweighted Total	53	-	-	-	53	-	-	-	-	-	45	8	13	7	33
Weighted Total	51	-	-	-	51	-	-	-	-	-	44	7	11	6	34
	100%	-	-	-	100%	-	-	-	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	4	-	-	4	-	-	-	-	-	3	1	4	-	-
	8%	-	-	-	8%	-	-	-	-	-	7%	9%	34%	-	-
A fairly positive impact	(4.0)	7	-	-	7	-	-	-	-	-	7	-	7	-	-
	14%	-	-	-	14%	-	-	-	-	-	17%	-	66%	-	-
Neither a positive nor negative impact	(3.0)	33	-	-	33	-	-	-	-	-	28	5	-	-	33
	65%	-	-	-	65%	-	-	-	-	-	64%	71%	-	-	98%
A fairly negative impact	(2.0)	6	-	-	6	-	-	-	-	-	4	1	-	6	-
	11%	-	-	-	11%	-	-	-	-	-	9%	20%	-	92%	-
A very negative impact	(1.0)	*	-	-	*	-	-	-	-	-	*	-	-	*	-
	1%	-	-	-	1%	-	-	-	-	-	1%	-	-	8%	-
Don't know	1	-	-	-	1	-	-	-	-	-	1	-	-	-	1
	1%	-	-	-	1%	-	-	-	-	-	1%	-	-	-	2%
Net: Positive	11	-	-	-	11	-	-	-	-	-	10	1	11	-	-
	22%	-	-	-	22%	-	-	-	-	-	24%	9%	100%	-	-
Net: Negative	6	-	-	-	6	-	-	-	-	-	5	1	-	6	-
	12%	-	-	-	12%	-	-	-	-	-	11%	20%	-	100%	-
Base for stats	50	-	-	-	50	-	-	-	-	-	43	7	11	6	33
Mean Score	3.17	-	-	-	3.17	-	-	-	-	-	3.20	2.98	4.34	1.92	3.00
Standard Deviation	.761	-	-	-	.761	-	-	-	-	-	.760	.803	.498	.296	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Manchester Airport have on you personally?

BASE: All living within 20 miles of Manchester Airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	*a	b	c	a	*b	*c	a	*b	c	a	b	*c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	97	42	55	27	34	36	88	8	1	57	9	31	54	41	2	44	50	-	
Weighted Total	97	47	50	29	33	35	88	9	1	54	9	35	59	37	1	47	48	-	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	
A very positive impact	(5.0)	10	4	6	4	2	4	8	2	-	7	-	3	8	2	-	4	6	-
		10%	9%	12%	14%	5%	12%	9%	20%	-	13%	-	9%	14%	5%	-	8%	12%	-
A fairly positive impact	(4.0)	26	15	11	12	10	4	24	2	1	18	4	5	11	16	-	7	18	-
		27%	33%	21%	42%	30%	12%	27%	20%	100%	33%	40%	15%	18%	42%	-	16%	37%	-
														a			a		
Neither a positive nor negative impact	(3.0)	44	21	22	10	17	16	38	5	-	24	4	16	24	19	1	25	18	-
		45%	45%	44%	35%	52%	46%	44%	60%	-	44%	40%	48%	41%	50%	52%	53%	37%	-
A fairly negative impact	(2.0)	4	2	2	1	2	2	4	-	-	3	-	1	3	1	-	3	1	-
		4%	5%	4%	2%	5%	5%	5%	-	-	5%	-	3%	6%	2%	-	7%	1%	-
A very negative impact	(1.0)	10	2	9	-	2	9	10	-	-	3	1	7	10	-	1	4	6	-
		11%	4%	17%	-	5%	24%	12%	-	-	5%	13%	19%	17%	-	48%	9%	13%	-
				a		b						a	b						
Don't know		3	2	1	2	1	-	3	-	-	1	1	2	3	1	-	3	-	-
		3%	4%	2%	7%	3%	-	4%	-	-	1%	6%	6%	4%	1%	-	7%	-	-
Net: Positive		36	19	17	16	12	9	32	3	1	24	4	8	19	17	-	11	23	-
		37%	42%	33%	56%	35%	24%	36%	40%	100%	45%	40%	24%	32%	47%	-	24%	49%	-
											c						a		
Net: Negative		14	4	10	1	3	10	14	-	-	5	1	8	13	1	1	8	7	-
		15%	8%	21%	2%	10%	30%	16%	-	-	10%	13%	23%	23%	2%	48%	16%	14%	-
						b							b						
Base for stats		94	45	49	27	32	35	85	9	1	53	8	33	56	37	1	44	48	-
Mean Score		3.22	3.40	3.07	3.72	3.26	2.82	3.18	3.60	4.00	3.44	3.14	2.89	3.06	3.51	2.04	3.08	3.34	-
											c			a					
Standard Deviation		1.069	.878	1.204	.748	.866	1.280	1.087	.848	-	.952	1.056	1.192	1.243	.625	3.639	1.005	1.140	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Manchester Airport have on you personally?

BASE: All living within 20 miles of Manchester Airport

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	*c	*a	b	*c	*d	a	b	*a	b	c	*d	
Significance Level: 95%															
Unweighted Total	97	49	47	1	26	30	13	28	44	60	-	97	97	-	
Weighted Total	97	45	52	1	20	34	16	27	38	67	-	97	97	-	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	-	
A very positive impact	(5.0)	10	4	6	-	3	3	1	3	5	7	-	10	10	-
		10%	9%	11%	-	15%	8%	8%	10%	13%	11%	-	10%	10%	-
A fairly positive impact	(4.0)	26	13	13	-	7	9	5	6	8	20	-	26	26	-
		27%	29%	26%	-	32%	25%	30%	23%	21%	29%	-	27%	27%	-
Neither a positive nor negative impact	(3.0)	44	23	20	1	10	11	9	14	20	28	-	44	44	-
		45%	52%	38%	100%	50%	32%	57%	50%	52%	42%	-	45%	45%	-
A fairly negative impact	(2.0)	4	1	3	-	1	2	-	2	2	2	-	4	4	-
		4%	3%	5%	-	3%	5%	-	6%	6%	3%	-	4%	4%	-
A very negative impact	(1.0)	10	4	7	-	-	8	1	2	-	10	-	10	10	-
		11%	8%	13%	-	-	23%	4%	7%	-	15%	-	11%	11%	-
										a					
Don't know		3	-	3	-	-	2	-	1	3	-	-	3	3	-
		3%	-	6%	-	-	6%	-	4%	8%	-	-	3%	3%	-
										b					
Net: Positive		36	17	19	-	10	12	6	9	13	27	-	36	36	-
		37%	38%	37%	-	47%	34%	38%	33%	34%	40%	-	37%	37%	-
Net: Negative		14	5	10	-	1	10	1	3	2	12	-	14	14	-
		15%	11%	19%	-	3%	28%	4%	12%	6%	18%	-	15%	15%	-
Base for stats		94	45	49	1	20	32	16	26	35	67	-	94	94	-
Mean Score		3.22	3.28	3.17	3.00	3.59	2.90	3.38	3.25	3.45	3.17	-	3.22	3.22	-
Standard Deviation		1.069	.966	1.169	-	.789	1.304	.841	.989	.821	1.170	-	1.069	1.069	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Manchester Airport have on you personally?

BASE: All living within 20 miles of Manchester Airport

	Total	10 miles of airport									20 miles of airport								
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
		*a	*b	*c	*d	*e	*f	*g	*h	i	*a	*b	*c	*d	e	*f	*g	*h	*i
Significance Level: 95%																			
Unweighted Total	97	-	-	-	-	20	-	-	-	77	-	-	-	-	97	-	-	-	-
Weighted Total	97	-	-	-	-	20	-	-	-	77	-	-	-	-	97	-	-	-	-
	100%	-	-	-	-	100%	-	-	-	100%	-	-	-	-	100%	-	-	-	-
A very positive impact	(5.0)	10	-	-	-	2	-	-	-	8	-	-	-	-	10	-	-	-	-
	10%	-	-	-	-	9%	-	-	-	10%	-	-	-	-	10%	-	-	-	-
A fairly positive impact	(4.0)	26	-	-	-	9	-	-	-	17	-	-	-	-	26	-	-	-	-
	27%	-	-	-	-	45%	-	-	-	22%	-	-	-	-	27%	-	-	-	-
Neither a positive nor negative impact	(3.0)	44	-	-	-	7	-	-	-	36	-	-	-	-	44	-	-	-	-
	45%	-	-	-	-	37%	-	-	-	47%	-	-	-	-	45%	-	-	-	-
A fairly negative impact	(2.0)	4	-	-	-	2	-	-	-	2	-	-	-	-	4	-	-	-	-
	4%	-	-	-	-	9%	-	-	-	3%	-	-	-	-	4%	-	-	-	-
A very negative impact	(1.0)	10	-	-	-	-	-	-	-	10	-	-	-	-	10	-	-	-	-
	11%	-	-	-	-	-	-	-	-	13%	-	-	-	-	11%	-	-	-	-
Don't know	3	-	-	-	-	-	-	-	-	3	-	-	-	-	3	-	-	-	-
	3%	-	-	-	-	-	-	-	-	4%	-	-	-	-	3%	-	-	-	-
Net: Positive	36	-	-	-	-	11	-	-	-	25	-	-	-	-	36	-	-	-	-
	37%	-	-	-	-	54%	-	-	-	33%	-	-	-	-	37%	-	-	-	-
Net: Negative	14	-	-	-	-	2	-	-	-	13	-	-	-	-	14	-	-	-	-
	15%	-	-	-	-	9%	-	-	-	16%	-	-	-	-	15%	-	-	-	-
Base for stats	94	-	-	-	-	20	-	-	-	74	-	-	-	-	94	-	-	-	-
Mean Score	3.22	-	-	-	-	3.53	-	-	-	3.14	-	-	-	-	3.22	-	-	-	-
Standard Deviation	1.069	-	-	-	-	.802	-	-	-	1.120	-	-	-	-	1.069	-	-	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Manchester Airport have on you personally?

BASE: All living within 20 miles of Manchester Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i	Urban / Town a	Village / Rural *b	Positive a	Negative *b	DK/Neither c
Significance Level: 95%															
Unweighted Total	97	-	-	-	-	97	-	-	-	-	83	14	36	12	49
Weighted Total	97	-	-	-	-	97	-	-	-	-	82	16	36	14	47
	100%	-	-	-	-	100%	-	-	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	10	-	-	-	10	-	-	-	-	9	1	10	-	-
	10%	-	-	-	-	10%	-	-	-	-	11%	4%	27% c	-	-
A fairly positive impact	(4.0)	26	-	-	-	26	-	-	-	-	23	3	26	-	-
	27%	-	-	-	-	27%	-	-	-	-	29%	19%	73% c	-	-
Neither a positive nor negative impact	(3.0)	44	-	-	-	44	-	-	-	-	32	12	-	-	44
	45%	-	-	-	-	45%	-	-	-	-	39%	77%	-	-	93% a
A fairly negative impact	(2.0)	4	-	-	-	4	-	-	-	-	4	-	-	4	-
	4%	-	-	-	-	4%	-	-	-	-	5%	-	-	28%	-
A very negative impact	(1.0)	10	-	-	-	10	-	-	-	-	10	-	-	10	-
	11%	-	-	-	-	11%	-	-	-	-	13%	-	-	72%	-
Don't know	3	-	-	-	-	3	-	-	-	-	3	-	-	-	3
	3%	-	-	-	-	3%	-	-	-	-	4%	-	-	-	7%
Net: Positive	36	-	-	-	-	36	-	-	-	-	33	3	36	-	-
	37%	-	-	-	-	37%	-	-	-	-	40%	23%	100% c	-	-
Net: Negative	14	-	-	-	-	14	-	-	-	-	14	-	-	14	-
	15%	-	-	-	-	15%	-	-	-	-	18%	-	-	100%	-
Base for stats	94	-	-	-	-	94	-	-	-	-	79	16	36	14	44
Mean Score	3.22	-	-	-	-	3.22	-	-	-	-	3.22	3.26	4.27 c	1.28	3.00
Standard Deviation	1.069	-	-	-	-	1.069	-	-	-	-	1.148	.533	.451 c	.464	*

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Birmingham Airport have on you personally?

BASE: All living within 20 miles of Birmingham Airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	*b	*c	a	*b	c	a	b	*c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	114	53	61	35	34	45	99	13	2	64	10	40	72	36	6	58	55	1	
Weighted Total	121	58	64	37	38	46	105	14	2	64	14	43	75	37	9	58	62	2	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
A very positive impact	(5.0)	12	5	7	2	7	3	2	8	2	2	6	5	1	2	8	2		
		10%	8%	11%	5%	17%	7%	100%	12%	17%	4%	8%	13%	15%	4%	13%	100%		
A fairly positive impact	(4.0)	24	10	14	7	11	6	20	4	-	18	1	5	12	11	1	11	13	-
		20%	18%	21%	19%	28%	13%	19%	27%	-	27%	10%	12%	16%	30%	7%	20%	20%	-
Neither a positive nor negative impact	(3.0)	62	30	32	17	17	28	56	6	-	32	9	21	45	13	4	31	31	-
		51%	53%	50%	47%	44%	60%	53%	42%	-	50%	67%	48%	60%	36%	41%	53%	51%	-
A fairly negative impact	(2.0)	10	5	4	6	3	1	9	1	-	3	1	6	3	7	-	1	8	-
		8%	9%	7%	17%	8%	1%	9%	5%	-	5%	5%	13%	4%	19%	-	2%	13%	-
A very negative impact	(1.0)	9	3	6	-	1	8	8	1	-	4	-	5	8	1	-	8	1	-
		7%	5%	10%	-	3%	17%	8%	7%	-	6%	-	12%	11%	3%	-	14%	2%	-
Don't know		5	4	1	4	-	1	5	-	-	-	-	5	2	-	3	4	1	-
		4%	7%	1%	11%	-	2%	5%	-	-	-	-	11%	2%	-	37%	7%	1%	-
Net: Positive		36	15	21	9	17	9	27	6	2	25	4	7	18	16	2	13	21	2
		29%	26%	33%	25%	45%	20%	26%	46%	100%	39%	27%	15%	24%	43%	22%	23%	33%	100%
Net: Negative		19	8	10	6	4	9	17	2	-	7	1	11	11	8	-	9	9	-
		15%	14%	16%	17%	10%	18%	16%	12%	-	11%	5%	25%	14%	22%	-	16%	15%	-
Base for stats		116	53	63	33	38	45	100	14	2	64	14	38	74	37	6	53	61	2
Mean Score	3.17	3.16	3.18	3.15	3.50	2.91	3.09	3.47	5.00	3.35	3.39	2.80	3.07	3.32	3.58	2.97	3.30	5.00	
Standard Deviation	.990	.914	1.058	.805	.958	1.076	.941	1.108	-	.964	.859	.994	.975	1.021	.926	1.007	.923	*	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Birmingham Airport have on you personally?

BASE: All living within 20 miles of Birmingham Airport

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	*c	a	*b	*c	d	a	b	*a	b	c	*d	
Significance Level: 95%															
Unweighted Total	114	58	50	6	36	25	18	34	47	74	-	114	114	-	
Weighted Total	121	54	56	11	30	29	21	37	43	87	-	121	121	-	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	-	
A very positive impact	(5.0)	12	7	4	1	4	3	4	1	7	8	-	12	12	-
		10%	13%	8%	6%	15%	10%	18%	2%	15%	9%	-	10%	10%	-
A fairly positive impact	(4.0)	24	12	12	-	8	9	3	4	13	12	-	24	24	-
		20%	22%	21%	-	25%	30%	14%	12%	30%	14%	-	20%	20%	-
Neither a positive nor negative impact	(3.0)	62	27	24	11	15	9	12	22	20	47	-	62	62	-
		51%	51%	43%	94%	51%	32%	58%	58%	47%	53%	-	51%	51%	-
A fairly negative impact	(2.0)	10	4	6	-	1	5	1	3	1	8	-	10	10	-
		8%	7%	11%	-	4%	16%	3%	8%	3%	9%	-	8%	8%	-
A very negative impact	(1.0)	9	4	5	-	2	-	1	7	1	8	-	9	9	-
		7%	7%	10%	-	5%	-	3%	18%	2%	9%	-	7%	7%	-
Don't know		5	1	4	-	-	3	1	1	1	4	-	5	5	-
		4%	1%	7%	-	-	11%	4%	2%	2%	5%	-	4%	4%	-
Net: Positive		36	19	16	1	12	12	7	5	20	20	-	36	36	-
		29%	35%	29%	6%	40%	40%	32%	14%	46%	23%	-	29%	29%	-
Net: Negative		19	7	12	-	3	5	1	10	2	16	-	19	19	-
		15%	13%	21%	-	9%	16%	6%	26%	6%	19%	-	15%	15%	-
Base for stats		116	53	52	11	30	26	20	36	43	83	-	116	116	-
Mean Score		3.17	3.28	3.07	3.12	3.40	3.39	3.42	2.71	3.54	3.05	-	3.17	3.17	-
Standard Deviation		.990	1.006	1.055	.494	.977	.932	.953	.983	.882	1.016	-	.990	.990	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Birmingham Airport have on you personally?

BASE: All living within 20 miles of Birmingham Airport

	Total	10 miles of airport									20 miles of airport								
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham f	Stansted *g	Bristol *h	None of the above i	Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham f	Stansted *g	Bristol *h	None of the above i
Significance Level: 95%																			
Unweighted Total	114	-	-	-	-	-	34	-	-	80	-	-	-	-	-	114	-	-	-
Weighted Total	121	-	-	-	-	-	36	-	-	86	-	-	-	-	-	121	-	-	-
	100%	-	-	-	-	-	100%	-	-	100%	-	-	-	-	-	100%	-	-	-
A very positive impact	(5.0)	12	-	-	-	-	6	-	-	5	-	-	-	-	-	12	-	-	-
	10%	-	-	-	-	-	18%	-	-	6%	-	-	-	-	-	10%	-	-	-
A fairly positive impact	(4.0)	24	-	-	-	-	8	-	-	16	-	-	-	-	-	24	-	-	-
	20%	-	-	-	-	-	22%	-	-	19%	-	-	-	-	-	20%	-	-	-
Neither a positive nor negative impact	(3.0)	62	-	-	-	-	18	-	-	44	-	-	-	-	-	62	-	-	-
	51%	-	-	-	-	-	50%	-	-	51%	-	-	-	-	-	51%	-	-	-
A fairly negative impact	(2.0)	10	-	-	-	-	3	-	-	7	-	-	-	-	-	10	-	-	-
	8%	-	-	-	-	-	8%	-	-	8%	-	-	-	-	-	8%	-	-	-
A very negative impact	(1.0)	9	-	-	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-
	7%	-	-	-	-	-	-	-	-	10%	-	-	-	-	-	7%	-	-	-
Don't know	5	-	-	-	-	-	1	-	-	4	-	-	-	-	-	5	-	-	-
	4%	-	-	-	-	-	2%	-	-	5%	-	-	-	-	-	4%	-	-	-
Net: Positive	36	-	-	-	-	-	14	-	-	22	-	-	-	-	-	36	-	-	-
	29%	-	-	-	-	-	40%	-	-	25%	-	-	-	-	-	29%	-	-	-
Net: Negative	19	-	-	-	-	-	3	-	-	16	-	-	-	-	-	19	-	-	-
	15%	-	-	-	-	-	8%	-	-	18%	-	-	-	-	-	15%	-	-	-
Base for stats	116	-	-	-	-	-	35	-	-	81	-	-	-	-	-	116	-	-	-
Mean Score	3.17	-	-	-	-	-	3.50	-	-	3.03	-	-	-	-	-	3.17	-	-	-
							i												
Standard Deviation	.990	-	-	-	-	-	.894	-	-	1.000	-	-	-	-	-	.990	-	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Birmingham Airport have on you personally?

BASE: All living within 20 miles of Birmingham Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham f	Stansted *g	Bristol *h	None of the above *i	Urban / Town a	Village / Rural *b	Positive a	Negative *b	DK/Neither c
Significance Level: 95%															
Unweighted Total	114	-	-	-	-	-	114	-	-	-	103	11	34	14	66
Weighted Total	121	-	-	-	-	-	121	-	-	-	112	9	36	19	67
	100%	-	-	-	-	-	100%	-	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	12	-	-	-	-	12	-	-	-	10	2	12	-	-
	10%	-	-	-	-	-	10%	-	-	-	9%	22%	33%	-	-
													c		
A fairly positive impact	(4.0)	24	-	-	-	-	24	-	-	-	21	3	24	-	-
	20%	-	-	-	-	-	20%	-	-	-	19%	29%	67%	-	-
													c		
Neither a positive nor negative impact	(3.0)	62	-	-	-	-	62	-	-	-	58	4	-	-	62
	51%	-	-	-	-	-	51%	-	-	-	52%	40%	-	-	93%
															a
A fairly negative impact	(2.0)	10	-	-	-	-	10	-	-	-	10	-	-	10	-
	8%	-	-	-	-	-	8%	-	-	-	9%	-	-	52%	-
A very negative impact	(1.0)	9	-	-	-	-	9	-	-	-	9	-	-	9	-
	7%	-	-	-	-	-	7%	-	-	-	8%	-	-	48%	-
Don't know		5	-	-	-	-	5	-	-	-	4	1	-	-	5
	4%	-	-	-	-	-	4%	-	-	-	4%	9%	-	-	7%
Net: Positive		36	-	-	-	-	36	-	-	-	31	5	36	-	-
	29%	-	-	-	-	-	29%	-	-	-	28%	51%	100%	-	-
													c		
Net: Negative		19	-	-	-	-	19	-	-	-	19	-	-	19	-
	15%	-	-	-	-	-	15%	-	-	-	17%	-	-	100%	-
Base for stats	116	-	-	-	-	-	116	-	-	-	108	8	36	19	62
Mean Score	3.17	-	-	-	-	-	3.17	-	-	-	3.12	3.80	4.33	1.52	3.00
Standard Deviation	.990	-	-	-	-	-	.990	-	-	-	.987	.853	.477	.514	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Stansted Airport

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		*a	*b	*a	*b	*c	*a	*b	*c	*a	*b	*c	*a	*b	*c	*a	*b	*c
Unweighted Total	18	8	9	8	2	8	17	1	-	13	-	5	12	6	-	5	13	-
Weighted Total	16	8	7	8	1	7	15	1	-	12	-	4	10	6	-	5	11	-
	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	-	100%	100%	100%	-	100%	100%	-
A very positive impact	(5.0)	3	1	3	-	-	3	-	-	3	-	-	2	1	-	2	1	-
		17%	8%	34%	-	-	18%	-	-	23%	-	-	22%	10%	-	45%	5%	-
A fairly positive impact	(4.0)	3	3	2	-	1	3	1	-	3	-	1	1	2	-	1	3	-
		20%	46%	23%	-	20%	17%	100%	-	21%	-	18%	12%	33%	-	14%	23%	-
Neither a positive nor negative impact	(3.0)	7	3	1	1	5	7	-	-	4	-	3	6	1	-	1	6	-
		44%	38%	16%	100%	68%	45%	-	-	32%	-	82%	58%	19%	-	24%	52%	-
A fairly negative impact	(2.0)	2	-	2	-	-	2	-	-	2	-	-	-	2	-	-	2	-
		14%	-	27%	-	-	14%	-	-	18%	-	-	-	38%	-	-	20%	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know		1	-	-	-	1	1	-	-	1	-	-	1	-	-	1	-	-
		5%	-	-	-	12%	5%	-	-	7%	-	-	8%	-	-	17%	-	-
Net: Positive		6	4	5	-	1	5	1	-	5	-	1	3	3	-	3	3	-
		38%	55%	57%	-	20%	35%	100%	-	44%	-	18%	34%	43%	-	59%	28%	-
Net: Negative		2	-	2	-	-	2	-	-	2	-	-	-	2	-	-	2	-
		14%	-	27%	-	-	14%	-	-	18%	-	-	-	38%	-	-	20%	-
Base for stats		15	7	8	1	6	14	1	-	11	-	4	9	6	-	4	11	-
Mean Score		3.43	3.63	3.65	3.00	3.23	3.41	4.00	-	3.52	-	3.18	3.61	3.16	-	4.26	3.14	-
Standard Deviation		.983	.685	1.291	-	.461	.999	-	-	1.111	-	.447	.892	1.145	-	1.009	.824	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Stansted Airport

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		*a	*b	*c	*a	*b	*c	*d	*a	*b	*a	*b	*c	*d
Significance Level: 95%														
Unweighted Total	18	9	9	-	6	8	1	3	7	12	-	18	11	7
Weighted Total	16	10	6	-	6	7	1	2	6	10	-	16	10	6
	100%	100%	100%	-	100%	100%	100%	100%	100%	100%	-	100%	100%	100%
A very positive impact	(5.0)	3	2	1	-	3	-	-	2	1	-	3	3	-
		17%	23%	9%	-	39%	-	-	36%	6%	-	17%	29%	-
A fairly positive impact	(4.0)	3	3	-	2	1	-	-	1	2	-	3	1	2
		20%	33%	-	32%	18%	-	-	21%	19%	-	20%	13%	30%
Neither a positive nor negative impact	(3.0)	7	2	5	2	3	-	2	2	6	-	7	5	2
		44%	21%	78%	33%	44%	-	100%	29%	55%	-	44%	49%	36%
A fairly negative impact	(2.0)	2	2	-	2	-	-	-	-	2	-	2	-	2
		14%	23%	-	36%	-	-	-	-	21%	-	14%	-	34%
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know		1	-	1	-	-	1	-	1	-	-	1	1	-
		5%	-	13%	-	-	100%	-	14%	-	-	5%	9%	-
Net: Positive		6	5	1	2	4	-	-	3	3	-	6	4	2
		38%	56%	9%	32%	56%	-	-	57%	24%	-	38%	43%	30%
Net: Negative		2	2	-	2	-	-	-	-	2	-	2	-	2
		14%	23%	-	36%	-	-	-	-	21%	-	14%	-	34%
Base for stats		15	10	6	6	7	-	2	5	10	-	15	9	6
Mean Score		3.43	3.56	3.21	2.96	3.95	-	3.00	4.08	3.09	-	3.43	3.79	2.96
Standard Deviation		.983	1.137	.682	.894	.977	-	-	.965	.824	-	.983	.956	.869

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Stansted Airport

	Total	10 miles of airport									20 miles of airport								
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
		*a	*b	*c	*d	*e	*f	*g	*h	*i	*a	*b	*c	*d	*e	*f	*g	*h	*i
Significance Level: 95%																			
Unweighted Total	18	-	-	-	-	-	-	4	-	14	-	-	-	-	-	-	18	-	-
Weighted Total	16	-	-	-	-	-	-	3	-	13	-	-	-	-	-	-	16	-	-
	100%	-	-	-	-	-	-	100%	-	100%	-	-	-	-	-	-	100%	-	-
A very positive impact	(5.0)	3	-	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-
	17%	-	-	-	-	-	-	-	-	21%	-	-	-	-	-	-	17%	-	-
A fairly positive impact	(4.0)	3	-	-	-	-	-	1	-	3	-	-	-	-	-	-	3	-	-
	20%	-	-	-	-	-	-	25%	-	19%	-	-	-	-	-	-	20%	-	-
Neither a positive nor negative impact	(3.0)	7	-	-	-	-	-	2	-	5	-	-	-	-	-	-	7	-	-
	44%	-	-	-	-	-	-	75%	-	37%	-	-	-	-	-	-	44%	-	-
A fairly negative impact	(2.0)	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-
	14%	-	-	-	-	-	-	-	-	17%	-	-	-	-	-	-	14%	-	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
	5%	-	-	-	-	-	-	-	-	6%	-	-	-	-	-	-	5%	-	-
Net: Positive	6	-	-	-	-	-	-	1	-	5	-	-	-	-	-	-	6	-	-
	38%	-	-	-	-	-	-	25%	-	40%	-	-	-	-	-	-	38%	-	-
Net: Negative	2	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-
	14%	-	-	-	-	-	-	-	-	17%	-	-	-	-	-	-	14%	-	-
Base for stats	15	-	-	-	-	-	-	3	-	12	-	-	-	-	-	-	15	-	-
Mean Score	3.43	-	-	-	-	-	-	3.25	-	3.48	-	-	-	-	-	-	3.43	-	-
Standard Deviation	.983	-	-	-	-	-	-	.540	-	1.070	-	-	-	-	-	-	.983	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. Your postcode is within 20 miles of a London Airport. What impact, if any, does living near an airport have on you personally?

BASE: All living within 20 miles of Stansted Airport

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i	Urban / Town *a	Village / Rural *b	Positive *a	Negative *b	DK/Neither *c
Significance Level: 95%															
Unweighted Total	18	-	-	-	-	-	-	18	-	-	11	7	6	1	11
Weighted Total	16	-	-	-	-	-	-	16	-	-	11	5	6	2	8
	100%	-	-	-	-	-	-	100%	-	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	3	-	-	-	-	-	3	-	-	3	-	3	-	-
	17%	-	-	-	-	-	-	17%	-	-	24%	-	46%	-	-
A fairly positive impact	(4.0)	3	-	-	-	-	-	3	-	-	3	1	3	-	-
	20%	-	-	-	-	-	-	20%	-	-	22%	15%	54%	-	-
Neither a positive nor negative impact	(3.0)	7	-	-	-	-	-	7	-	-	3	4	-	-	7
	44%	-	-	-	-	-	-	44%	-	-	27%	85%	-	-	89%
A fairly negative impact	(2.0)	2	-	-	-	-	-	2	-	-	2	-	-	2	-
	14%	-	-	-	-	-	-	14%	-	-	19%	-	-	100%	-
A very negative impact	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Don't know	1	-	-	-	-	-	-	1	-	-	1	-	-	-	1
	5%	-	-	-	-	-	-	5%	-	-	7%	-	-	-	11%
Net: Positive	6	-	-	-	-	-	-	6	-	-	5	1	6	-	-
	38%	-	-	-	-	-	-	38%	-	-	46%	15%	100%	-	-
Net: Negative	2	-	-	-	-	-	-	2	-	-	2	-	-	2	-
	14%	-	-	-	-	-	-	14%	-	-	19%	-	-	100%	-
Base for stats	15	-	-	-	-	-	-	15	-	-	11	5	6	2	7
Mean Score	3.43	-	-	-	-	-	-	3.43	-	-	3.56	3.15	4.46	2.00	3.00
Standard Deviation	.983	-	-	-	-	-	-	.983	-	-	1.144	.403	.546	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Bristol Airport have on you personally?

BASE: All living within 20 miles of Bristol Airport

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		*a	*b	*a	*b	*c	a	*b	*c	*a	*b	*c	*a	*b	*c	*a	*b	*c
Significance Level: 95%																		
Unweighted Total	43	15	28	7	24	12	38	3	2	26	3	14	23	17	3	20	23	-
Weighted Total	41	14	27	5	18	18	37	2	2	23	1	16	27	13	2	21	20	-
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
A very positive impact (5.0)	3	1	1	-	3	-	1	-	1	2	-	1	1	2	-	-	3	-
	7%	9%	5%	-	15%	-	4%	-	74%	7%	-	6%	4%	13%	-	-	14%	-
A fairly positive impact (4.0)	5	2	2	1	3	1	4	-	*	4	-	1	1	3	-	2	3	-
	11%	15%	9%	22%	14%	5%	11%	-	26%	15%	-	6%	5%	24%	-	9%	13%	-
Neither a positive nor negative impact (3.0)	30	7	23	2	12	16	28	2	-	14	1	14	23	6	1	16	14	-
	73%	48%	86%	45%	64%	89%	75%	100%	-	61%	100%	88%	85%	48%	63%	75%	70%	-
A fairly negative impact (2.0)	2	2	-	2	-	1	2	-	-	2	-	-	2	1	-	2	1	-
	5%	15%	-	33%	-	3%	6%	-	-	9%	-	-	6%	4%	-	8%	3%	-
A very negative impact (1.0)	1	1	-	-	1	-	1	-	-	1	-	-	-	1	-	1	-	-
	3%	9%	-	-	7%	-	3%	-	-	5%	-	-	-	10%	-	6%	-	-
Don't know	1	1	-	-	-	1	1	-	-	1	-	-	-	-	1	1	-	-
	1%	4%	-	-	-	3%	2%	-	-	2%	-	-	-	-	37%	3%	-	-
Net: Positive	7	3	4	1	5	1	6	-	2	5	-	2	2	5	-	2	5	-
	18%	24%	14%	22%	29%	5%	15%	-	100%	22%	-	12%	9%	37%	-	9%	27%	-
Net: Negative	3	3	-	2	1	1	3	-	-	3	-	-	2	2	-	3	1	-
	8%	24%	-	33%	7%	3%	9%	-	-	15%	-	-	6%	14%	-	13%	3%	-
Base for stats	40	13	27	5	18	17	37	2	2	23	1	16	27	13	1	20	20	-
Mean Score	3.13	3.00	3.20	2.89	3.31	3.02	3.06	3.00	4.74	3.10	3.00	3.19	3.07	3.27	3.00	2.89	3.38	-
Standard Deviation	.745	1.070	.528	.823	.990	.294	.688	-	.688	.889	-	.547	.525	1.106	-	.648	.772	-



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Bristol Airport have on you personally?

BASE: All living within 20 miles of Bristol Airport

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		*a	*b	*c	*a	*b	*c	*d	*a	*b	*a	b	c	*d	
Significance Level: 95%															
Unweighted Total	43	21	20	2	14	18	4	7	15	29	-	43	43	-	
Weighted Total	41	26	13	2	10	16	6	8	11	31	-	41	41	-	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	-	
A very positive impact	(5.0)	3	1	1	-	2	1	-	-	2	1	-	3	3	-
		7%	5%	11%	-	17%	6%	-	-	15%	3%	-	7%	7%	-
A fairly positive impact	(4.0)	5	3	1	1	2	2	-	*	1	3	-	5	5	-
		11%	10%	10%	33%	16%	15%	-	5%	10%	11%	-	11%	11%	-
Neither a positive nor negative impact	(3.0)	30	21	7	1	7	11	6	6	6	24	-	30	30	-
		73%	83%	54%	67%	67%	64%	100%	76%	60%	78%	-	73%	73%	-
A fairly negative impact	(2.0)	2	1	2	-	-	1	-	2	2	1	-	2	2	-
		5%	2%	12%	-	-	3%	-	19%	15%	2%	-	5%	5%	-
A very negative impact	(1.0)	1	-	1	-	-	1	-	-	-	1	-	1	1	-
		3%	-	9%	-	-	8%	-	-	-	4%	-	3%	3%	-
Don't know		1	-	1	-	-	1	-	-	-	1	-	1	1	-
		1%	-	4%	-	-	3%	-	-	-	2%	-	1%	1%	-
Net: Positive		7	4	3	1	3	4	-	*	3	4	-	7	7	-
		18%	15%	21%	33%	33%	21%	-	5%	25%	15%	-	18%	18%	-
Net: Negative		3	1	3	-	-	2	-	2	2	2	-	3	3	-
		8%	2%	21%	-	-	11%	-	19%	15%	6%	-	8%	8%	-
Base for stats		40	26	13	2	10	16	6	8	11	30	-	40	40	-
Mean Score		3.13	3.18	3.01	3.33	3.49	3.09	3.00	2.86	3.26	3.08	-	3.13	3.13	-
Standard Deviation		.745	.546	1.078	.765	.806	.901	-	.502	.938	.668	-	.745	.745	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Bristol Airport have on you personally?

BASE: All living within 20 miles of Bristol Airport

	Total	10 miles of airport									20 miles of airport								
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i	Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol *h	None of the above *i
Significance Level: 95%																			
Unweighted Total	43	-	-	-	-	-	-	18	25	-	-	-	-	-	-	-	-	43	-
Weighted Total	41	-	-	-	-	-	-	20	21	-	-	-	-	-	-	-	-	41	-
	100%	-	-	-	-	-	-	100%	100%	-	-	-	-	-	-	-	-	100%	-
A very positive impact	(5.0)	3	-	-	-	-	-	*	2	-	-	-	-	-	-	-	-	3	-
	7%	-	-	-	-	-	-	2%	11%	-	-	-	-	-	-	-	-	7%	-
A fairly positive impact	(4.0)	5	-	-	-	-	-	1	3	-	-	-	-	-	-	-	-	5	-
	11%	-	-	-	-	-	-	5%	17%	-	-	-	-	-	-	-	-	11%	-
Neither a positive nor negative impact	(3.0)	30	-	-	-	-	-	16	13	-	-	-	-	-	-	-	-	30	-
	73%	-	-	-	-	-	-	82%	64%	-	-	-	-	-	-	-	-	73%	-
A fairly negative impact	(2.0)	2	-	-	-	-	-	2	1	-	-	-	-	-	-	-	-	2	-
	5%	-	-	-	-	-	-	8%	3%	-	-	-	-	-	-	-	-	5%	-
A very negative impact	(1.0)	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-
	3%	-	-	-	-	-	-	-	6%	-	-	-	-	-	-	-	-	3%	-
Don't know	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-
	1%	-	-	-	-	-	-	3%	-	-	-	-	-	-	-	-	-	1%	-
Net: Positive	7	-	-	-	-	-	-	1	6	-	-	-	-	-	-	-	-	7	-
	18%	-	-	-	-	-	-	7%	27%	-	-	-	-	-	-	-	-	18%	-
Net: Negative	3	-	-	-	-	-	-	2	2	-	-	-	-	-	-	-	-	3	-
	8%	-	-	-	-	-	-	8%	9%	-	-	-	-	-	-	-	-	8%	-
Base for stats	40	-	-	-	-	-	-	19	21	-	-	-	-	-	-	-	-	40	-
Mean Score	3.13	-	-	-	-	-	-	3.02	3.24	-	-	-	-	-	-	-	-	3.13	-
Standard Deviation	.745	-	-	-	-	-	-	.485	.923	-	-	-	-	-	-	-	-	.745	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q12. What impact, if any, does living near Bristol Airport have on you personally?

BASE: All living within 20 miles of Bristol Airport

	Total	30 miles of airport								Location		Impact of living near airport			
		Heathrow *a	Gatwick *b	London City *c	Luton *d	Manchester *e	Birmingham *f	Stansted *g	Bristol h	None of the above *i	Urban / Town a	Village / Rural *b	Positive *a	Negative *b	DK/Neither c
Significance Level: 95%															
Unweighted Total	43	-	-	-	-	-	-	-	43	-	38	5	9	3	31
Weighted Total	41	-	-	-	-	-	-	-	41	-	34	7	7	3	30
	100%	-	-	-	-	-	-	-	100%	-	100%	100%	100%	100%	100%
A very positive impact	(5.0)	3	-	-	-	-	-	-	3	-	2	*	3	-	-
		7%	-	-	-	-	-	-	7%	-	7%	6%	38%	-	-
A fairly positive impact	(4.0)	5	-	-	-	-	-	-	5	-	3	1	5	-	-
		11%	-	-	-	-	-	-	11%	-	10%	16%	62%	-	-
Neither a positive nor negative impact	(3.0)	30	-	-	-	-	-	-	30	-	24	5	-	-	30
		73%	-	-	-	-	-	-	73%	-	71%	78%	-	-	98%
A fairly negative impact	(2.0)	2	-	-	-	-	-	-	2	-	2	-	-	2	-
		5%	-	-	-	-	-	-	5%	-	6%	-	-	63%	-
A very negative impact	(1.0)	1	-	-	-	-	-	-	1	-	1	-	-	1	-
		3%	-	-	-	-	-	-	3%	-	4%	-	-	37%	-
Don't know		1	-	-	-	-	-	-	1	-	1	-	-	-	1
		1%	-	-	-	-	-	-	1%	-	2%	-	-	-	2%
Net: Positive		7	-	-	-	-	-	-	7	-	6	2	7	-	-
		18%	-	-	-	-	-	-	18%	-	17%	22%	100%	-	-
Net: Negative		3	-	-	-	-	-	-	3	-	3	-	-	3	-
		8%	-	-	-	-	-	-	8%	-	10%	-	-	100%	-
Base for stats		40	-	-	-	-	-	-	40	-	33	7	7	3	30
Mean Score		3.13	-	-	-	-	-	-	3.13	-	3.10	3.28	4.38	1.63	3.00
Standard Deviation		.745	-	-	-	-	-	-	.745	-	.774	.616	.522	.573	*

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q14. How often would you say that planes fly overhead where you live?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Planes do not fly overhead	359	178	180	92	127	139	322	22	14	200	30	129	196	142	20	180	165	3
	18%	18%	18%	16%	19%	18%	19%	9%	29%	17%	15%	20%	17%	19%	21%	20%	16%	15%
							b		b							b		
Less than once a week	222	106	115	60	97	66	191	27	4	133	22	67	123	95	4	97	121	1
	11%	11%	11%	10%	14%	9%	11%	10%	9%	11%	11%	11%	11%	12%	4%	11%	12%	3%
					ac									c				
At least once a week	308	147	160	118	93	97	261	41	6	184	35	88	161	124	23	134	166	4
	15%	15%	16%	21%	14%	13%	15%	16%	11%	16%	18%	14%	14%	16%	24%	15%	16%	16%
				bc											a			
At least once a day	589	270	317	166	170	253	505	76	8	329	61	199	357	203	30	284	301	2
	29%	27%	31%	29%	25%	33%	30%	30%	17%	28%	31%	31%	31%	27%	30%	31%	29%	8%
						b							b					
At least once every hour	320	172	147	80	113	127	263	48	9	192	23	105	187	121	12	135	172	9
	16%	17%	15%	14%	17%	17%	15%	19%	19%	16%	12%	16%	16%	16%	13%	15%	17%	39%
At least once every 30 minutes	138	77	61	39	55	43	108	24	6	89	12	37	84	51	3	62	72	3
	7%	8%	6%	7%	8%	6%	6%	9%	11%	8%	6%	6%	7%	7%	3%	7%	7%	15%
At least once every 10 mins	73	39	34	14	26	34	55	16	2	45	14	14	41	27	5	28	39	1
	4%	4%	3%	2%	4%	4%	3%	6%	4%	4%	7%	2%	4%	4%	6%	3%	4%	4%
						a		a			ac							
Net: Less than once a day	888	432	456	270	317	301	774	90	24	517	86	285	480	361	47	411	452	8
	44%	44%	45%	47%	47%	40%	45%	35%	49%	44%	44%	44%	42%	47%	49%	45%	44%	34%
				c	c		b						a					
Net: At least once a day or more often	1121	559	559	299	364	457	932	163	25	655	110	355	669	402	50	509	584	15
	56%	56%	55%	53%	53%	60%	55%	65%	51%	56%	56%	56%	58%	53%	51%	55%	56%	66%
						ab		a					b					
Net: At least once an hour or more often	531	289	242	133	194	205	427	87	17	326	49	156	312	199	20	225	283	13
	26%	29%	24%	23%	28%	27%	25%	34%	34%	28%	25%	24%	27%	26%	21%	24%	27%	58%
		b			a			a										

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q14. How often would you say that planes fly overhead where you live?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Planes do not fly overhead	359	183	160	16	104	98	55	101	119	250	273	86	53	32
	18%	17%	19%	25%	18%	16%	17%	20%	17%	18%	20% bc	13%	12%	15%
Less than once a week	222	119	95	8	64	78	26	53	83	144	159	64	42	22
	11%	11%	11%	13%	11%	13% c	8%	10%	12%	10%	12%	10%	10%	10%
At least once a week	308	168	130	10	83	100	53	71	100	221	219	89	65	24
	15%	15%	15%	16%	15%	17%	16%	14%	14%	16%	16%	14%	15%	11%
At least once a day	589	319	256	14	154	174	92	158	197	417	418	171	122	49
	29%	29%	30%	23%	27%	29%	28%	31%	28%	30%	31% d	27%	29%	23%
At least once every hour	320	179	135	6	88	91	70	72	117	211	212	109	69	40
	16%	16%	16%	10%	16%	15%	22% abd	14%	17%	15%	15%	17%	16%	19%
At least once every 30 minutes	138	76	55	6	48	35	24	31	59	90	63	74	49	26
	7%	7%	6%	10%	8%	6%	7%	6%	8%	7%	5%	12% a	11% a	12% a
At least once every 10 mins	73	42	29	2	24	17	6	26	20	55	27	46	27	19
	4%	4%	3%	3%	4%	3%	2%	5% c	3%	4%	2%	7% a	6% a	9% a
Net: Less than once a day	888	470	385	33	251	276	133	224	303	615	650	239	160	79
	44%	43%	45%	54%	44%	47%	41%	44%	44%	44%	47% bcd	37%	38%	37%
Net: At least once a day or more often	1121	617	475	29	314	317	192	286	393	774	720	400	267	134
	56%	57%	55%	46%	56%	53%	59%	56%	56%	56%	53% a	63% a	62% a	63% a
Net: At least once an hour or more often	531	298	219	14	160	143	100	128	196	357	302	229	145	85
	26%	27%	26%	23%	28%	24%	31% b	25%	28%	26%	22% a	36% a	34% a	40% a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q14. How often would you say that planes fly overhead where you live?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Planes do not fly overhead	359 18%	6 13%	- -	19 13%	5 19%	1 5%	3 8%	- -	2 10%	322 19%	15 15% e	1 3%	25 13% e	13 26% ceh	5 5%	23 19% e	1 9%	3 7%	273 20% eh	
Less than once a week	222 11%	2 4%	1 15%	14 9%	4 14%	3 13%	3 8%	- -	- -	197 12%	12 12%	2 6%	16 8%	4 8%	9 9%	18 15%	1 4%	3 7%	159 12%	
At least once a week	308 15%	7 15%	1 18%	20 13%	3 10%	1 6%	8 21%	- -	4 20%	264 16%	14 13%	9 34%	21 11%	5 9%	13 14%	15 13%	3 21%	9 22%	219 16%	
At least once a day	589 29%	8 16%	* 7%	34 23%	10 38%	7 36%	11 31%	1 53%	5 25%	512 30% a	12 12%	4 17%	49 26% a	18 35% a	33 34% a	35 29% a	6 37%	14 35% a	418 31% a	
At least once every hour	320 16%	14 28% i	1 7%	26 17%	3 11%	1 5%	6 18%	- -	7 35%	263 16%	26 26% fi	2 6%	29 16%	7 15%	22 23% f	13 11%	1 4%	8 19%	212 15%	
At least once every 30 minutes	138 7%	4 8%	2 28%	24 16% i	1 5%	3 16%	2 6%	- -	* 2%	101 6%	11 10% i	3 12%	29 16% i	3 6%	9 10% i	14 12% i	3 18%	2 5%	63 5%	
At least once every 10 mins	73 4%	8 16% i	2 24%	15 10% i	* 2%	4 19%	3 8% i	1 47%	2 8%	39 2% c	12 11% dfi	6 23%	16 9% i	* 1% i	6 6% i	4 3%	1 8%	2 4%	27 2%	
Net: Less than once a day	888 44%	16 32%	2 33%	53 35%	11 44%	5 24%	13 37%	- -	6 30%	783 46% c	41 41%	11 42%	62 33%	22 43%	27 28%	56 46% ce	5 33%	15 37%	650 47% ce	
Net: At least once a day or more often	1121 56%	33 68%	5 67%	98 65% i	14 56%	15 76%	23 63%	3 100%	14 70%	916 54%	61 59%	15 58%	123 67% fi	29 57%	70 72% fi	66 54%	11 67%	26 63%	720 53%	
Net: At least once an hour or more often	531 26%	25 52% i	4 60%	64 42% i	5 18%	8 40%	11 32%	1 47%	9 45%	403 24%	49 48% dfhi	11 41%	75 40% dfi	11 22%	37 38% di	31 26%	5 29%	12 29%	302 22%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q14. How often would you say that planes fly overhead where you live?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Planes do not fly overhead	359 18%	16 14% e	3 5%	31 14% e	20 30% abceg	12 6%	34 19% beg	1 5%	12 17% be	230 21% bceeg	311 19% b	47 14%	31 14%	13 14%	42 13%
Less than once a week	222 11%	13 12%	3 5%	21 10%	5 7%	14 8%	23 13%	1 2%	5 7%	139 13% e	176 11%	47 14%	25 11%	12 13%	27 8%
At least once a week	308 15%	14 13%	16 24% cde	23 11%	7 10%	19 11%	30 17%	6 19%	16 21% ce	177 16%	248 15%	60 17%	40 18% c	15 17%	34 10%
At least once a day	589 29%	14 12%	18 27% a	58 27% a	23 36% a	78 43% abcfhi	47 27% a	11 36% a	21 29% a	320 29% a	478 29%	112 32%	46 21%	14 16%	111 34% ab
At least once every hour	320 16%	32 29% bcdghi	8 12%	38 18%	8 12%	36 20% f	20 12%	6 22%	12 16%	159 15%	273 16%	47 14%	31 14%	16 17%	62 19%
At least once every 30 minutes	138 7%	11 10% i	5 8%	30 14% hi	3 5%	18 10% i	16 9% i	3 12% i	3 5%	47 4% b	122 7%	15 4%	30 14%	12 13%	33 10%
At least once every 10 mins	73 4%	12 11% defi	12 18% cdefhi	16 7% dfi	* 1%	6 3%	4 2%	1 4%	4 5% i	18 2% i	57 3%	16 5%	16 7%	11 12%	19 6%
Net: Less than once a day	888 44%	43 39% e	22 34%	75 35% e	31 47% eg	45 25%	87 50% bceeg	8 26%	33 45% e	545 50% abceeg	735 44%	154 45%	96 44% c	39 43%	103 32%
Net: At least once a day or more often	1121 56%	68 61% i	43 66% fi	143 65% fi	35 53%	138 75% acdfhi	88 50%	22 74% dfi	40 55%	544 50%	930 56%	190 55%	123 56%	53 57%	224 68% a
Net: At least once an hour or more often	531 26%	54 49% defhi	25 39% dfi	85 39% dfhi	11 17%	60 33% di	41 24%	11 38% di	19 26%	224 21%	452 27%	79 23%	78 35%	39 42%	113 35%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q15. How bothered would you say you are by aircraft noise where you live (e.g. in the course of a regular week)?

BASE: All who have planes fly overhead where they live

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	1662	774	882	458	580	624	1408	221	33	987	169	506	974	631	57	770	851	17
Weighted Total	1650	812	834	477	554	620	1384	231	35	973	167	511	953	621	77	740	871	20
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
There is no aircraft noise where I live (0.0)	324 20%	145 18%	178 21%	95 20%	106 19%	122 20%	303 22% bc	19 8%	2 5%	183 19%	24 14%	117 23% b	200 21%	114 18%	10 13%	151 20%	170 19%	1 6%
Aircraft noise does not bother me at all (1.0)	846 51%	402 50%	442 53%	204 43%	285 51% a	358 58% ab	718 52%	115 50%	13 38%	542 56% bc	71 43%	234 46%	531 56% bc	287 46%	29 37%	360 49%	475 55% a	5 25%
Aircraft noise bothers me just a little (2.0)	291 18%	153 19%	137 16%	98 21% c	96 17%	97 16%	242 17% c	47 20% c	1 3%	144 15%	33 20%	114 22% a	144 15%	133 21% a	14 18%	131 18%	148 17%	6 32%
Aircraft noise somewhat bothers me (3.0)	119 7%	72 9% b	46 6%	52 11% c	43 8% c	24 4%	74 5%	33 14% a	12 33% ab	69 7%	24 14% ac	26 5%	46 5%	62 10% a	11 15% a	52 7%	59 7%	2 9%
Aircraft noise bothers me quite a lot (4.0)	38 2%	24 3%	14 2%	17 4% c	14 3% c	7 1%	24 2%	10 5% a	4 10% a	23 2%	7 4%	9 2%	20 2%	15 2%	4 5%	21 3%	13 1%	3 14%
Aircraft noise bothers me a great deal (5.0)	33 2%	16 2%	17 2%	11 2%	9 2%	13 2%	23 2%	6 3%	4 11% ab	13 1%	8 5% a	12 2%	13 1%	11 2%	9 12% ab	25 3% b	5 1%	3 13%
Net: Little or no bother	1137 69%	555 68%	579 69%	301 63%	381 69%	454 73% a	960 69% c	162 70% c	14 41%	685 70% b	104 63%	347 68%	675 71% c	420 68%	42 55%	491 66%	624 72% a	11 58%
Net: A lot of bother	71 4%	40 5%	31 4%	28 6% c	23 4%	20 3%	47 3%	17 7% a	7 21% ab	35 4%	15 9% ac	21 4%	32 3%	26 4%	13 17% ab	46 6% b	18 2%	5 27%
Base for stats	1650	812	834	477	554	620	1384	231	35	973	167	511	953	621	77	740	871	20
Mean Score	1.27	1.36 b	1.19	1.42 bc	1.28 c	1.15	1.18	1.65 a	2.40 ab	1.22	1.66 ac	1.24	1.15	1.37 a	1.96 ab	1.34 b	1.18	2.40
Standard Deviation	1.055	1.086	1.019	1.165	1.044	.958	.997	1.132	1.487	.995	1.274	1.063	.965	1.074	1.532	1.162	.913	1.510



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q15. How bothered would you say you are by aircraft noise where you live (e.g. in the course of a regular week)?

BASE: All who have planes fly overhead where they live

	Total	Housing			SEG				Children		Within 20 miles				
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports	
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%															
Unweighted Total	1662	890	723	49	471	483	261	436	629	1102	1144	518	374	144	
Weighted Total	1650	904	700	46	461	495	270	410	577	1139	1097	553	374	180	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
There is no aircraft noise where I live	(0.0)	324	169	144	10	79	106	56	82	109	229	219	104	69	36
		20%	19%	21%	22%	17%	21%	21%	20%	19%	20%	20%	19%	18%	20%
Aircraft noise does not bother me at all	(1.0)	846	473	351	22	222	256	138	226	296	586	578	268	199	69
		51%	52%	50%	48%	48%	52%	51%	55%	51%	51%	53%	48%	53%	38%
									a		d	d	d	d	
Aircraft noise bothers me just a little	(2.0)	291	166	117	7	91	83	48	64	104	198	193	97	58	39
		18%	18%	17%	15%	20%	17%	18%	16%	18%	17%	18%	18%	16%	22%
Aircraft noise somewhat bothers me	(3.0)	119	58	56	5	41	39	24	15	39	84	56	63	37	27
		7%	6%	8%	10%	9%	8%	9%	4%	7%	7%	5%	11%	10%	15%
						d	d	d				a	a	a	a
Aircraft noise bothers me quite a lot	(4.0)	38	16	21	1	18	8	4	9	15	23	26	13	7	6
		2%	2%	3%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	3%
						b									
Aircraft noise bothers me a great deal	(5.0)	33	21	11	1	10	4	1	15	13	19	24	8	5	3
		2%	2%	2%	2%	2%	1%	*	4%	2%	2%	2%	2%	1%	2%
						c			bc						
Net: Little or no bother		1137	640	468	29	314	338	186	290	400	784	772	365	257	108
		69%	71%	67%	63%	68%	68%	69%	71%	69%	69%	70%	66%	69%	60%
											d				
Net: A lot of bother		71	37	32	2	28	11	5	23	28	42	50	21	12	9
		4%	4%	5%	4%	6%	2%	2%	6%	5%	4%	5%	4%	3%	5%
						bc			bc						
Base for stats		1650	904	700	46	461	495	270	410	577	1139	1097	553	374	180
Mean Score		1.27	1.27	1.27	1.28	1.41	1.19	1.20	1.24	1.29	1.25	1.24	1.34	1.27	1.49
						bcd									ac
Standard Deviation		1.055	1.043	1.067	1.117	1.122	.961	.934	1.102	1.072	1.029	1.044	1.073	1.018	1.169

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q15. How bothered would you say you are by aircraft noise where you live (e.g. in the course of a regular week)?

BASE: All who have planes fly overhead where they live

		10 miles of airport									20 miles of airport									
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
Significance Level: 95%			a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i
Unweighted Total		1662	37	11	100	20	18	30	4	15	1427	77	27	133	39	91	97	16	38	1144
Weighted Total		1650	42	7	132	20	19	33	3	18	1376	87	25	160	38	92	99	15	38	1097
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
There is no aircraft noise where I live	(0.0)	324 20%	6 13%	1 18%	24 19%	4 20%	1 3%	3 8%	- -	6 32%	279 20%	18 20%	2 9%	32 20%	8 22%	11 12%	25 25%	1 4%	7 19%	219 20%
Aircraft noise does not bother me at all	(1.0)	846 51%	8 18%	4 62%	62 47%	10 50%	10 52%	19 57%	1 49%	9 49%	723 53%	25 29%	14 54%	75 46%	17 45%	55 60%	53 54%	8 56%	21 55%	578 53%
			a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a
Aircraft noise bothers me just a little	(2.0)	291 18%	23 55%	1 20%	12 9%	3 12%	4 21%	8 24%	1 51%	2 9%	236 17%	31 36%	4 15%	15 9%	9 23%	16 17%	13 14%	4 25%	5 14%	193 18%
			cfi					c		c	cefhi			c					c	
Aircraft noise somewhat bothers me	(3.0)	119 7%	2 5%	- -	27 20%	3 15%	4 21%	3 8%	- -	- -	81 6%	8 10%	6 22%	30 19%	3 8%	8 9%	4 4%	2 15%	2 4%	56 5%
					ai								efhi							
Aircraft noise bothers me quite a lot	(4.0)	38 2%	2 4%	- -	5 4%	- -	- -	1 2%	- -	- -	31 2%	2 2%	- -	7 4%	- -	1 1%	3 3%	- -	- -	26 2%
Aircraft noise bothers me a great deal	(5.0)	33 2%	2 5%	- -	1 1%	1 3%	1 3%	- -	- -	2 9%	27 2%	2 3%	- -	1 1%	1 2%	2 2%	- -	- -	3 7%	24 2%
																		cfi		
Net: Little or no bother		1137 69%	31 73%	6 82%	75 57%	13 62%	14 73%	27 81%	3 100%	11 59%	959 70%	57 65%	17 69%	90 56%	25 68%	71 77%	67 67%	12 81%	26 69%	772 70%
							c			c					c				c	
Net: A lot of bother		71 4%	4 9%	- -	6 5%	1 3%	1 3%	1 2%	- -	2 9%	57 4%	4 5%	- -	8 5%	1 2%	2 2%	3 3%	- -	3 7%	50 5%
Base for stats		1650	42	7	132	20	19	33	3	18	1376	87	25	160	38	92	99	15	38	1097
Mean Score		1.27	1.85	1.02	1.46	1.35	1.73	1.38	1.51	1.12	1.23	1.51	1.50	1.43	1.23	1.32	1.07	1.51	1.34	1.24
			i		i						fi			f						
Standard Deviation		1.055	1.185	.666	1.164	1.162	1.076	.845	.627	1.388	1.033	1.140	.954	1.169	1.009	.942	.926	.824	1.277	1.044

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q15. How bothered would you say you are by aircraft noise where you live (e.g. in the course of a regular week)?

BASE: All who have planes fly overhead where they live

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	1662	86	56	155	46	165	144	30	64	916	1347	315	171	67	280
Weighted Total	1650	95	62	187	46	171	140	28	61	860	1354	297	188	80	285
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
There is no aircraft noise where I live (0.0)	324 20%	18 19%	15 23%	34 18%	13 29% eg	26 15%	32 23%	2 7%	13 21%	171 20%	267 20%	57 19%	32 17%	7 8%	66 23% b
Aircraft noise does not bother me at all (1.0)	846 51%	33 35%	27 44%	90 48%	18 40%	95 56% a	71 50% a	14 51%	31 51% a	466 54% a	697 51%	150 50%	96 51% b	19 23%	153 54% b
Aircraft noise bothers me just a little (2.0)	291 18%	32 33% bcephi	11 17%	21 11%	10 22%	34 20% c	26 18%	9 34% chi	8 13%	139 16%	237 17%	54 18%	32 17%	23 29% ac	42 15%
Aircraft noise somewhat bothers me (3.0)	119 7%	8 9%	10 16% efi	31 17% efi	3 8%	10 6%	4 3%	2 8%	5 9%	45 5%	99 7%	20 7%	18 9%	24 30% ac	21 8%
Aircraft noise bothers me quite a lot (4.0)	38 2%	2 2%	-	10 6% i	-	3 2%	6 4%	-	1 1%	17 2%	31 2%	7 2%	7 4% c	4 4% c	2 1%
Aircraft noise bothers me a great deal (5.0)	33 2%	2 2%	-	1 * *	1 1%	2 1%	2 2%	-	3 5% c	22 3%	23 2%	10 3%	4 2% c	4 5% c	1 *
Net: Little or no bother	1137 69%	65 69%	38 61%	111 59%	29 62%	130 76% bc	96 69%	24 85% bcdh	39 64%	605 70% c	933 69%	203 68%	127 68% b	42 52%	196 69% b
Net: A lot of bother	71 4%	4 4%	-	11 6%	1 1%	5 3%	8 6%	-	3 6%	39 5%	54 4%	17 6%	11 6% c	7 9% c	2 1%
Base for stats	1650	95	62	187	46	171	140	28	61	860	1354	297	188	80	285
Mean Score	1.27	1.47 i	1.26	1.45 i	1.14	1.26	1.21	1.42	1.31	1.23	1.26	1.33	1.39 c	2.13 ac	1.09
Standard Deviation	1.055	1.097	.993	1.158	1.015	.918	1.061	.753	1.206	1.052	1.037	1.135	1.121	1.221	.869

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q16. Which of the following best describes your knowledge of Performance Based Navigation (PBN)?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I have not heard of PBN	1543	718	823	366	506	671	1404	124	15	870	139	533	948	539	56	738	775	8
	77%	72%	81%	64%	74%	88%	82%	49%	30%	74%	71%	83%	82%	71%	58%	80%	75%	35%
			a		a	ab	bc	c				ab	bc	c		b		
I have heard of PBN, but I know nothing about it	270	149	120	104	110	57	212	52	6	182	28	61	134	120	16	99	164	-
	13%	15%	12%	18%	16%	8%	12%	21%	13%	16%	14%	10%	12%	16%	16%	11%	16%	-
		b		c	c			a		c				a			a	
I have heard of PBN, and I know a little about it	167	107	60	92	50	25	82	68	17	102	25	41	58	89	21	73	85	9
	8%	11%	6%	16%	7%	3%	5%	27%	35%	9%	13%	6%	5%	12%	22%	8%	8%	40%
		b		bc	c			a	a		c			a	ab			
I have heard of PBN, and I know a lot about it	28	17	11	8	15	5	9	8	11	19	5	5	9	15	4	10	12	6
	1%	2%	1%	1%	2%	1%	1%	3%	23%	2%	2%	1%	1%	2%	4%	1%	1%	26%
					c			a	ab		c			a	a			
Net: Heard of	466	273	191	204	175	88	302	129	35	302	57	107	201	224	41	183	261	15
	23%	28%	19%	36%	26%	12%	18%	51%	70%	26%	29%	17%	18%	29%	42%	20%	25%	65%
		b		bc	c			a	ab	c	c			a	ab		a	
Net: Know nothing	1813	867	943	469	616	728	1616	176	21	1052	167	594	1082	659	72	836	939	8
	90%	88%	93%	82%	90%	96%	95%	70%	43%	90%	85%	93%	94%	86%	74%	91%	91%	35%
			a		a	ab	bc	c		b		ab	bc	c				
Net: Know something	196	124	72	100	65	31	90	77	28	120	30	46	67	104	25	84	97	15
	10%	12%	7%	18%	10%	4%	5%	30%	57%	10%	15%	7%	6%	14%	26%	9%	9%	65%
		b		bc	c			a	ab	c	ac			a	ab			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q16. Which of the following best describes your knowledge of Performance Based Navigation (PBN)?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I have not heard of PBN	1543	841	652	50	398	463	261	408	477	1124	1066	477	334	143
	77%	77%	76%	81%	70%	78%	80%	80%	69%	81%	78%	75%	78%	67%
						a	a	a		a	d		d	
I have heard of PBN, but I know nothing about it	270	146	123	1	85	81	37	66	128	150	173	98	57	41
	13%	13%	14%	2%	15%	14%	11%	13%	18%	11%	13%	15%	13%	19%
		c	c						b					a
I have heard of PBN, and I know a little about it	167	86	71	10	64	42	27	31	76	99	114	53	28	26
	8%	8%	8%	17%	11%	7%	8%	6%	11%	7%	8%	8%	6%	12%
				ab	bd				b					c
I have heard of PBN, and I know a lot about it	28	14	14	-	17	6	-	6	15	16	17	11	9	3
	1%	1%	2%	-	3%	1%	-	1%	2%	1%	1%	2%	2%	1%
					bcd									
Net: Heard of	466	246	208	12	167	130	64	102	219	265	304	162	93	69
	23%	23%	24%	19%	30%	22%	20%	20%	31%	19%	22%	25%	22%	33%
					bcd				b					ac
Net: Know nothing	1813	987	775	51	483	545	298	474	605	1274	1239	574	391	184
	90%	91%	90%	83%	86%	92%	92%	93%	87%	92%	90%	90%	91%	87%
						a	a	a		a				
Net: Know something	196	100	85	10	81	48	27	36	91	115	131	65	36	28
	10%	9%	10%	17%	14%	8%	8%	7%	13%	8%	10%	10%	9%	13%
					bcd				b					

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q16. Which of the following best describes your knowledge of Performance Based Navigation (PBN)?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
I have not heard of PBN	1543	36	7	88	21	17	24	2	19	1330	69	25	114	45	78	96	15	33	1066	
	77%	73%	100%	59%	83%	85%	66%	75%	95%	78%	68%	96%	62%	89%	80%	80%	96%	81%	78%	
				i			i		c	ac			aci	ac	c	c		c	ac	
I have heard of PBN, but I know nothing about it	270	5	-	33	3	3	10	1	1	216	20	*	40	3	13	17	1	3	173	
	13%	10%	-	22%	10%	13%	27%	25%	5%	13%	20%	2%	22%	6%	13%	14%	4%	8%	13%	
				i			i				di		di							
I have heard of PBN, and I know a little about it	167	8	-	23	1	*	2	-	-	132	12	-	25	2	6	6	-	2	114	
	8%	17%	-	15%	5%	2%	6%	-	-	8%	12%	-	14%	3%	7%	5%	-	6%	8%	
		i		i			dfi													
I have heard of PBN, and I know a lot about it	28	-	-	6	1	-	1	-	-	21	-	*	6	1	-	2	-	2	17	
	1%	-	-	4%	2%	-	2%	-	-	1%	-	2%	3%	1%	-	2%	-	5%	1%	
				i														aei		
Net: Heard of	466	13	-	63	4	3	12	1	1	369	32	1	71	5	19	25	1	8	304	
	23%	27%	-	41%	17%	15%	34%	25%	5%	22%	32%	4%	38%	11%	20%	20%	4%	19%	22%	
				i			di			d	di		defhi						d	
Net: Know nothing	1813	40	7	122	24	19	33	3	20	1545	90	25	154	48	91	114	16	36	1239	
	90%	83%	100%	81%	93%	98%	93%	100%	100%	91%	88%	98%	83%	95%	93%	94%	100%	89%	90%	
				i			c			c			c	c	c	c		c	c	
Net: Know something	196	8	-	29	2	*	3	-	-	153	12	*	31	2	6	8	-	4	131	
	10%	17%	-	19%	7%	2%	7%	-	-	9%	12%	2%	17%	5%	7%	6%	-	11%	10%	
				i			defi													

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q16. Which of the following best describes your knowledge of Performance Based Navigation (PBN)?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
I have not heard of PBN	1543	77	63	138	55	145	137	28	52	847	1257	286	138	68	271
	77%	70%	96%	63%	83%	80%	79%	95%	71%	78%	76%	83%	63%	73%	83%
			acdefghi		ac	c	c	acefghi		c		a			a
I have heard of PBN, but I know nothing about it	270	22	1	47	8	22	23	1	7	139	239	32	38	17	42
	13%	19%	1%	22%	12%	12%	13%	5%	9%	13%	14%	9%	17%	19%	13%
		bg		befghi	b	b	b			b	b				
I have heard of PBN, and I know a little about it	167	12	1	27	2	14	11	-	12	88	145	22	34	7	12
	8%	11%	1%	12%	3%	8%	6%	-	17%	8%	9%	6%	16%	8%	4%
		b		bdg					bdefgi				c		
I have heard of PBN, and I know a lot about it	28	-	*	6	1	1	3	-	2	15	24	4	9	1	2
	1%	-	1%	3%	1%	1%	2%	-	3%	1%	1%	1%	4%	1%	1%
													c		
Net: Heard of	466	34	2	80	11	37	37	1	21	242	408	58	81	25	56
	23%	30%	4%	37%	17%	20%	21%	5%	29%	22%	24%	17%	37%	27%	17%
		bdg		bdefgi	b	bg	bg		bg	bg	b		c		
Net: Know nothing	1813	99	64	185	63	167	160	29	58	986	1496	318	176	85	314
	90%	89%	98%	85%	96%	92%	92%	100%	80%	91%	90%	92%	80%	92%	96%
			achi		ch	ch	ch	ch		ch				a	a
Net: Know something	196	12	1	33	3	15	14	-	15	103	169	27	43	8	14
	10%	11%	2%	15%	4%	8%	8%	-	20%	9%	10%	8%	20%	8%	4%
		b		bdefgi					bdefgi	b			bc		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q17. How favourable or unfavourable would you say you are, if at all, towards the introduction of Performance Based Navigation (PBN)?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Very favourable (5.0)	381	245	136	100	144	138	286	71	24	325	20	37	204	170	8	124	237	13
	19%	25% b	13%	18%	21%	18%	17%	28% a	49% ab	28% bc	10% c	6%	18% c	22% ac	8%	13%	23% a	59%
Fairly favourable (4.0)	659	314	344	169	229	260	556	95	7	481	45	133	346	289	24	243	402	3
	33%	32%	34%	30%	34%	34%	33%	38% c	14% c	41% bc	23%	21%	30% ac	38% ac	24%	26% a	39% a	14%
Neither favourable nor unfavourable (3.0)	594	256	337	180	202	212	522	61	10	227	66	302	383	186	25	331	254	2
	30%	26% a	33%	32%	30%	28%	31% b	24%	21%	19% a	33% a	47% ab	33% b	24%	25%	36% b	25%	8%
Fairly unfavourable (2.0)	130	65	64	45	34	51	113	14	3	54	28	49	76	44	10	71	55	2
	6%	7% b	6%	8% b	5%	7%	7% b	6%	7%	5% a	14% ac	8% a	7% a	6%	10%	8% b	5%	8%
Very unfavourable (1.0)	69	49	20	24	22	23	61	6	2	27	24	18	40	27	2	39	27	3
	3%	5% b	2%	4%	3%	3%	4% b	3%	3%	2% a	12% ac	3%	4% a	4%	2%	4% a	3%	12%
Don't know	175	62	113	51	50	74	167	5	3	59	15	102	99	47	29	112	60	-
	9%	6% a	11%	9%	7%	10%	10% b	2%	6%	5% ab	7% ab	16% ab	9% b	6% ab	30% ab	12% b	6%	-
Net: Favourable	1040	559	479	270	373	398	843	166	31	806	64	170	550	459	31	367	639	17
	52%	56% b	47%	47%	55% a	52%	49% a	66% a	63% a	69% bc	33%	26%	48% c	60% ac	32%	40% a	62% a	73%
Net: Unfavourable	199	114	84	69	56	74	174	21	5	81	52	66	116	71	12	110	82	4
	10%	11% b	8%	12% b	8%	10%	10% b	8%	10%	7% ac	26% ac	10% a	10% a	9%	12%	12% b	8%	20%
Base for stats	1834	928	901	518	631	684	1539	248	47	1114	182	538	1050	716	68	809	976	23
Mean Score	3.63	3.69 b	3.57	3.53	3.69 a	3.64	3.58 a	3.85 a	4.05 a	3.92 bc	3.05	3.23 b	3.57 ac	3.74 ac	3.37	3.42 a	3.79 a	4.00
Standard Deviation	1.009	1.095	.908	1.043	.993	.993	1.000	.988	1.166	.950	1.169	.832	1.005	1.008	.969	1.009	.968	1.461



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q17. How favourable or unfavourable would you say you are, if at all, towards the introduction of Performance Based Navigation (PBN)?

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Very favourable	(5.0)	381 19%	218 20%	151 18%	13 20%	144 25% bd	87 15%	79 24% bd	72 14%	158 23% b	246 18%	234 17%	148 23% a	88 20%	60 28% ac
Fairly favourable	(4.0)	659 33%	386 35% b	256 30%	17 28%	204 36% cd	224 38% cd	85 26%	145 28%	225 32%	458 33%	462 34%	197 31%	133 31%	64 30%
Neither favourable nor unfavourable	(3.0)	594 30%	302 28%	276 32% a	17 27%	134 24%	163 27%	110 34% ab	184 36% ab	185 27%	426 31% a	415 30%	180 28%	130 30%	50 23%
Fairly unfavourable	(2.0)	130 6%	58 5%	66 8% a	6 10%	29 5%	49 8% ad	18 6%	26 5%	51 7%	81 6%	85 6%	45 7%	28 7%	17 8%
Very unfavourable	(1.0)	69 3%	36 3%	28 3%	5 8%	17 3%	20 3%	9 3%	24 5%	22 3%	51 4%	46 3%	23 4%	15 4%	8 4%
Don't know		175 9%	88 8%	84 10%	4 6%	37 7%	49 8%	24 7%	60 12% ac	55 8%	126 9%	128 9%	47 7%	34 8%	13 6%
Net: Favourable		1040 52%	604 56% b	406 47%	30 49%	347 62% bcd	311 52% d	164 50% d	217 43%	383 55%	704 51%	696 51%	345 54%	220 52%	124 59%
Net: Unfavourable		199 10%	94 9%	94 11%	11 18% a	46 8%	70 12% a	27 8%	49 10%	72 10%	132 10%	131 10%	68 11%	43 10%	25 12%
Base for stats		1834	999	776	58	527	544	301	451	641	1263	1241	592	393	199
Mean Score		3.63	3.69 b	3.56	3.46	3.81 bd	3.57	3.69 d	3.48	3.70	3.61	3.61	3.68	3.64	3.77
Standard Deviation		1.009	.990	1.013	1.194	1.000	.986	1.017	1.001	1.032	1.000	.989	1.049	1.025	1.093

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q17. How favourable or unfavourable would you say you are, if at all, towards the introduction of Performance Based Navigation (PBN)?

BASE: All respondents

	Total	10 miles of airport									20 miles of airport								
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Very favourable (5.0)	381 19%	14 29%	2 33%	52 34%	1 5%	4 19%	10 29%	1 25%	2 8%	295 17%	27 26%	4 15%	58 31%	4 8%	18 19%	30 25%	3 22%	4 11%	234 17%
Fairly favourable (4.0)	659 33%	18 36%	1 14%	42 28%	6 22%	7 37%	10 27%	1 28%	4 22%	570 34%	37 37%	4 17%	55 30%	14 27%	34 35%	38 31%	4 24%	11 27%	462 34%
Neither favourable nor unfavourable (3.0)	594 30%	10 20%	4 53%	30 20%	9 37%	1 6%	9 26%	1 47%	8 39%	521 31%	23 22%	14 54%	39 21%	21 42%	30 31%	30 25%	6 35%	17 42%	415 30%
Fairly unfavourable (2.0)	130 6%	2 4%	- -	9 6%	1 5%	2 9%	3 7%	- -	5 23%	109 6%	8 8%	2 8%	12 6%	3 6%	4 5%	10 8%	2 14%	5 11%	85 6%
Very unfavourable (1.0)	69 3%	1 2%	- -	9 6%	- -	3 16%	1 4%	- -	* 2%	54 3%	2 2%	1 5%	9 5%	- -	4 5%	4 3%	1 5%	1 2%	46 3%
Don't know	175 9%	4 9%	- -	8 6%	8 30%	3 13%	2 5%	- -	1 5%	149 9%	5 5%	1 2%	13 7%	9 18%	6 6%	10 8%	- -	3 7%	128 9%
Net: Favourable	1040 52%	32 66%	3 47%	95 63%	7 27%	11 56%	20 57%	1 53%	6 30%	865 51%	64 63%	8 31%	112 61%	18 35%	52 54%	68 56%	7 46%	15 37%	696 51%
Net: Unfavourable	199 10%	3 5%	- -	18 12%	1 5%	5 25%	4 12%	- -	5 25%	163 10%	10 10%	3 12%	21 11%	3 6%	9 9%	13 11%	3 19%	6 13%	131 10%
Base for stats	1834	44	7	143	18	17	34	3	19	1549	97	25	172	42	91	111	16	38	1241
Mean Score	3.63	3.97	3.80	3.84	3.39	3.38	3.74	3.77	3.12	3.61	3.80	3.30	3.82	3.45	3.63	3.72	3.43	3.34	3.61
Standard Deviation	1.009	.935	.977	1.176	.762	1.455	1.127	1.024	.970	.985	1.014	.996	1.131	.766	1.016	1.061	1.161	.931	.989

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q17. How favourable or unfavourable would you say you are, if at all, towards the introduction of Performance Based Navigation (PBN)?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Very favourable	(5.0)	381	27	13	64	5	31	35	5	13	188	323	59	79	20	49
		19%	24%	19%	29%	8%	17%	20%	18%	17%	17%	19%	17%	36%	21%	15%
			d		defhi		d			d				bc		
Fairly favourable	(4.0)	659	39	13	68	25	63	61	7	19	364	547	112	79	22	96
		33%	35%	20%	31%	38%	34%	35%	23%	26%	33%	33%	32%	36%	24%	29%
			b		b	b	b	b		b						
Neither favourable nor unfavourable	(3.0)	594	28	33	46	23	59	45	11	27	321	479	115	36	37	107
		30%	26%	50%	21%	35%	33%	26%	37%	38%	29%	29%	33%	16%	40%	33%
				acefi		c	c			c	c			a	a	a
Fairly unfavourable	(2.0)	130	8	2	17	3	9	11	5	7	67	110	20	13	6	25
		6%	7%	4%	8%	4%	5%	6%	17%	10%	6%	7%	6%	6%	7%	8%
								bdefi								
Very unfavourable	(1.0)	69	2	2	9	1	7	9	2	1	36	53	16	3	5	15
		3%	2%	3%	4%	1%	4%	5%	6%	1%	3%	3%	5%	1%	5%	5%
Don't know		175	6	2	15	9	13	13	-	5	113	153	23	10	2	35
		9%	5%	4%	7%	13%	7%	7%	-	7%	10%	9%	7%	4%	2%	11%
					g											ab
Net: Favourable		1040	66	26	132	30	94	96	12	32	552	870	171	158	42	145
		52%	60%	39%	61%	46%	52%	55%	41%	44%	51%	52%	50%	72%	45%	44%
			bh		bdghi		b							bc		
Net: Unfavourable		199	10	5	26	3	16	20	7	8	104	163	36	16	11	40
		10%	9%	7%	12%	5%	9%	11%	22%	12%	10%	10%	10%	7%	12%	12%
								bdei								
Base for stats		1834	105	63	203	57	170	161	29	68	976	1512	322	210	90	292
Mean Score		3.63	3.77	3.50	3.79	3.55	3.60	3.64	3.31	3.52	3.61	3.65	3.55	4.03	3.50	3.48
			g		gi									bc		
Standard Deviation		1.009	.995	.981	1.111	.772	.987	1.062	1.134	.971	.993	1.006	1.020	.967	1.076	1.034

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Summary : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Most-Least Appealing											Mean score	Standard Deviation	
		1 - Most appealing	2	3	4	5	6	7	8	9 - Least appealing	Top 3 (1-3)	Middle 3 (4-6)			Bottom 3 (7-9)
		*a	*b	*c	*d	*e	*f	*g	*h	*i	*j	*k	*l	*m	*n
Significance Level: 95%															
Provides more efficient routes that save fuel and reduce environmental impact	2009 100%	514 26%	314 16%	266 13%	222 11%	158 8%	163 8%	135 7%	120 6%	116 6%	1094 54%	544 27%	371 18%	3.76	2.53
Improves safety through more consistent and predictable flight paths	2009 100%	315 16%	369 18%	272 14%	248 12%	205 10%	208 10%	148 7%	133 7%	111 6%	957 48%	661 33%	392 19%	4.10	2.43
Reduces noise away from airports by allowing quicker ascents and descents	2009 100%	203 10%	240 12%	277 14%	240 12%	188 9%	206 10%	220 11%	212 11%	224 11%	719 36%	634 32%	656 33%	4.93	2.58
Reduces flight times through more direct flight paths	2009 100%	212 11%	242 12%	235 12%	220 11%	241 12%	256 13%	215 11%	218 11%	169 8%	689 34%	718 36%	602 30%	4.88	2.49
By increasing airspace capacity, PBN brings economic benefits to the UK	2009 100%	207 10%	203 10%	217 11%	252 13%	242 12%	228 11%	218 11%	223 11%	219 11%	627 31%	723 36%	659 33%	5.04	2.53
Provides safer approaches to runways	2009 100%	162 8%	227 11%	234 12%	246 12%	264 13%	249 12%	235 12%	198 10%	193 10%	623 31%	759 38%	626 31%	5.02	2.43
Avoids increasing delays for passengers at airports as passenger numbers grow	2009 100%	123 6%	142 7%	209 10%	246 12%	264 13%	222 11%	268 13%	276 14%	259 13%	474 24%	732 36%	803 40%	5.52	2.42
Increases the capacity of UK airspace	2009 100%	171 9%	151 8%	137 7%	163 8%	201 10%	212 11%	285 14%	341 17%	348 17%	459 23%	576 29%	974 48%	5.81	2.59
Allows predictable breaks from aircraft noise	2009 100%	102 5%	121 6%	162 8%	170 8%	244 12%	266 13%	285 14%	289 14%	369 18%	385 19%	681 34%	944 47%	5.95	2.41

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top Selected : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Provides more efficient routes that save fuel and reduce environmental impact	514 26%	224 23%	289 28%	142 25%	166 24%	205 27%	450 26%	60 24%	4 8%	315 27%	52 27%	147 23%	284 25%	203 27%	27 28%	232 25%	274 26%	3 13%
			a				c	c										
Improves safety through more consistent and predictable flight paths	315 16%	155 16%	160 16%	70 12%	103 15%	143 19%	277 16%	37 15%	2 3%	188 16%	31 16%	97 15%	182 16%	118 15%	16 16%	146 16%	157 15%	3 13%
			a				c	c										
Reduces flight times through more direct flight paths	212 11%	110 11%	102 10%	65 11%	64 9%	83 11%	179 10%	26 10%	7 15%	117 10%	24 12%	71 11%	126 11%	79 10%	7 8%	87 9%	116 11%	3 15%
By increasing airspace capacity, PBN brings economic benefits to the UK	207 10%	104 10%	104 10%	53 9%	71 10%	83 11%	175 10%	28 11%	5 9%	130 11%	11 6%	65 10%	135 12%	67 9%	6 6%	96 10%	107 10%	4 19%
										b			b					
Reduces noise away from airports by allowing quicker ascents and descents	203 10%	90 9%	112 11%	50 9%	68 10%	85 11%	172 10%	25 10%	6 11%	107 9%	25 13%	70 11%	107 9%	81 11%	15 15%	111 12%	85 8%	1 5%
																b		
Increases the capacity of UK airspace	171 9%	84 9%	87 9%	51 9%	66 10%	53 7%	142 8%	21 8%	8 17%	109 9%	17 9%	45 7%	97 8%	72 9%	2 2%	73 8%	93 9%	3 14%
								a						c				
Provides safer approaches to runways	162 8%	102 10%	59 6%	53 9%	52 8%	57 7%	127 7%	26 10%	9 19%	85 7%	15 8%	62 10%	88 8%	64 8%	9 10%	80 9%	80 8%	- -
			b					a										
Avoids increasing delays for passengers at airports as passenger numbers grow	123 6%	72 7%	50 5%	51 9%	48 7%	25 3%	98 6%	19 7%	6 12%	72 6%	13 7%	38 6%	72 6%	42 5%	10 10%	52 6%	67 6%	3 14%
			b		c			c										
Allows predictable breaks from aircraft noise	102 5%	50 5%	52 5%	33 6%	43 6%	25 3%	87 5%	12 5%	3 5%	49 4%	7 4%	45 7%	59 5%	38 5%	5 5%	43 5%	56 5%	2 7%
				c	c							a						

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top Selected : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Provides more efficient routes that save fuel and reduce environmental impact	514 26%	290 27%	208 24%	16 26%	139 25%	170 29%	82 25%	115 23%	148 21%	385 28%	346 25%	168 26%	123 29%	45 21%
Improves safety through more consistent and predictable flight paths	315 16%	180 17%	126 15%	9 15%	90 16%	84 14%	46 14%	94 18%	117 17%	215 15%	217 16%	99 15%	69 16%	30 14%
Reduces flight times through more direct flight paths	212 11%	114 10%	92 11%	6 10%	71 13%	47 8%	38 12%	55 11%	70 10%	151 11%	149 11%	63 10%	42 10%	20 10%
By increasing airspace capacity, PBN brings economic benefits to the UK	207 10%	117 11%	82 9%	9 15%	54 10%	50 8%	60 18%	44 9%	92 13%	122 9%	144 11%	63 10%	39 9%	24 11%
Reduces noise away from airports by allowing quicker ascents and descents	203 10%	114 10%	84 10%	5 8%	64 11%	57 10%	20 6%	62 12%	64 9%	147 11%	139 10%	64 10%	39 9%	24 11%
Increases the capacity of UK airspace	171 9%	88 8%	80 9%	3 5%	46 8%	68 11%	15 5%	41 8%	54 8%	122 9%	116 8%	55 9%	35 8%	19 9%
Provides safer approaches to runways	162 8%	75 7%	81 9%	5 9%	42 7%	55 9%	19 6%	41 8%	59 8%	105 8%	108 8%	54 8%	37 9%	17 8%
Avoids increasing delays for passengers at airports as passenger numbers grow	123 6%	57 5%	62 7%	4 6%	35 6%	33 6%	23 7%	32 6%	46 7%	80 6%	84 6%	39 6%	19 5%	20 9%
Allows predictable breaks from aircraft noise	102 5%	52 5%	45 5%	5 8%	24 4%	29 5%	22 7%	26 5%	46 7%	62 4%	67 5%	35 5%	22 5%	13 6%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top Selected : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Provides more efficient routes that save fuel and reduce environmental impact	514 26%	12 25%	3 40%	25 17%	6 23%	5 25%	15 42%	- -	11 57%	436 26%	37 36%	7 27%	33 18%	10 19%	24 25%	36 30%	4 25%	18 45%	346 25%	
							ci				cdi				c		cdei			
Improves safety through more consistent and predictable flight paths	315 16%	12 24%	1 16%	21 14%	3 10%	4 19%	1 4%	1 25%	2 8%	272 16%	16 16%	3 10%	27 14%	6 13%	20 21%	22 18%	3 17%	2 5%	217 16%	
		f												h	h					
Reduces flight times through more direct flight paths	212 11%	5 11%	1 8%	15 10%	3 11%	1 6%	3 9%	1 28%	1 5%	182 11%	10 10%	9 36%	15 8%	11 23%	4 4%	8 7%	1 5%	3 8%	149 11%	
													acefi					e		
By increasing airspace capacity, PBN brings economic benefits to the UK	207 10%	2 4%	1 9%	20 13%	1 3%	1 6%	2 5%	- -	1 5%	180 11%	7 7%	1 4%	26 14%	2 4%	17 18%	6 5%	1 4%	2 6%	144 11%	
												f		adfi						
Reduces noise away from airports by allowing quicker ascents and descents	203 10%	6 13%	- -	19 13%	6 23%	1 5%	8 22%	1 23%	1 5%	161 9%	8 8%	* 2%	21 11%	10 20%	6 6%	13 10%	1 8%	4 11%	139 10%	
							i						aei							
Increases the capacity of UK airspace	171 9%	4 9%	2 27%	18 12%	3 13%	1 6%	- -	- -	1 7%	141 8%	6 6%	3 12%	21 11%	5 9%	9 10%	6 5%	- -	4 11%	116 8%	
				f																
Provides safer approaches to runways	162 8%	1 2%	- -	13 9%	1 5%	4 19%	1 4%	- -	1 7%	139 8%	5 4%	2 6%	18 10%	2 3%	6 7%	14 12%	3 21%	4 10%	108 8%	
Avoids increasing delays for passengers at airports as passenger numbers grow	123 6%	2 5%	- -	10 7%	3 11%	1 5%	2 6%	- -	- -	105 6%	8 8%	- -	12 7%	3 5%	6 6%	6 5%	3 17%	1 3%	84 6%	
Allows predictable breaks from aircraft noise	102 5%	3 7%	- -	10 7%	- -	1 7%	3 8%	1 25%	1 5%	82 5%	5 4%	1 3%	13 7%	2 4%	3 4%	10 8%	1 4%	1 3%	67 5%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top Selected : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Provides more efficient routes that save fuel and reduce environmental impact	514 26%	37 33%	16 25%	43 20%	17 26%	49 27%	50 29%	8 27%	25 34%	270 25%	413 25%	101 29%	68 31%	14 16%	86 26%
		c					c		c				b		
Improves safety through more consistent and predictable flight paths	315 16%	17 15%	8 12%	31 14%	13 19%	35 19%	27 16%	4 14%	6 8%	175 16%	266 16%	49 14%	29 13%	12 13%	58 18%
						h									
Reduces flight times through more direct flight paths	212 11%	12 11%	24 37%	16 8%	12 18%	12 7%	16 9%	2 5%	6 8%	112 10%	173 10%	40 12%	20 9%	14 15%	29 9%
			acdefghi		cei										
By increasing airspace capacity, PBN brings economic benefits to the UK	207 10%	10 9%	2 3%	33 15%	3 4%	31 17%	8 5%	1 2%	12 16%	107 10%	157 9%	50 15%	15 7%	8 9%	40 12%
				bdfgi		bdfgi			bdfg	f		a			
Reduces noise away from airports by allowing quicker ascents and descents	203 10%	9 8%	2 3%	27 12%	10 16%	13 7%	21 12%	3 12%	8 11%	109 10%	169 10%	34 10%	18 8%	8 8%	38 11%
				b	b		b								
Increases the capacity of UK airspace	171 9%	7 7%	4 7%	23 11%	5 7%	13 7%	9 5%	1 5%	4 6%	103 9%	147 9%	24 7%	28 13%	11 11%	16 5%
													c	c	
Provides safer approaches to runways	162 8%	7 6%	2 3%	20 9%	2 3%	9 5%	18 11%	4 14%	6 8%	93 9%	144 9%	17 5%	9 4%	12 13%	32 10%
								d			b		a	a	
Avoids increasing delays for passengers at airports as passenger numbers grow	123 6%	9 8%	1 2%	13 6%	3 4%	12 7%	9 5%	5 19%	4 6%	66 6%	106 6%	17 5%	17 8%	8 8%	15 5%
								bcdefhi							
Allows predictable breaks from aircraft noise	102 5%	5 4%	5 8%	13 6%	2 3%	7 4%	14 8%	1 2%	2 2%	54 5%	89 5%	13 4%	15 7%	6 6%	14 4%



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top 3 : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Provides more efficient routes that save fuel and reduce environmental impact	1094 54%	505 51%	586 58% a	296 52%	354 52%	445 59% ab	962 56% bc	117 46%	15 31%	665 57% c	105 53%	324 51%	615 54%	430 56%	49 50%	491 53%	576 56%	4 19%
Improves safety through more consistent and predictable flight paths	957 48%	454 46%	500 49%	241 42%	316 46%	399 53% ab	823 48% c	125 49% c	9 18%	572 49% b	79 40%	305 48%	560 49%	359 47%	37 39%	436 47%	489 47%	13 58%
Reduces noise away from airports by allowing quicker ascents and descents	719 36%	353 36%	366 36%	194 34%	225 33%	300 40% ab	611 36%	91 36%	17 35%	370 32%	81 41% a	268 42% a	404 35%	274 36%	41 42%	368 40% b	334 32%	3 15%
Reduces flight times through more direct flight paths	689 34%	331 33%	356 35%	217 38%	231 34%	241 32% c	587 34%	90 35%	12 24%	401 34%	72 37%	216 34%	417 36%	244 32%	28 29%	289 31%	382 37% a	7 32%
By increasing airspace capacity, PBN brings economic benefits to the UK	627 31%	317 32%	309 30%	181 32%	219 32%	227 30%	527 31%	86 34%	13 27%	409 35% bc	46 24%	172 27%	360 31%	246 32%	21 21%	277 30%	329 32%	11 47%
Provides safer approaches to runways	623 31%	326 33%	295 29%	160 28%	204 30%	260 34% a	536 31%	71 28%	17 34%	348 30%	70 36%	205 32%	368 32%	226 30%	29 30%	296 32%	318 31%	6 26%
Avoids increasing delays for passengers at airports as passenger numbers grow	474 24%	234 24%	239 24%	146 26% c	173 25% c	156 21%	376 22%	70 28%	28 57% ab	270 23%	50 25%	155 24%	262 23%	174 23%	38 39% ab	209 23%	245 24%	15 65%
Increases the capacity of UK airspace	459 23%	254 26% b	205 20%	150 26% c	168 25% c	141 19%	379 22%	59 23%	22 44% ab	293 25% c	46 24%	120 19%	249 22%	187 25%	23 23%	207 22%	244 24%	5 22%
Allows predictable breaks from aircraft noise	385 19%	197 20%	185 18%	123 22% c	155 23% c	107 14%	318 19%	51 20%	15 30% a	189 16%	41 21%	155 24% a	211 18%	148 19%	26 26%	187 20%	190 18%	4 16%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top 3 : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Provides more efficient routes that save fuel and reduce environmental impact	1094 54%	602 55%	464 54%	27 44%	308 55%	339 57%	170 52%	268 53%	357 51%	778 56% a	740 54%	353 55%	247 58%	106 50%
Improves safety through more consistent and predictable flight paths	957 48%	554 51% b	374 43%	29 48%	250 44%	308 52% ac	137 42%	256 50% c	333 48%	664 48%	667 49%	290 45%	203 48%	87 41%
Reduces noise away from airports by allowing quicker ascents and descents	719 36%	377 35% c	329 38% c	13 22%	202 36%	200 34%	112 34%	198 39%	232 33%	507 36%	469 34%	250 39% a	173 41% a	76 36%
Reduces flight times through more direct flight paths	689 34%	369 34%	291 34%	29 48% ab	195 35%	196 33%	113 35%	184 36%	235 34%	484 35%	466 34%	223 35%	148 35%	75 36%
By increasing airspace capacity, PBN brings economic benefits to the UK	627 31%	348 32%	264 31%	15 24%	186 33%	169 29%	118 36% bd	152 30%	246 35% b	410 30%	437 32%	190 30%	127 30%	63 30%
Provides safer approaches to runways	623 31%	322 30%	276 32%	25 40%	162 29%	187 32%	104 32%	158 31%	203 29%	437 31%	432 32%	191 30%	132 31%	60 28%
Avoids increasing delays for passengers at airports as passenger numbers grow	474 24%	245 23%	221 26% c	8 14%	135 24%	131 22%	83 25%	120 23%	172 25%	319 23%	324 24%	150 24%	84 20%	67 31% abc
Increases the capacity of UK airspace	459 23%	243 22%	196 23%	20 32%	144 26% d	145 24% d	69 21%	99 19%	157 23%	319 23%	314 23%	145 23%	89 21%	56 26%
Allows predictable breaks from aircraft noise	385 19%	203 19%	165 19%	17 28%	112 20%	103 17%	69 21%	96 19%	151 22% b	248 18%	259 19%	125 20%	79 19%	46 22%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top 3 : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Provides more efficient routes that save fuel and reduce environmental impact	1094 54%	23 47%	5 76%	74 49%	14 55%	13 63%	21 59%	1 51%	14 72%	928 55%	57 56%	20 76%	92 49%	32 63%	46 47%	69 57%	9 58%	29 71%	740 54%	
Improves safety through more consistent and predictable flight paths	957 48%	23 48%	2 30%	74 49%	10 41%	11 55%	15 42%	1 25%	7 36%	814 48%	45 44%	5 18%	88 47%	19 38%	47 48%	64 53%	7 41%	17 41%	667 49%	
Reduces noise away from airports by allowing quicker ascents and descents	719 36%	21 43%	4 52%	50 33%	15 61%	8 41%	16 46%	1 23%	7 36%	597 35%	36 36%	12 48%	62 33%	29 58%	49 50%	46 38%	3 19%	12 30%	469 34%	
Reduces flight times through more direct flight paths	689 34%	10 21%	2 23%	51 34%	14 54%	5 26%	16 44%	2 77%	3 17%	586 35%	28 27%	14 54%	65 35%	24 48%	27 28%	46 38%	5 33%	12 30%	466 34%	
By increasing airspace capacity, PBN brings economic benefits to the UK	627 31%	15 30%	3 42%	43 28%	5 21%	7 33%	13 35%	- -	12 62%	530 31%	30 29%	3 13%	54 29%	7 15%	36 37%	32 26%	6 40%	20 49%	437 32%	
Provides safer approaches to runways	623 31%	16 32%	1 16%	46 30%	4 15%	7 37%	9 25%	- -	2 12%	538 32%	29 28%	10 37%	56 30%	12 23%	30 31%	43 35%	4 25%	9 22%	432 32%	
Avoids increasing delays for passengers at airports as passenger numbers grow	474 24%	11 22%	1 18%	44 29%	4 15%	5 23%	6 17%	1 23%	7 35%	396 23%	29 28%	5 21%	53 28%	4 9%	20 21%	23 19%	5 34%	11 26%	324 24%	
Increases the capacity of UK airspace	459 23%	10 20%	3 43%	40 27%	6 25%	2 9%	3 9%	2 77%	2 10%	390 23%	24 24%	6 23%	48 26%	13 26%	25 25%	17 14%	6 38%	6 14%	314 23%	
Allows predictable breaks from aircraft noise	385 19%	18 36%	- -	32 21%	3 13%	3 13%	8 23%	1 25%	4 20%	316 19%	28 28%	2 10%	39 21%	11 21%	12 13%	23 19%	2 12%	7 18%	259 19%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Top 3 : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Provides more efficient routes that save fuel and reduce environmental impact	1094 54%	62 56%	44 67% ci	109 50%	45 68% cei	97 53%	101 58%	17 57%	46 63%	572 53%	898 54%	196 57%	111 51%	50 54%	192 59%
Improves safety through more consistent and predictable flight paths	957 48%	48 43%	20 30%	106 49% b	34 51% b	90 50% b	84 48% b	12 41%	34 46% b	528 49% b	794 48%	163 47%	90 41%	35 38%	164 50% a
Reduces noise away from airports by allowing quicker ascents and descents	719 36%	38 34%	23 34%	77 35%	30 46% h	77 42% h	66 38%	9 32%	21 29%	378 35%	598 36%	121 35%	73 33%	47 50% a	130 40%
Reduces flight times through more direct flight paths	689 34%	31 28%	33 50% aceghi	75 35%	31 47% aeihi	52 29%	70 40% eh	8 28%	19 26%	369 34%	576 35%	114 33%	82 37%	26 28%	116 35%
By increasing airspace capacity, PBN brings economic benefits to the UK	627 31%	33 29% b	10 15%	65 30% b	13 20%	68 37% bdf	42 24%	6 22%	39 53% abcdefgi	351 32% bdf	501 30%	126 37% a	65 30%	24 26%	101 31%
Provides safer approaches to runways	623 31%	33 30%	26 40% dh	66 30%	14 21%	57 32%	61 35% dh	13 43% dh	15 20%	338 31% h	528 32%	95 28%	47 21%	36 39% a	108 33% a
Avoids increasing delays for passengers at airports as passenger numbers grow	474 24%	31 28% d	18 27% d	56 26% d	6 8%	36 20% d	35 20% d	8 28% d	17 23% d	268 25% d	398 24%	77 22%	67 31% c	23 25%	60 18%
Increases the capacity of UK airspace	459 23%	27 24%	13 20%	52 24%	15 22%	41 23%	29 17%	9 31%	14 19%	260 24% f	383 23%	76 22%	70 32% c	22 24%	53 16%
Allows predictable breaks from aircraft noise	385 19%	30 27% ei	11 17%	46 21%	11 16%	28 15%	34 20%	5 18%	15 20%	204 19%	319 19%	65 19%	52 24%	14 16%	58 18%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Mean Score Summary : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Allows predictable breaks from aircraft noise	5.95	5.93	5.98	5.71	5.82	6.26	5.97	6.03	5.03	6.25	5.56	5.54	6.03	5.91	5.42	5.84	6.05	6.24
						ab	c	c		bc			c					
Increases the capacity of UK airspace	5.81	5.55	6.06	5.52	5.65	6.16	5.87	5.59	4.80	5.58	5.93	6.18	5.83	5.71	6.22	5.90	5.72	5.23
			a			ab	c					a						
Provides safer approaches to runways	5.02	4.97	5.07	5.28	5.14	4.72	4.98	5.20	5.47	5.09	4.93	4.93	5.00	5.06	4.90	4.89	5.10	5.76
				c	c													
Improves safety through more consistent and predictable flight paths	4.10	4.16	4.04	4.45	4.13	3.80	4.06	4.05	5.69	4.06	4.38	4.08	4.02	4.16	4.45	4.04	4.17	4.28
				bc	c				ab									
Reduces flight times through more direct flight paths	4.88	4.92	4.83	4.78	4.93	4.90	4.85	4.87	5.68	4.88	4.71	4.93	4.77	4.96	5.55	5.00	4.78	4.66
									ab						a	b		
Provides more efficient routes that save fuel and reduce environmental impact	3.76	4.00	3.52	3.95	3.95	3.44	3.65	4.23	5.20	3.71	3.78	3.84	3.71	3.81	3.94	3.78	3.73	5.17
		b		c	c			a	ab									
Reduces noise away from airports by allowing quicker ascents and descents	4.93	4.97	4.89	5.13	4.95	4.76	4.97	4.74	4.44	5.08	4.74	4.70	5.07	4.80	4.30	4.71	5.12	5.92
				c						c			bc				a	
By increasing airspace capacity, PBN brings economic benefits to the UK	5.04	4.97	5.10	4.95	5.00	5.15	5.09	4.79	4.85	4.79	5.48	5.36	5.05	4.99	5.36	5.19	4.91	3.99
											a	a				b		
Avoids increasing delays for passengers at airports as passenger numbers grow	5.52	5.53	5.50	5.22	5.43	5.82	5.57	5.51	3.84	5.56	5.50	5.45	5.52	5.60	4.87	5.66	5.43	3.75
						ab	c	c					c	c		b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Mean Score Summary : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Allows predictable breaks from aircraft noise	5.95	6.06 b	5.84	5.68	6.04	5.93	6.03	5.84	5.78	6.03 a	5.98	5.90	6.03	5.64
Increases the capacity of UK airspace	5.81	5.88	5.74	5.37	5.61	5.78	5.94	5.95 a	5.71	5.86	5.80	5.83	5.85	5.79
Provides safer approaches to runways	5.02	5.09	4.95	4.83	5.16	4.91	5.06	5.04	5.21 b	4.97	4.97	5.13	5.13	5.13
Improves safety through more consistent and predictable flight paths	4.10	3.92	4.32 a	4.12	4.18	4.03	4.24	3.97	4.12	4.07	4.02	4.27 a	4.14	4.51 a
Reduces flight times through more direct flight paths	4.88	4.82 c	5.00 c	4.11	4.84	5.04 d	4.85	4.71	4.95	4.84	4.90	4.82	4.80	4.84
Provides more efficient routes that save fuel and reduce environmental impact	3.76	3.70	3.79	4.29	3.87	3.66	3.74	3.76	4.06 b	3.58	3.74	3.80	3.59	4.21 ac
Reduces noise away from airports by allowing quicker ascents and descents	4.93	4.98	4.83	5.52 b	4.80	5.00	5.20 ad	4.82	4.96	4.93	5.03 bc	4.71	4.61	4.90
By increasing airspace capacity, PBN brings economic benefits to the UK	5.04	5.00	5.10	4.94	4.98 c	5.12 c	4.50	5.34 ac	4.83	5.13 a	5.03	5.06	5.10	4.96
Avoids increasing delays for passengers at airports as passenger numbers grow	5.52	5.56	5.42	6.16 b	5.53	5.54	5.44	5.56	5.38	5.58	5.52 d	5.50 d	5.74 d	5.01

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Mean Score Summary : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Weighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Allows predictable breaks from aircraft noise	5.95	5.01	7.75	5.78	6.39	5.81	5.93	5.54	5.33	5.99	5.47	5.86	5.78	5.64	6.29	6.09	6.25	6.17	5.98	
Increases the capacity of UK airspace	5.81	5.84	4.33	5.61	6.03	6.60	5.94	4.07	6.76	5.81	5.61	6.29	5.75	5.96	5.64	6.03	5.72	6.17	5.80	
Provides safer approaches to runways	5.02	5.01	5.59	5.00	5.27	5.31	5.83	6.02	5.33	4.99	5.40	5.13	5.02	5.12	5.29	4.99	5.04	4.97	4.97	
Improves safety through more consistent and predictable flight paths	4.10	4.32	5.31	4.13	4.43	3.92	4.10	5.34	4.17	4.08	4.51	5.41	4.10	4.55	4.12	3.96	4.92	4.32	4.02	
Reduces flight times through more direct flight paths	4.88	5.85	5.31	4.90	3.99	4.64	4.71	2.84	5.92	4.85	5.26	3.51	4.82	4.10	5.02	4.69	4.73	5.34	4.90	
Provides more efficient routes that save fuel and reduce environmental impact	3.76	4.21	2.68	4.46	3.52	3.39	3.38	5.23	2.53	3.71	3.76	2.65	4.40	3.31	4.07	3.49	4.09	2.68	3.74	
Reduces noise away from airports by allowing quicker ascents and descents	4.93	4.53	4.69	4.81	3.79	5.11	4.82	4.06	5.34	4.96	4.93	4.31	4.79	3.83	4.37	4.87	5.00	5.32	5.03	
By increasing airspace capacity, PBN brings economic benefits to the UK	5.04	5.21	3.92	4.90	5.56	4.61	4.83	6.21	3.92	5.07	5.14	6.57	4.94	5.89	4.47	5.20	4.95	4.42	5.03	
Avoids increasing delays for passengers at airports as passenger numbers grow	5.52	5.01	5.41	5.41	6.01	5.61	5.46	5.68	5.69	5.53	4.93	5.28	5.39	6.60	5.72	5.68	4.32	5.62	5.52	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Mean Score Summary : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Allows predictable breaks from aircraft noise	5.95	5.46	6.11	5.75	6.02	6.15 a	6.07	6.11	6.07	5.97 a	5.92	6.10	5.84	5.88	5.94
Increases the capacity of UK airspace	5.81	5.58	6.06	5.79	6.26	5.87	6.04	5.81	5.87	5.74	5.76	6.05	5.17	5.91 a	6.25 a
Provides safer approaches to runways	5.02	5.30	4.92	5.11	5.07	5.08	4.84	4.42	5.05	5.01	5.00	5.13	5.73 bc	4.60	4.87
Improves safety through more consistent and predictable flight paths	4.10	4.47	4.83 cfi	4.00	3.98	4.09	4.08	4.36	4.17	4.03	4.11	4.04	4.44	4.66	4.04
Reduces flight times through more direct flight paths	4.88	5.24 bd	3.77	4.89 bd	4.17	5.04 bd	4.63 b	5.05 b	5.34 bdf	4.92 bd	4.88	4.86	4.80	5.16	4.73
Provides more efficient routes that save fuel and reduce environmental impact	3.76	3.79	3.42	4.28 bdefhi	3.11	3.70	3.54	3.84	3.28	3.78 d	3.81 b	3.52	4.05	3.90	3.60
Reduces noise away from airports by allowing quicker ascents and descents	4.93	5.00 d	5.03 d	4.70	4.11	4.72	4.86	4.62	5.26 d	5.04 d	4.95	4.83	5.03 b	4.10	4.67
By increasing airspace capacity, PBN brings economic benefits to the UK	5.04	5.12 h	5.77 cehi	4.92 h	5.82 cehi	4.69	5.26 eh	5.64 h	4.19	5.03 h	5.12 b	4.67	4.93	5.58	4.99
Avoids increasing delays for passengers at airports as passenger numbers grow	5.52	5.05	5.09	5.56	6.45 abcefgi	5.66 a	5.68 a	5.17	5.77	5.47	5.46	5.80 a	5.02	5.21	5.91 ab



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Allows predictable breaks from aircraft noise : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	102 5%	50 5%	52 5%	33 6% c	43 6% c	25 3%	87 5%	12 5%	3 5%	49 4%	7 4%	45 7% a	59 5%	38 5%	5 5%	43 5%	56 5%	2 7%
2	(2.0)	121 6%	60 6%	61 6%	44 8% c	42 6% c	35 5%	104 6%	14 6%	3 7%	57 5%	18 9% a	46 7% a	62 5%	51 7%	8 9%	54 6%	65 6%	1 4%
3	(3.0)	162 8%	87 9%	72 7%	45 8%	69 10% c	47 6%	128 7%	25 10%	9 18% a	83 7%	15 8%	64 10% a	90 8%	59 8%	12 13%	90 10% b	69 7%	1 5%
4	(4.0)	170 8%	87 9%	83 8%	53 9%	57 8%	60 8%	146 9%	20 8%	5 9%	98 8%	28 14% ac	45 7%	96 8%	73 10% c	2 2%	67 7%	90 9%	5 22%
5	(5.0)	244 12%	122 12%	122 12%	78 14% b	64 9%	102 13% b	205 12%	27 11%	12 24% ab	134 11%	30 15%	81 13%	129 11%	97 13%	19 19% a	122 13%	118 11%	2 10%
6	(6.0)	266 13%	116 12%	150 15% a	74 13%	90 13%	102 13%	228 13%	32 13%	6 13%	140 12%	25 12%	102 16% a	153 13%	96 13%	17 18%	134 15%	128 12%	- -
7	(7.0)	285 14%	145 15%	140 14%	80 14%	99 15%	106 14%	249 15%	33 13%	3 6%	153 13%	19 10%	113 18% ab	167 15%	105 14%	12 13%	148 16% b	134 13%	- -
8	(8.0)	289 14%	135 14%	153 15%	69 12%	97 14%	123 16% a	248 15%	39 15%	3 5%	189 16% c	29 15%	72 11%	181 16% b	94 12%	14 15%	122 13%	163 16%	2 11%
9 - Least appealing	(9.0)	369 18%	188 19%	181 18%	93 16%	118 17%	158 21% a	312 18%	52 20%	6 12%	271 23% bc	25 13%	73 11%	212 18% c	150 20% c	7 7%	140 15%	212 21% a	9 41%
Top 3 (1-3)		385 19%	197 20%	185 18%	123 22% c	155 23% c	107 14%	318 19%	51 20%	15 30% a	189 16%	41 21%	155 24% a	211 18%	148 19%	26 26%	187 20%	190 18%	4 16%
Middle 3 (4-6)		681 34%	325 33%	355 35%	205 36%	212 31%	264 35%	579 34%	79 31%	23 46% b	371 32%	82 42% a	227 36%	377 33%	266 35%	38 39%	323 35%	336 32%	7 32%
Bottom 3 (7-9)		944 47%	468 47%	474 47%	242 42%	315 46%	387 51% a	808 47% c	123 49% c	12 24%	612 52% bc	73 37%	258 40%	560 49% c	349 46%	34 35%	410 45%	510 49% a	12 52%
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	5.95	5.93	5.98	5.71	5.82	6.26 ab	5.97 c	6.03 c	5.03	6.25 bc	5.56	5.54	6.03 c	5.91	5.42	5.84	6.05	6.24	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Allows predictable breaks from aircraft noise : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

Significance Level: 95%

Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Standard Deviation	2.406	2.430	2.383	2.438	2.486	2.276	2.399	2.448	2.276	2.388	2.349	2.380	2.396	2.431	2.272	2.336	2.454	2.877

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Allows predictable breaks from aircraft noise : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	102	52	45	5	24	29	22	26	46	62	67	35	22	13
		5%	5%	5%	8%	4%	5%	7%	5%	7%	4%	5%	5%	5%	6%
										b					
2	(2.0)	121	63	52	6	42	31	22	25	47	79	75	46	25	22
		6%	6%	6%	9%	7%	5%	7%	5%	7%	6%	5%	7%	6%	10%
															a
3	(3.0)	162	87	67	7	46	43	24	45	59	107	118	44	32	12
		8%	8%	8%	11%	8%	7%	7%	9%	8%	8%	9%	7%	8%	6%
4	(4.0)	170	78	90	3	48	54	23	45	74	106	114	57	34	23
		8%	7%	10%	5%	8%	9%	7%	9%	11%	8%	8%	9%	8%	11%
				a						b					
5	(5.0)	244	122	118	3	65	86	25	65	85	164	163	82	58	24
		12%	11%	14%	5%	12%	14%	8%	13%	12%	12%	12%	13%	14%	11%
							c		c						
6	(6.0)	266	165	96	6	61	79	43	82	68	211	183	83	49	35
		13%	15%	11%	9%	11%	13%	13%	16%	10%	15%	13%	13%	11%	16%
			b						a		a				
7	(7.0)	285	134	137	14	73	89	43	79	90	206	204	80	58	23
		14%	12%	16%	23%	13%	15%	13%	15%	13%	15%	15%	13%	14%	11%
				a	a										
8	(8.0)	289	173	106	11	81	80	54	70	101	198	195	95	66	29
		14%	16%	12%	18%	14%	13%	17%	14%	14%	14%	14%	15%	15%	14%
			b												
9 - Least appealing	(9.0)	369	214	149	7	124	102	68	74	128	256	253	117	84	32
		18%	20%	17%	11%	22%	17%	21%	15%	18%	18%	18%	18%	20%	15%
						bd		d							
Top 3 (1-3)		385	203	165	17	112	103	69	96	151	248	259	125	79	46
		19%	19%	19%	28%	20%	17%	21%	19%	22%	18%	19%	20%	19%	22%
										b					
Middle 3 (4-6)		681	365	304	12	174	219	91	192	226	481	459	222	140	82
		34%	34%	35%	20%	31%	37%	28%	38%	33%	35%	34%	35%	33%	39%
			c	c			ac		ac						
Bottom 3 (7-9)		944	520	391	32	279	270	165	223	318	660	651	292	208	84
		47%	48%	46%	52%	49%	46%	51%	44%	46%	48%	48%	46%	49%	40%
								d						d	
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		5.95	6.06	5.84	5.68	6.04	5.93	6.03	5.84	5.78	6.03	5.98	5.90	6.03	5.64
			b								a				

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Allows predictable breaks from aircraft noise : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

Significance Level: 95%

Unweighted Total

Weighted Total

Standard Deviation

Total	Housing			SEG				Children		Within 20 miles			
	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d
2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2.406	2.403	2.394	2.565	2.476	2.340	2.563	2.307	2.520	2.350	2.387	2.447	2.428	2.469

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Allows predictable breaks from aircraft noise : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	b	c	d	e	f	g	h	i		a	b	c	d	e	f	g	h	i
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	102 5%	3 7%	- -	10 7%	- -	1 7%	3 8%	1 25%	1 5%	82 5%	5 4%	1 3%	13 7%	2 4%	3 4%	10 8%	1 4%	1 3%	67 5%	
2	(2.0)	121 6%	11 22% cfi	- -	7 4%	1 2%	1 6%	1 4%	- -	2 10%	99 6%	16 16% cefi	1 2%	11 6%	5 9%	6 6%	3 3%	1 4%	4 9%	75 5%	
3	(3.0)	162 8%	4 8%	- -	15 10%	3 11%	- -	4 12%	- -	1 5%	135 8%	7 7%	1 5%	15 8%	4 8%	3 3%	10 8%	1 4%	3 7%	118 9%	
4	(4.0)	170 8%	6 12%	- -	14 9%	2 7%	2 9%	1 4%	- -	3 16%	143 8%	11 11% f	4 17%	16 9%	7 14% f	10 10%	5 4%	- -	4 10%	114 8%	
5	(5.0)	244 12%	4 8%	1 8%	21 14%	5 19%	3 15%	1 4%	1 25%	* 2%	209 12%	10 10%	6 24%	23 12%	7 14%	11 12%	19 16% h	3 20%	2 4%	163 12%	
6	(6.0)	266 13%	4 7%	- -	22 14%	1 3%	3 15%	7 19%	- -	9 43%	222 13%	13 13%	2 9%	28 15%	3 5%	10 10%	13 11%	3 21%	10 24% defi	183 13%	
7	(7.0)	285 14%	5 9%	2 29%	15 10%	4 16%	7 34%	9 25% c	- -	1 3%	243 14%	8 7%	4 14%	21 12%	9 18%	20 21% acf	13 11%	2 14%	3 8%	204 15% a	
8	(8.0)	289 14%	6 11%	2 34%	18 12%	7 28%	1 6%	3 9%	1 51%	1 3%	250 15%	13 13%	3 13%	24 13%	9 17%	13 14%	26 21% i	3 21%	4 9%	195 14%	
9 - Least appealing	(9.0)	369 18%	7 15%	2 28%	29 19%	4 14%	2 9%	6 17%	- -	3 14%	316 19%	19 18%	3 13%	33 18%	6 11%	20 21%	23 19%	2 12%	11 27% d	253 18%	
Top 3 (1-3)		385 19%	18 36% i	- -	32 21%	3 13%	3 13%	8 23%	1 25%	4 20%	316 19%	28 28% ei	2 10%	39 21%	11 21%	12 13%	23 19%	2 12%	7 18%	259 19%	
Middle 3 (4-6)		681 34%	14 28%	1 8%	56 37%	7 29%	8 39%	9 26%	1 25%	12 60%	574 34%	35 34%	13 50%	67 36%	17 33%	31 32%	37 31%	7 42%	16 38%	459 34%	
Bottom 3 (7-9)		944 47%	18 36%	6 92%	63 41%	15 58%	10 48%	18 51%	1 51%	4 19%	809 48%	39 38%	10 40%	79 42%	23 46%	54 56% ac	61 50%	7 47%	18 44%	651 48%	
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score		5.95	5.01	7.75	5.78	6.39	5.81	5.93	5.54	5.33	5.99 a	5.47	5.86	5.78	5.64	6.29 a	6.09	6.25	6.17	5.98	
Standard Deviation		2.406	2.749	1.198	2.481	2.087	2.175	2.469	3.596	2.293	2.392	2.623	2.088	2.475	2.383	2.289	2.487	2.116	2.462	2.387	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Allows predictable breaks from aircraft noise : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	102 5%	5 4%	5 8%	13 6%	2 3%	7 4%	14 8%	1 2%	2 2%	54 5%	89 5%	13 4%	15 7%	6 6%	14 4%
2	(2.0)	121 6%	18 16%	2 3%	15 7%	5 7%	8 4%	5 3%	1 4%	7 10%	60 6%	101 6%	21 6%	20 9%	3 3%	24 7%
			bcefi						f							
3	(3.0)	162 8%	7 7%	4 7%	19 9%	4 6%	13 7%	15 9%	3 11%	6 8%	89 8%	129 8%	32 9%	18 8%	6 6%	20 6%
4	(4.0)	170 8%	14 12%	5 7%	20 9%	7 11%	14 8%	8 5%	1 3%	7 9%	94 9%	142 9%	29 8%	17 8%	13 14%	27 8%
			f													
5	(5.0)	244 12%	10 9%	12 19%	25 12%	9 14%	25 14%	26 15%	6 19%	3 4%	128 12%	211 13%	33 10%	21 10%	13 14%	47 14%
				h	h	h	h	h	h	h	h					
6	(6.0)	266 13%	14 12%	5 7%	35 16%	3 5%	22 12%	19 11%	3 12%	14 19%	151 14%	225 14%	41 12%	27 12%	15 16%	42 13%
					d					bd	d					
7	(7.0)	285 14%	10 9%	8 13%	27 13%	15 23%	37 20%	20 11%	5 19%	10 14%	151 14%	234 14%	51 15%	27 13%	5 6%	48 15%
					af	acfi									b	
8	(8.0)	289 14%	13 12%	5 8%	25 12%	10 16%	22 12%	31 18%	3 11%	7 10%	171 16%	230 14%	60 17%	24 11%	15 16%	56 17%
															a	
9 - Least appealing	(9.0)	369 18%	20 18%	19 28%	38 17%	10 15%	35 19%	36 21%	6 19%	17 23%	190 17%	303 18%	66 19%	51 23%	17 18%	49 15%
				i										c		
Top 3 (1-3)		385 19%	30 27%	11 17%	46 21%	11 16%	28 15%	34 20%	5 18%	15 20%	204 19%	319 19%	65 19%	52 24%	14 16%	58 18%
			ei													
Middle 3 (4-6)		681 34%	38 34%	22 33%	81 37%	20 30%	60 33%	53 31%	10 33%	24 32%	373 34%	578 35%	103 30%	65 30%	41 45%	116 35%
														a		
Bottom 3 (7-9)		944 47%	43 39%	32 49%	90 41%	36 54%	94 51%	87 50%	14 49%	35 48%	513 47%	767 46%	176 51%	102 46%	37 40%	153 47%
						a										
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean score	5.95	5.46	6.11	5.75	6.02	6.15	6.07	6.11	6.07	5.97	5.92	6.10	5.84	5.88	5.94	
						a				a						
Standard Deviation	2.406	2.604	2.564	2.435	2.309	2.266	2.506	2.252	2.447	2.382	2.408	2.391	2.628	2.387	2.342	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Increases the capacity of UK airspace : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	171	84	87	51	66	53	142	21	8	109	17	45	97	72	2	73	93	3
		9%	9%	9%	9%	10%	7%	8%	8%	17%	9%	9%	7%	8%	9%	2%	8%	9%	14%
									a				c						
2	(2.0)	151	87	63	49	49	53	121	22	9	105	15	31	74	69	9	68	82	1
		8%	9%	6%	9%	7%	7%	7%	9%	18%	9%	8%	5%	6%	9%	9%	7%	8%	3%
			b						a				a						
3	(3.0)	137	82	55	49	53	35	116	16	5	79	14	44	79	47	11	66	68	1
		7%	8%	5%	9%	8%	5%	7%	6%	10%	7%	7%	7%	7%	6%	12%	7%	7%	5%
			b		c	c													
4	(4.0)	163	92	71	50	62	51	135	26	2	100	18	46	98	55	11	68	91	3
		8%	9%	7%	9%	9%	7%	8%	10%	4%	8%	9%	7%	9%	7%	11%	7%	9%	15%
5	(5.0)	201	111	90	65	71	65	168	29	4	135	11	55	119	74	8	94	101	4
		10%	11%	9%	11%	10%	9%	10%	11%	8%	11%	6%	9%	10%	10%	8%	10%	10%	17%
											b								
6	(6.0)	212	104	106	57	74	81	172	35	4	124	18	70	116	89	7	95	112	3
		11%	11%	10%	10%	11%	11%	10%	14%	8%	11%	9%	11%	10%	12%	7%	10%	11%	12%
7	(7.0)	285	135	150	82	86	117	248	34	2	164	23	98	183	98	5	120	157	3
		14%	14%	15%	14%	13%	15%	15%	14%	5%	14%	12%	15%	16%	13%	5%	13%	15%	11%
													c	c					
8	(8.0)	341	152	188	83	105	153	304	30	7	187	44	110	194	139	8	160	165	4
		17%	15%	19%	15%	15%	20%	18%	12%	15%	16%	22%	17%	17%	18%	8%	17%	16%	16%
							ab	b			a		c						
9 - Least appealing	(9.0)	348	143	205	82	116	151	300	41	8	170	37	142	189	122	37	176	166	2
		17%	14%	20%	14%	17%	20%	18%	16%	15%	14%	19%	22%	16%	16%	38%	19%	16%	7%
				a			a					a				ab			
Top 3 (1-3)		459	254	205	150	168	141	379	59	22	293	46	120	249	187	23	207	244	5
		23%	26%	20%	26%	25%	19%	22%	23%	44%	25%	24%	19%	22%	25%	23%	22%	24%	22%
			b		c	c				ab	c								
Middle 3 (4-6)		576	307	267	173	206	197	476	90	10	359	47	171	333	217	25	257	304	10
		29%	31%	26%	30%	30%	26%	28%	35%	20%	31%	24%	27%	29%	28%	26%	28%	29%	44%
			b						ac		b								
Bottom 3 (7-9)		974	430	543	247	307	420	851	105	17	521	104	350	566	358	49	456	489	8
		48%	43%	53%	43%	45%	55%	50%	41%	35%	44%	53%	55%	49%	47%	51%	50%	47%	35%
				a			ab	bc			a		a						
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	5.81	5.55	6.06	5.52	5.65	6.16	5.87	5.59	4.80	5.58	5.93	6.18	5.83	5.71	6.22	5.90	5.72	5.23	
			a			ab	c					a							
Standard Deviation	2.592	2.574	2.588	2.585	2.628	2.526	2.581	2.536	2.995	2.595	2.685	2.514	2.548	2.637	2.728	2.599	2.592	2.492	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Increases the capacity of UK airspace : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	171	88	80	3	46	68	15	41	54	122	116	55	35	19
		9%	8%	9%	5%	8%	11%	5%	8%	8%	9%	8%	9%	8%	9%
						c	c								
2	(2.0)	151	84	56	12	57	45	26	23	51	103	101	50	35	15
		8%	8%	6%	19%	10%	8%	8%	4%	7%	7%	7%	8%	8%	7%
					ab	d	d	d							
3	(3.0)	137	71	61	5	41	32	28	35	51	94	97	40	19	21
		7%	7%	7%	8%	7%	5%	9%	7%	7%	7%	7%	6%	4%	10%
														c	
4	(4.0)	163	87	69	8	42	46	22	52	59	108	111	53	43	10
		8%	8%	8%	13%	7%	8%	7%	10%	9%	8%	8%	8%	10%	5%
														d	
5	(5.0)	201	103	94	3	59	52	31	55	89	119	142	59	43	16
		10%	10%	11%	6%	10%	9%	10%	11%	13%	9%	10%	9%	10%	7%
										b					
6	(6.0)	212	111	98	3	67	50	42	53	83	138	147	64	41	23
		11%	10%	11%	4%	12%	8%	13%	10%	12%	10%	11%	10%	10%	11%
						b		b							
7	(7.0)	285	153	124	8	81	81	59	64	88	206	190	95	61	34
		14%	14%	14%	13%	14%	14%	18%	12%	13%	15%	14%	15%	14%	16%
								d							
8	(8.0)	341	187	146	8	94	110	44	90	109	246	227	114	73	41
		17%	17%	17%	14%	17%	19%	14%	18%	16%	18%	17%	18%	17%	19%
9 - Least appealing	(9.0)	348	204	134	11	78	108	58	97	110	251	239	109	77	32
		17%	19%	16%	18%	14%	18%	18%	19%	16%	18%	17%	17%	18%	15%
							a		a						
Top 3 (1-3)		459	243	196	20	144	145	69	99	157	319	314	145	89	56
		23%	22%	23%	32%	26%	24%	21%	19%	23%	23%	23%	23%	21%	26%
						d	d								
Middle 3 (4-6)		576	301	261	14	168	148	95	160	232	366	400	176	127	49
		29%	28%	30%	23%	30%	25%	29%	31%	33%	26%	29%	27%	30%	23%
									b	b					
Bottom 3 (7-9)		974	543	403	28	253	300	161	251	306	703	656	318	211	107
		48%	50%	47%	45%	45%	51%	49%	49%	44%	51%	48%	50%	49%	51%
							a				a				
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		5.81	5.88	5.74	5.37	5.61	5.78	5.94	5.95	5.71	5.86	5.80	5.83	5.85	5.79
									a						



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Increases the capacity of UK airspace : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

Significance Level: 95%

Unweighted Total

Weighted Total

Standard Deviation

Total	Housing			SEG				Children		Within 20 miles			
	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d
2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2.592	2.600	2.566	2.765	2.573	2.728	2.432	2.533	2.524	2.620	2.589	2.600	2.591	2.624

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Increases the capacity of UK airspace : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	171 9%	4 9%	2 27%	18 12%	3 13%	1 6%	- -	- -	1 7%	141 8%	6 6%	3 12%	21 11%	5 9%	9 10%	6 5%	- -	4 11%	116 8%
2	(2.0)	151 8%	- -	- -	12 8%	* 2%	* 2%	3 9%	1 28%	* 2%	134 8%	11 11%	1 4%	13 7%	1 3%	8 9%	11 9%	4 22%	2 4%	101 7%
3	(3.0)	137 7%	6 11%	1 16%	10 7%	3 10%	- -	- -	1 49%	- -	116 7%	7 7%	2 7%	14 8%	7 14%	7 7%	1 1%	3 16%	- -	97 7%
4	(4.0)	163 8%	6 12%	1 16%	7 5%	* 2%	3 13%	9 26%	- -	2 10%	135 8%	10 9%	1 4%	9 5%	2 5%	11 11%	15 13%	1 5%	3 7%	111 8%
5	(5.0)	201 10%	4 8%	1 7%	13 8%	1 2%	4 18%	4 10%	- -	2 8%	174 10%	9 8%	1 4%	15 8%	2 3%	10 10%	15 13%	- -	7 18%	142 10%
6	(6.0)	212 11%	7 15%	- -	16 11%	4 17%	1 3%	3 7%	- -	1 3%	181 11%	19 18%	* 2%	17 9%	7 13%	9 9%	10 8%	2 15%	1 2%	147 11%
7	(7.0)	285 14%	6 13%	1 18%	24 16%	5 18%	2 9%	6 18%	- -	6 29%	235 14%	13 13%	1 5%	29 16%	11 23%	9 9%	21 17%	- -	10 25%	190 14%
8	(8.0)	341 17%	7 15%	1 7%	38 25%	3 11%	2 9%	6 16%	- -	- -	284 17%	12 12%	13 51%	46 25%	5 9%	13 14%	22 18%	1 4%	3 7%	227 17%
9 - Least appealing	(9.0)	348 17%	8 17%	1 8%	12 8%	6 25%	8 40%	5 14%	1 23%	8 41%	299 18%	16 16%	3 11%	21 11%	11 22%	21 22%	20 17%	6 37%	11 27%	239 17%
Top 3 (1-3)		459 23%	10 20%	3 43%	40 27%	6 25%	2 9%	3 9%	2 77%	2 10%	390 23%	24 24%	6 23%	48 26%	13 26%	25 25%	17 14%	6 38%	6 14%	314 23%
Middle 3 (4-6)		576 29%	17 35%	2 24%	36 24%	5 21%	7 34%	15 43%	- -	4 21%	490 29%	37 36%	3 10%	41 22%	11 21%	29 30%	41 34%	3 21%	11 28%	400 29%
Bottom 3 (7-9)		974 48%	22 45%	2 33%	75 50%	14 54%	11 57%	17 48%	1 23%	14 69%	818 48%	41 40%	17 67%	97 52%	27 53%	43 44%	63 52%	7 41%	24 58%	656 48%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	5.81	5.84	4.33	5.61	6.03	6.60	5.94	4.07	6.76	5.81	5.61	6.29	5.75	5.96	5.64	6.03	5.72	6.17	5.80	
Standard Deviation	2.592	2.481	2.919	2.635	2.779	2.583	2.201	3.377	2.532	2.593	2.504	2.808	2.653	2.617	2.737	2.402	3.036	2.603	2.589	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Increases the capacity of UK airspace : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

		30 miles of airport									Location		Impact of living near airport			
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
			a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%																
Unweighted Total		2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	171	7	4	23	5	13	9	1	4	103	147	24	28	11	16
		9%	7%	7%	11%	7%	7%	5%	5%	6%	9%	9%	7%	13%	11%	5%
														c	c	
2	(2.0)	151	11	1	14	2	17	16	5	8	77	127	24	23	7	20
		8%	10%	2%	6%	3%	9%	9%	18%	11%	7%	8%	7%	10%	8%	6%
			b				b		bcdi	b						
3	(3.0)	137	9	7	15	8	12	4	3	1	79	109	28	19	5	16
		7%	8%	11%	7%	12%	6%	2%	9%	1%	7%	7%	8%	9%	5%	5%
			f	fh	f	fh					fh					
4	(4.0)	163	10	8	11	2	13	18	1	7	93	144	19	22	6	24
		8%	9%	12%	5%	4%	7%	11%	3%	10%	9%	9%	6%	10%	7%	7%
												b				
5	(5.0)	201	11	3	19	2	23	19	3	11	109	162	38	18	9	31
		10%	10%	4%	9%	3%	13%	11%	9%	15%	10%	10%	11%	8%	10%	10%
							d			bd						
6	(6.0)	212	21	6	23	8	20	16	4	4	111	186	25	21	2	41
		11%	19%	9%	11%	11%	11%	9%	13%	5%	10%	11%	7%	10%	2%	13%
			fhi									b				b
7	(7.0)	285	13	9	39	11	18	28	1	14	151	234	51	31	10	54
		14%	12%	14%	18%	17%	10%	16%	3%	20%	14%	14%	15%	14%	11%	17%
					eg	g		g		eg						
8	(8.0)	341	12	20	49	16	26	33	2	7	176	278	62	28	29	57
		17%	11%	30%	22%	24%	14%	19%	6%	10%	16%	17%	18%	13%	31%	18%
				aeghi	aghi	agh									ac	
9 - Least appealing	(9.0)	348	17	8	26	12	40	30	10	16	189	276	72	28	14	67
		17%	16%	12%	12%	19%	22%	17%	34%	21%	17%	17%	21%	13%	15%	20%
							c		abcfi	c			a			a
Top 3 (1-3)		459	27	13	52	15	41	29	9	14	260	383	76	70	22	53
		23%	24%	20%	24%	22%	23%	17%	31%	19%	24%	23%	22%	32%	24%	16%
										f				c		
Middle 3 (4-6)		576	42	17	53	12	56	54	7	22	313	493	83	62	18	96
		29%	38%	25%	24%	18%	31%	31%	25%	30%	29%	30%	24%	28%	19%	29%
			cd									b				
Bottom 3 (7-9)		974	43	36	113	39	85	92	13	37	517	789	185	87	52	178
		48%	38%	55%	52%	59%	47%	53%	43%	51%	47%	47%	54%	40%	57%	54%
				a	a	a		a					a		a	a
Base for stats		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Increases the capacity of UK airspace : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean score	5.81	5.58	6.06	5.79	6.26	5.87	6.04	5.81	5.87	5.74	5.76	6.05	5.17	5.91	6.25
Standard Deviation	2.592	2.489	2.438	2.589	2.509	2.627	2.459	2.950	2.570	2.625	2.591	2.588	2.706	2.772	2.388

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides safer approaches to runways : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	162	102	59	53	52	127	26	9	85	15	62	88	64	9	80	80	-	
		8%	10%	6%	9%	8%	7%	10%	19%	7%	8%	10%	8%	8%	10%	9%	8%	-	
			b					a											
2	(2.0)	227	117	109	59	73	95	196	27	5	114	34	79	124	87	16	120	105	3
		11%	12%	11%	10%	11%	13%	11%	11%	9%	10%	17%	12%	11%	11%	17%	13%	10%	13%
											a					b			
3	(3.0)	234	108	127	48	79	108	213	19	3	150	20	64	156	75	4	96	133	3
		12%	11%	13%	8%	12%	14%	12%	7%	6%	13%	10%	10%	14%	10%	4%	10%	13%	13%
							a	b					bc						
4	(4.0)	246	108	137	72	74	101	209	35	3	159	18	69	136	96	14	105	128	4
		12%	11%	13%	13%	11%	13%	12%	14%	6%	14%	9%	11%	12%	13%	15%	11%	12%	16%
5	(5.0)	264	119	146	55	89	120	238	23	3	155	19	91	150	100	15	138	123	-
		13%	12%	14%	10%	13%	16%	14%	9%	6%	13%	10%	14%	13%	13%	15%	15%	12%	-
							a	b								b			
6	(6.0)	249	122	126	66	90	93	220	25	4	137	29	83	147	95	7	121	125	2
		12%	12%	12%	12%	13%	12%	13%	10%	7%	12%	15%	13%	13%	12%	7%	13%	12%	10%
7	(7.0)	235	109	126	69	82	84	192	40	3	134	20	81	121	99	15	100	124	4
		12%	11%	12%	12%	12%	11%	11%	16%	7%	11%	10%	13%	11%	13%	16%	11%	12%	18%
									a										
8	(8.0)	198	113	85	76	70	53	152	40	6	122	21	55	121	68	9	88	106	2
		10%	11%	8%	13%	10%	7%	9%	16%	13%	10%	11%	9%	11%	9%	9%	10%	10%	10%
			b		c	c			a										
9 - Least appealing	(9.0)	193	93	99	72	73	48	160	20	13	118	19	57	106	79	8	74	111	5
		10%	9%	10%	13%	11%	6%	9%	8%	27%	10%	10%	9%	9%	10%	8%	8%	11%	20%
					c	c				ab								a	
Top 3 (1-3)		623	326	295	160	204	260	536	71	17	348	70	205	368	226	29	296	318	6
		31%	33%	29%	28%	30%	34%	31%	28%	34%	30%	36%	32%	32%	30%	30%	32%	31%	26%
							a												
Middle 3 (4-6)		759	349	409	193	253	314	667	83	10	451	66	242	432	291	36	363	376	6
		38%	35%	40%	34%	37%	41%	39%	33%	19%	38%	34%	38%	38%	38%	37%	39%	36%	26%
							a	c											
Bottom 3 (7-9)		626	315	310	216	225	185	504	100	23	373	60	193	348	246	32	261	342	11
		31%	32%	31%	38%	33%	24%	30%	39%	47%	32%	31%	30%	30%	32%	33%	28%	33%	48%
					c	c			a	a								a	
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	5.02	4.97	5.07	5.28	5.14	4.72	4.98	5.20	5.47	5.09	4.93	4.93	5.00	5.06	4.90	4.89	5.10	5.76	
				c	c														
Standard Deviation	2.432	2.520	2.341	2.577	2.446	2.273	2.392	2.527	3.161	2.405	2.528	2.450	2.417	2.448	2.496	2.408	2.454	2.547	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides safer approaches to runways : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	162 8%	75 7%	81 9% a	5 9%	42 7%	55 9%	19 6%	41 8%	59 8%	105 8%	108 8%	54 8%	37 9%	17 8%
2	(2.0)	227 11%	119 11%	97 11%	12 19% a	58 10%	64 11%	37 11%	62 12%	68 10%	163 12%	153 11%	75 12%	52 12%	23 11%
3	(3.0)	234 12%	129 12%	98 11%	8 12%	62 11%	69 12%	48 15%	55 11%	76 11%	169 12%	172 13%	63 10%	43 10%	20 10%
4	(4.0)	246 12%	130 12%	110 13%	5 9%	71 13%	73 12%	34 10%	67 13%	79 11%	173 12%	178 13%	68 11%	42 10%	26 12%
5	(5.0)	264 13%	150 14%	106 12%	8 13%	65 12%	83 14%	51 16%	65 13%	81 12%	191 14%	177 13%	87 14%	49 12%	38 18% c
6	(6.0)	249 12%	140 13%	105 12%	4 7%	79 14%	79 13%	35 11%	55 11%	87 13%	175 13%	178 13%	71 11%	54 13%	17 8%
7	(7.0)	235 12%	139 13%	96 11% c	1 2% c	77 14%	68 11%	39 12%	51 10%	90 13%	158 11%	145 11%	91 14% a	63 15% a	27 13%
8	(8.0)	198 10%	103 9%	87 10%	9 14%	44 8%	57 10%	28 9%	68 13% ac	74 11%	130 9%	137 10%	61 10%	42 10%	20 9%
9 - Least appealing	(9.0)	193 10%	103 10%	81 9%	9 14%	66 12% b	45 8%	34 11%	47 9%	81 12% b	124 9%	124 9%	69 11%	45 11%	24 12%
Top 3 (1-3)		623 31%	322 30%	276 32%	25 40%	162 29%	187 32%	104 32%	158 31%	203 29%	437 31%	432 32%	191 30%	132 31%	60 28%
Middle 3 (4-6)		759 38%	420 39%	321 37%	18 30%	216 38%	235 40%	120 37%	187 37%	247 36%	539 39%	533 39%	226 35%	145 34%	81 38%
Bottom 3 (7-9)		626 31%	345 32%	263 31%	19 30%	187 33%	171 29%	102 31%	166 32%	246 35% b	413 30%	405 30%	221 35% a	150 35% a	71 34%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		5.02	5.09	4.95	4.83	5.16	4.91	5.06	5.04	5.21 b	4.97	4.97	5.13	5.13	5.13
Standard Deviation		2.432	2.385	2.468	2.734	2.433	2.392	2.390	2.475	2.494	2.397	2.406	2.484	2.503	2.452

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides safer approaches to runways : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	162	1	13	1	4	1	-	1	139	5	2	18	2	6	14	3	4	108	
		8%	2%	9%	5%	19%	4%	-	7%	8%	4%	6%	10%	3%	7%	12%	21%	10%	8%	
2	(2.0)	227	5	1	17	3	1	3	-	-	198	10	1	21	8	16	17	-	1	153
		11%	9%	9%	11%	10%	6%	8%	-	-	12%	10%	2%	12%	15% h	17% h	14% h	-	2%	11%
3	(3.0)	234	10	1	15	-	2	5	-	1	201	14	7	16	2	7	12	1	4	172
		12%	21%	7%	10%	-	11%	13%	-	4%	12%	14%	28%	9%	5%	7%	10%	4%	10%	13%
4	(4.0)	246	7	1	20	7	-	4	-	7	200	10	1	21	9	3	10	1	13	178
		12%	15%	15%	13%	27%	-	12%	-	35%	12%	10% e	4%	11% e	18% e	3%	8%	4%	32% acefi	13% e
5	(5.0)	264	7	1	22	5	2	3	1	1	223	14	2	26	11	16	11	5	1	177
		13%	14%	7%	15%	21%	9%	10%	23%	5%	13%	14%	10%	14%	23% fhi	16% h	9%	28%	3%	13%
6	(6.0)	249	5	2	16	2	-	2	1	2	218	8	3	21	4	13	16	1	4	178
		12%	10%	29%	11%	8%	-	5%	53%	10%	13%	8%	12%	11%	8%	13%	13%	9%	11%	13%
7	(7.0)	235	6	1	18	1	5	6	1	6	192	14	6	28	3	13	15	3	9	145
		12%	12%	16%	12%	6%	24%	16%	25%	28%	11%	14%	25%	15%	5%	13%	13%	16%	21% di	11%
8	(8.0)	198	6	1	14	2	4	2	-	1	169	13	1	17	7	11	8	2	1	137
		10%	11%	9%	9%	8%	19%	6%	-	3%	10%	13%	2%	9%	14%	12%	7%	14%	4%	10%
9 - Least appealing	(9.0)	193	3	1	15	4	2	9	-	2	157	13	2	16	5	12	17	1	3	124
		10%	7%	7%	10%	16%	11%	26% aci	-	8%	9%	13%	9%	9%	10%	12%	14%	4%	7%	9%
Top 3 (1-3)		623	16	1	46	4	7	9	-	2	538	29	10	56	12	30	43	4	9	432
		31%	32%	16%	30%	15%	37%	25%	-	12%	32%	28%	37%	30%	23%	31%	35%	25%	22%	32%
Middle 3 (4-6)		759	19	4	58	14	2	10	2	10	642	33	7	68	25	32	37	7	19	533
		38%	38%	52%	38%	56%	9%	27%	75%	50%	38%	32%	26%	37%	49% f	32%	31%	41%	46%	39%
Bottom 3 (7-9)		626	15	2	48	7	11	17	1	8	519	40	9	62	14	36	41	5	13	405
		31%	30%	32%	31%	29%	54%	48% i	25%	38%	31%	39% i	37%	33%	28%	37%	34%	34%	32%	30%
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	5.02	5.01	5.59	5.00	5.27	5.31	5.83	6.02	5.33	4.99	5.40	5.13	5.02	5.12	5.29	4.99	5.04	4.97	4.97	
Standard Deviation	2.432	2.217	2.109	2.461	2.367	2.976	2.625	.861	2.130	2.432	2.451	2.331	2.463	2.327	2.559	2.681	2.565	2.248	2.406	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides safer approaches to runways : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	30 miles of airport								Location		Impact of living near airport			
			Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
			a	b	c	d	e	f	g	h	i	a	b	a	b	c
Unweighted Total		2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	162 8%	7 6%	2 3%	20 9%	2 3%	9 5%	18 11%	4 14% d	6 8%	93 9%	144 9%	17 5%	9 4%	12 13% a	32 10% a
2	(2.0)	227 11%	11 10%	6 10%	25 12%	8 12%	28 15%	24 14% h	6 21% h	4 5%	115 11%	195 12%	32 9%	25 11%	18 20% c	32 10%
3	(3.0)	234 12%	15 14%	17 27% acdefghi	21 9%	4 7%	20 11%	18 11%	2 8%	5 7%	130 12%	189 11%	45 13%	13 6%	5 6%	44 13% a
4	(4.0)	246 12%	11 10%	8 13%	23 11%	16 24% acefgi	14 8%	18 11%	1 4%	22 31% abcefgi	133 12%	205 12%	41 12%	18 8%	7 7%	44 13%
5	(5.0)	264 13%	16 14% h	5 7%	31 14% h	11 17% h	26 14% h	22 12% h	5 17% h	3 4%	146 13% h	209 13%	55 16%	31 14%	10 11%	47 14%
6	(6.0)	249 12%	10 9%	5 8%	24 11%	9 13%	28 15%	23 13%	2 8%	11 15%	137 13%	196 12%	52 15%	19 9%	16 17% a	36 11%
7	(7.0)	235 12%	14 13%	11 17% d	30 14% d	3 4%	23 13% d	20 11%	5 16% d	11 15% d	118 11%	198 12%	37 11%	43 20% c	13 14%	35 11%
8	(8.0)	198 10%	15 13% f	3 5%	17 8%	8 12%	20 11%	10 5%	2 7%	5 7%	118 11% f	162 10%	36 11%	37 17% bc	2 2%	23 7%
9 - Least appealing	(9.0)	193 10%	13 12%	7 11%	27 12%	6 8%	14 8%	21 12%	1 4%	5 7%	99 9%	166 10%	27 8%	25 11%	10 10%	35 11%
Top 3 (1-3)		623 31%	33 30%	26 40% dh	66 30%	14 21%	57 32%	61 35% dh	13 43% dh	15 20%	338 31% h	528 32%	95 28%	47 21%	36 39% a	108 33% a
Middle 3 (4-6)		759 38%	36 33%	18 27%	78 36%	36 54% abcefgi	68 37%	63 36%	8 29%	37 50% abcefgi	416 38%	610 37%	149 43% a	68 31%	33 35%	126 39%
Bottom 3 (7-9)		626 31%	42 38%	22 33%	74 34%	16 24%	57 31%	50 29%	8 28%	22 30%	335 31%	526 32%	100 29%	105 48% bc	24 26%	93 28%
Base for stats		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides safer approaches to runways : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport				
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean score	5.02	5.30	4.92	5.11	5.07	5.08	4.84	4.42	5.05	5.01	5.00	5.13	5.73	4.60	4.87	
Standard Deviation	2.432	2.473	2.372	2.522	2.189	2.374	2.545	2.552	2.219	2.432	2.467	2.254	bc 2.382	2.582	2.453	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Improves safety through more consistent and predictable flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	315	155	160	70	103	143	277	37	2	188	31	97	182	118	16	146	157	3
		16%	16%	16%	12%	15%	19%	16%	15%	3%	16%	16%	15%	16%	15%	16%	16%	15%	13%
						a	c	c											
2	(2.0)	369	177	190	104	111	154	316	50	3	222	24	123	226	131	12	160	199	2
		18%	18%	19%	18%	16%	20%	19%	20%	6%	19%	12%	19%	20%	17%	13%	17%	19%	8%
								c	c		b		b						
3	(3.0)	272	122	150	68	102	103	230	38	4	162	24	86	152	111	9	130	133	8
		14%	12%	15%	12%	15%	14%	13%	15%	9%	14%	12%	13%	13%	15%	10%	14%	13%	36%
4	(4.0)	248	135	113	66	91	91	212	31	5	139	25	83	140	98	10	126	120	1
		12%	14%	11%	12%	13%	12%	12%	12%	11%	12%	13%	13%	12%	13%	10%	14%	12%	3%
5	(5.0)	205	109	96	57	80	68	163	33	8	114	24	67	116	80	10	103	97	2
		10%	11%	9%	10%	12%	9%	10%	13%	17%	10%	12%	10%	10%	10%	10%	11%	9%	9%
6	(6.0)	208	88	119	66	58	83	184	15	9	124	29	54	121	71	16	88	113	2
		10%	9%	12%	12%	8%	11%	11%	6%	17%	11%	15%	8%	11%	9%	16%	10%	11%	7%
				a				b		b		c							
7	(7.0)	148	71	76	50	52	46	126	16	6	82	12	54	87	47	14	69	77	1
		7%	7%	8%	9%	8%	6%	7%	6%	13%	7%	6%	8%	8%	6%	15%	7%	7%	4%
															ab				
8	(8.0)	133	73	59	42	49	42	113	14	6	70	14	50	76	49	8	54	77	2
		7%	7%	6%	7%	7%	5%	7%	5%	13%	6%	7%	8%	7%	6%	8%	6%	7%	7%
9 - Least appealing	(9.0)	111	61	50	47	35	29	86	19	6	71	13	27	51	58	2	44	63	2
		6%	6%	5%	8%	5%	4%	5%	8%	12%	6%	7%	4%	4%	8%	2%	5%	6%	11%
					bc					a				a					
Top 3 (1-3)		957	454	500	241	316	399	823	125	9	572	79	305	560	359	37	436	489	13
		48%	46%	49%	42%	46%	53%	48%	49%	18%	49%	40%	48%	49%	47%	39%	47%	47%	58%
						ab		c	c		b								
Middle 3 (4-6)		661	331	329	189	229	242	559	79	22	378	79	204	376	249	36	317	330	4
		33%	33%	32%	33%	34%	32%	33%	31%	45%	32%	40%	32%	33%	33%	37%	34%	32%	20%
												ac							
Bottom 3 (7-9)		392	206	185	139	136	117	325	49	18	223	39	130	213	154	24	167	217	5
		19%	21%	18%	24%	20%	15%	19%	19%	37%	19%	20%	20%	19%	20%	25%	18%	21%	23%
					c	c				ab									
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	4.10	4.16	4.04	4.45	4.13	3.80	4.06	4.05	5.69	4.06	4.38	4.08	4.02	4.16	4.45	4.04	4.17	4.28	
				bc	c				ab										
Standard Deviation	2.428	2.462	2.393	2.521	2.394	2.352	2.418	2.443	2.199	2.439	2.441	2.401	2.389	2.485	2.409	2.362	2.479	2.602	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Improves safety through more consistent and predictable flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%		Housing			SEG				Children		Within 20 miles			
			Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	315	180	126	9	90	84	46	94	117	215	217	99	69	30
		16%	17%	15%	15%	16%	14%	14%	18%	17%	15%	16%	15%	16%	14%
2	(2.0)	369	208	151	10	82	135	56	95	110	271	268	101	74	27
		18%	19%	18%	17%	15%	23%	17%	19%	16%	19%	20%	16%	17%	13%
							a				a	bd			
3	(3.0)	272	166	97	9	78	88	34	67	107	179	182	90	60	30
		14%	15%	11%	15%	14%	15%	11%	13%	15%	13%	13%	14%	14%	14%
			b												
4	(4.0)	248	148	90	10	76	65	46	58	81	171	176	73	46	27
		12%	14%	10%	16%	13%	11%	14%	11%	12%	12%	13%	11%	11%	13%
			b												
5	(5.0)	205	98	103	4	71	46	38	49	63	154	141	64	44	20
		10%	9%	12%	7%	13%	8%	12%	10%	9%	11%	10%	10%	10%	9%
				a		b									
6	(6.0)	208	100	101	7	56	58	40	49	73	139	142	66	43	23
		10%	9%	12%	11%	10%	10%	12%	10%	11%	10%	10%	10%	10%	11%
7	(7.0)	148	71	73	4	42	39	24	42	63	88	90	58	39	19
		7%	7%	8%	6%	7%	7%	7%	8%	9%	6%	7%	9%	9%	9%
										b			a		
8	(8.0)	133	65	66	2	43	35	25	29	48	91	76	57	34	23
		7%	6%	8%	3%	8%	6%	8%	6%	7%	7%	6%	9%	8%	11%
													a		a
9 - Least appealing	(9.0)	111	52	53	6	27	42	15	27	34	82	79	32	19	13
		6%	5%	6%	9%	5%	7%	5%	5%	5%	6%	6%	5%	4%	6%
Top 3 (1-3)		957	554	374	29	250	308	137	256	333	664	667	290	203	87
		48%	51%	43%	48%	44%	52%	42%	50%	48%	48%	49%	45%	48%	41%
			b				ac		c						
Middle 3 (4-6)		661	346	294	21	203	168	124	156	217	463	459	202	133	69
		33%	32%	34%	34%	36%	28%	38%	31%	31%	33%	33%	32%	31%	33%
						b		bd							
Bottom 3 (7-9)		392	188	192	12	112	116	64	99	145	261	245	147	91	56
		19%	17%	22%	19%	20%	20%	20%	19%	21%	19%	18%	23%	21%	26%
				a									a		a
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		4.10	3.92	4.32	4.12	4.18	4.03	4.24	3.97	4.12	4.07	4.02	4.27	4.14	4.51
				a									a		a
Standard Deviation		2.428	2.366	2.484	2.489	2.395	2.476	2.387	2.454	2.440	2.429	2.403	2.474	2.445	2.519

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Improves safety through more consistent and predictable flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	315	12	1	21	3	4	1	1	2	272	16	3	27	6	20	22	3	2	217
		16%	24%	16%	14%	10%	19%	4%	25%	8%	16%	16%	10%	14%	13%	21%	18%	17%	5%	16%
			f												h	h				
2	(2.0)	369	4	1	22	4	4	12	-	2	321	17	2	26	6	17	25	3	4	268
		18%	8%	14%	14%	16%	19%	33%	-	8%	19%	17%	8%	14%	12%	18%	21%	21%	10%	20%
								aci												
3	(3.0)	272	8	-	31	4	3	2	-	4	221	12	-	35	7	9	17	1	11	182
		14%	16%	-	21%	15%	16%	5%	-	20%	13%	11%	-	19%	14%	9%	14%	4%	26%	13%
					fi									e					aei	
4	(4.0)	248	3	1	23	2	1	3	1	5	210	6	2	31	8	10	7	1	8	176
		12%	5%	7%	15%	10%	6%	9%	23%	24%	12%	6%	6%	17%	16%	10%	6%	7%	19%	13%
									af	f				af	f				af	f
5	(5.0)	205	4	1	14	2	2	9	-	4	169	9	2	17	3	8	17	1	7	141
		10%	9%	8%	9%	8%	12%	26%	-	20%	10%	9%	9%	9%	5%	8%	14%	4%	18%	10%
								aci											d	
6	(6.0)	208	5	1	12	6	2	5	-	1	178	12	11	16	8	9	9	1	1	142
		10%	10%	8%	8%	22%	8%	13%	-	5%	10%	12%	42%	8%	15%	9%	7%	4%	3%	10%
7	(7.0)	148	6	1	8	3	-	-	1	2	127	13	2	10	4	11	10	3	4	90
		7%	13%	9%	5%	12%	-	-	28%	12%	7%	13%	10%	5%	9%	11%	9%	19%	10%	7%
			f									ci								
8	(8.0)	133	6	2	9	1	4	3	-	1	108	11	3	11	8	10	10	1	2	76
		7%	11%	28%	6%	5%	19%	8%	-	3%	6%	11%	13%	6%	16%	10%	8%	8%	5%	6%
										i		i			ci					
9 - Least appealing	(9.0)	111	2	1	12	1	-	1	1	-	94	6	1	13	1	4	5	3	1	79
		6%	5%	9%	8%	2%	-	2%	25%	-	6%	6%	2%	7%	1%	4%	4%	18%	3%	6%
Top 3 (1-3)		957	23	2	74	10	11	15	1	7	814	45	5	88	19	47	64	7	17	667
		48%	48%	30%	49%	41%	55%	42%	25%	36%	48%	44%	18%	47%	38%	48%	53%	41%	41%	49%
Middle 3 (4-6)		661	11	2	49	10	5	17	1	10	556	27	15	64	18	26	32	2	17	459
		33%	23%	24%	32%	40%	27%	48%	23%	49%	33%	27%	58%	34%	36%	27%	27%	15%	41%	33%
								a												
Bottom 3 (7-9)		392	14	3	29	5	4	4	1	3	329	30	6	34	13	25	25	7	8	245
		19%	29%	46%	19%	19%	19%	10%	53%	15%	19%	29%	25%	18%	26%	25%	21%	44%	19%	18%
			f									ci								
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	4.10	4.32	5.31	4.13	4.43	3.92	4.10	5.34	4.17	4.08	4.51	5.41	4.10	4.55	4.12	3.96	4.92	4.32	4.02	
Standard Deviation	2.428	2.707	3.099	2.417	2.261	2.537	2.101	3.787	1.818	2.433	2.625	2.167	2.381	2.411	2.602	2.475	3.113	1.986	2.403	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Improves safety through more consistent and predictable flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	315 16%	17 15%	8 12%	31 14%	13 19%	35 19%	27 16%	4 14%	6 8%	175 16%	266 16%	49 14%	29 13%	12 13%	58 18%
						h										
2	(2.0)	369 18%	18 16%	12 18%	34 16%	9 14%	35 19%	33 19%	3 11%	7 10%	218 20%	309 19%	60 17%	28 13%	18 19%	55 17%
										h						
3	(3.0)	272 14%	13 12%	* 1%	42 19%	12 18%	20 11%	24 13%	5 16%	20 28%	136 12%	219 13%	54 16%	33 15%	6 7%	52 16%
			b		bei	b	b	b	abefi	b					b	
4	(4.0)	248 12%	9 8%	5 8%	39 18%	8 12%	21 12%	21 12%	7 23%	13 17%	125 12%	197 12%	51 15%	30 14%	7 7%	35 11%
					ai			ab								
5	(5.0)	205 10%	10 9%	8 12%	19 9%	3 5%	12 7%	21 12%	1 4%	9 12%	122 11%	176 11%	28 8%	28 13%	10 11%	26 8%
6	(6.0)	208 10%	15 13%	19 29%	17 8%	8 12%	12 7%	14 8%	2 8%	4 5%	117 11%	160 10%	47 14%	18 8%	16 17%	32 10%
				acdefghi								a		a		
7	(7.0)	148 7%	13 12%	4 6%	12 5%	4 7%	20 11%	11 6%	3 10%	9 12%	72 7%	128 8%	20 6%	17 8%	11 12%	30 9%
						i										
8	(8.0)	133 7%	11 10%	3 5%	13 6%	8 12%	16 9%	13 8%	1 4%	4 5%	63 6%	113 7%	20 6%	20 9%	7 7%	30 9%
						i										
9 - Least appealing	(9.0)	111 6%	6 5%	6 9%	13 6%	1 1%	11 6%	10 6%	3 10%	1 2%	61 6%	96 6%	15 4%	16 7%	7 8%	10 3%
				dh				d						c		
Top 3 (1-3)		957 48%	48 43%	20 30%	106 49%	34 51%	90 50%	84 48%	12 41%	34 46%	528 49%	794 48%	163 47%	90 41%	35 38%	164 50%
					b	b	b	b			b			a		
Middle 3 (4-6)		661 33%	33 30%	32 49%	75 34%	19 29%	45 25%	56 32%	10 35%	25 35%	365 33%	534 32%	127 37%	76 35%	32 35%	93 29%
				acdefi						e						
Bottom 3 (7-9)		392 19%	30 27%	13 20%	37 17%	13 20%	47 26%	34 20%	7 24%	14 19%	196 18%	337 20%	54 16%	52 24%	25 27%	70 21%
			ci			ci										
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Improves safety through more consistent and predictable flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport				
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean score	4.10	4.47	4.83	4.00	3.98	4.09	4.08	4.36	4.17	4.03	4.11	4.04	4.44	4.66	4.04	
Standard Deviation	2.428	2.557	2.472	2.315	2.415	2.617	2.452	2.514	2.040	2.417	2.453	2.306	2.470	2.560	2.436	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces flight times through more direct flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	212	110	102	65	64	83	179	26	7	117	24	71	126	79	7	87	116	3
		11%	11%	10%	11%	9%	11%	10%	10%	15%	10%	12%	11%	11%	10%	8%	9%	11%	15%
2	(2.0)	242	117	125	88	79	75	208	31	2	141	22	79	149	82	11	98	136	3
		12%	12%	12%	15%	12%	10%	12%	12%	5%	12%	11%	12%	13%	11%	11%	11%	13%	14%
					bc														
3	(3.0)	235	105	129	64	87	84	200	33	2	143	26	67	143	83	10	105	130	1
		12%	11%	13%	11%	13%	11%	12%	13%	5%	12%	13%	10%	12%	11%	10%	11%	13%	3%
4	(4.0)	220	109	110	53	73	95	198	19	3	131	22	68	137	76	7	109	111	*
		11%	11%	11%	9%	11%	12%	12%	8%	5%	11%	11%	11%	12%	10%	7%	12%	11%	2%
5	(5.0)	241	113	128	60	93	88	197	38	6	144	21	76	130	104	8	110	123	4
		12%	11%	13%	11%	14%	12%	12%	15%	12%	12%	11%	12%	11%	14%	8%	12%	12%	18%
6	(6.0)	256	136	120	69	80	107	218	33	5	147	28	82	138	108	11	120	120	7
		13%	14%	12%	12%	12%	14%	13%	13%	10%	13%	14%	13%	12%	14%	11%	13%	12%	30%
7	(7.0)	215	100	115	51	64	100	182	27	7	131	24	59	119	89	7	111	101	2
		11%	10%	11%	9%	9%	13%	11%	11%	13%	11%	12%	9%	10%	12%	7%	12%	10%	11%
						ab													
8	(8.0)	218	109	108	67	77	74	185	23	9	120	17	80	107	82	29	106	106	2
		11%	11%	11%	12%	11%	10%	11%	9%	19%	10%	9%	13%	9%	11%	29%	12%	10%	8%
															ab				
9 - Least appealing	(9.0)	169	92	77	52	64	53	138	23	8	98	13	59	102	59	8	74	93	-
		8%	9%	8%	9%	9%	7%	8%	9%	16%	8%	6%	9%	9%	8%	8%	8%	9%	-
										a									
Top 3 (1-3)		689	331	356	217	231	241	587	90	12	401	72	216	417	244	28	289	382	7
		34%	33%	35%	38%	34%	32%	34%	35%	24%	34%	37%	34%	36%	32%	29%	31%	37%	32%
					c													a	
Middle 3 (4-6)		718	358	358	182	246	290	614	90	14	421	71	225	405	287	25	339	354	11
		36%	36%	35%	32%	36%	38%	36%	36%	28%	36%	36%	35%	35%	38%	26%	37%	34%	49%
							a												
Bottom 3 (7-9)		602	301	300	170	204	228	505	73	24	350	54	198	327	231	44	291	300	4
		30%	30%	30%	30%	30%	30%	30%	29%	48%	30%	27%	31%	28%	30%	45%	32%	29%	19%
										ab					ab				
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	4.88	4.92	4.83	4.78	4.93	4.90	4.85	4.87	5.68	4.88	4.71	4.93	4.77	4.96	5.55	5.00	4.78	4.66	
									ab						a	b			
Standard Deviation	2.494	2.528	2.462	2.596	2.487	2.423	2.484	2.490	2.764	2.471	2.451	2.549	2.503	2.450	2.620	2.446	2.531	2.310	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces flight times through more direct flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	212 11%	114 10%	92 11%	6 10%	71 13% b	47 8%	38 12%	55 11%	70 10%	151 11%	149 11%	63 10%	42 10%	20 10%
2	(2.0)	242 12%	120 11%	112 13%	10 16%	57 10%	81 14%	33 10%	70 14%	86 12%	163 12%	154 11%	88 14%	58 14%	30 14%
3	(3.0)	235 12%	134 12%	87 10%	14 22% ab	67 12%	68 11%	42 13%	58 11%	79 11%	169 12%	163 12%	72 11%	48 11%	25 12%
4	(4.0)	220 11%	122 11%	92 11%	7 11%	53 9%	66 11%	33 10%	63 12%	71 10%	156 11%	149 11%	71 11%	50 12%	21 10%
5	(5.0)	241 12%	148 14% b	84 10%	9 15%	71 13%	65 11%	42 13%	63 12%	88 13%	162 12%	153 11%	88 14%	59 14%	29 14%
6	(6.0)	256 13%	134 12%	116 14%	6 9%	78 14%	72 12%	39 12%	67 13%	89 13%	177 13%	171 13%	84 13%	55 13%	30 14%
7	(7.0)	215 11%	138 13% b	70 8%	7 11%	65 12%	65 11%	38 12%	43 8%	67 10%	153 11%	172 13% bcd	43 7%	30 7%	13 6%
8	(8.0)	218 11%	105 10% c	112 13% ac	* 1%	63 11%	64 11%	33 10%	54 11%	76 11%	149 11%	146 11%	72 11%	52 12%	20 9%
9 - Least appealing	(9.0)	169 8%	72 7%	94 11% a	3 5%	39 7%	65 11% ad	26 8%	38 7%	70 10%	109 8%	113 8%	57 9%	33 8%	24 11%
Top 3 (1-3)		689 34%	369 34%	291 34%	29 48% ab	195 35%	196 33%	113 35%	184 36%	235 34%	484 35%	466 34%	223 35%	148 35%	75 36%
Middle 3 (4-6)		718 36%	403 37%	292 34%	22 36%	203 36%	203 34%	114 35%	192 38%	248 36%	494 36%	474 35%	244 38%	164 38%	80 38%
Bottom 3 (7-9)		602 30%	315 29% c	277 32% c	10 17%	167 30%	194 33% d	98 30%	135 26%	213 31%	411 30%	430 31% b	172 27%	116 27%	56 27%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		4.88	4.82	5.00	4.11	4.84	5.04	4.85	4.71	4.95	4.84	4.90	4.82	4.80	4.84
Standard Deviation		2.494	2.412	2.607	2.139	2.487	2.521	2.495	2.469	2.526	2.483	2.497	2.488	2.469	2.533



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces flight times through more direct flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	212	5	1	15	3	1	3	1	1	182	10	9	15	11	4	8	1	3	149
		11%	11%	8%	10%	11%	6%	9%	28%	5%	11%	10%	36%	8%	23%	4%	7%	5%	8%	11%
															acefi				e	
2	(2.0)	242	3	-	20	7	3	3	1	1	202	11	4	29	8	12	16	3	5	154
		12%	7%	-	14%	28%	14%	10%	49%	6%	12%	10%	14%	16%	17%	13%	13%	17%	12%	11%
3	(3.0)	235	1	1	16	4	1	9	-	1	202	7	1	21	5	11	22	2	4	163
		12%	3%	14%	11%	15%	6%	25%	-	6%	12%	7%	4%	11%	9%	11%	18%	11%	9%	12%
								aci									a			
4	(4.0)	220	4	1	19	3	7	3	-	-	184	7	2	22	5	19	14	3	*	149
		11%	8%	16%	12%	11%	34%	8%	-	-	11%	7%	9%	12%	9%	19%	11%	17%	1%	11%
														h		ahi	h		h	
5	(5.0)	241	4	1	19	3	2	1	-	6	205	19	3	24	6	13	15	-	8	153
		12%	9%	9%	13%	11%	9%	4%	-	30%	12%	19%	13%	13%	11%	13%	13%	-	19%	11%
												i								
6	(6.0)	256	11	1	16	-	2	8	-	1	216	15	2	24	4	8	21	5	5	171
		13%	22%	18%	11%	-	12%	23%	-	7%	13%	15%	9%	13%	7%	8%	18%	31%	13%	13%
7	(7.0)	215	2	1	14	2	-	1	1	1	193	6	2	15	4	9	5	1	1	172
		11%	4%	20%	9%	7%	-	4%	23%	3%	11%	6%	7%	8%	7%	9%	4%	8%	2%	13%
																			fh	
8	(8.0)	218	6	1	17	3	2	2	-	9	179	11	1	17	5	15	8	1	14	146
		11%	12%	7%	11%	12%	9%	6%	-	43%	11%	11%	4%	9%	10%	15%	7%	8%	33%	11%
																f			acdefi	
9 - Least appealing	(9.0)	169	12	1	16	1	2	4	-	-	134	15	1	19	3	6	11	1	*	113
		8%	25%	7%	10%	4%	9%	11%	-	-	8%	15%	5%	10%	6%	7%	9%	3%	1%	8%
			ci									hi								
Top 3 (1-3)		689	10	2	51	14	5	16	2	3	586	28	14	65	24	27	46	5	12	466
		34%	21%	23%	34%	54%	26%	44%	77%	17%	35%	27%	54%	35%	48%	28%	38%	33%	30%	34%
								a							aei					
Middle 3 (4-6)		718	19	3	53	6	11	13	-	7	605	41	8	69	14	40	50	8	14	474
		36%	39%	42%	35%	22%	55%	36%	-	37%	36%	41%	30%	37%	28%	41%	41%	49%	33%	35%
Bottom 3 (7-9)		602	20	2	46	6	4	7	1	9	507	33	4	51	12	30	25	3	15	430
		30%	40%	35%	31%	24%	19%	21%	23%	46%	30%	32%	16%	27%	24%	31%	20%	18%	37%	31%
																f		f		
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	4.88	5.85	5.31	4.90	3.99	4.64	4.71	2.84	5.92	4.85	5.26	3.51	4.82	4.10	5.02	4.69	4.73	5.34	4.90	
			ci								d				d			d	d	
Standard Deviation	2.494	2.725	2.376	2.546	2.514	2.339	2.482	2.861	2.254	2.480	2.575	2.602	2.487	2.680	2.323	2.356	2.232	2.494	2.497	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces flight times through more direct flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	30 miles of airport								Location		Impact of living near airport			
			Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
			a	b	c	d	e	f	g	h	i	a	b	a	b	c
Unweighted Total		2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	212	12	24	16	12	12	16	2	6	112	173	40	20	14	29
		11%	11%	37%	8%	18%	7%	9%	5%	8%	10%	10%	12%	9%	15%	9%
				acdefghi		cei										
2	(2.0)	242	11	8	29	14	22	23	4	7	125	204	38	40	2	47
		12%	10%	12%	13%	21%	12%	13%	14%	9%	11%	12%	11%	18%	2%	14%
						ahi								b		b
3	(3.0)	235	9	1	30	5	18	31	3	7	132	199	36	22	10	40
		12%	8%	2%	14%	8%	10%	18%	9%	9%	12%	12%	10%	10%	10%	12%
					b		b	abei			b					
4	(4.0)	220	8	3	26	5	29	14	5	3	126	179	41	12	14	46
		11%	8%	5%	12%	8%	16%	8%	17%	4%	12%	11%	12%	5%	15%	14%
					h		abfh		h		h			a		a
5	(5.0)	241	20	10	25	7	22	24	1	16	116	198	43	35	9	44
		12%	18%	14%	12%	10%	12%	13%	4%	22%	11%	12%	13%	16%	10%	14%
			gi							cegi						
6	(6.0)	256	15	4	28	8	23	28	6	9	134	219	37	35	14	35
		13%	13%	6%	13%	13%	13%	16%	22%	12%	12%	13%	11%	16%	15%	11%
									b							
7	(7.0)	215	7	9	21	6	16	11	3	5	138	165	50	14	5	24
		11%	6%	13%	10%	9%	9%	6%	9%	7%	13%	10%	15%	6%	6%	7%
										f	f		a			
8	(8.0)	218	12	6	23	6	29	12	5	17	107	181	37	17	13	42
		11%	11%	9%	11%	8%	16%	7%	18%	23%	10%	11%	11%	8%	14%	13%
							fi		f	abcdfi						
9 - Least appealing	(9.0)	169	16	1	19	3	12	14	1	4	99	147	22	24	12	21
		8%	15%	2%	9%	5%	6%	8%	2%	5%	9%	9%	6%	11%	13%	6%
			begh							b						
Top 3 (1-3)		689	31	33	75	31	52	70	8	19	369	576	114	82	26	116
		34%	28%	50%	35%	47%	29%	40%	28%	26%	34%	35%	33%	37%	28%	35%
				aceghi		aehi		eh								
Middle 3 (4-6)		718	44	17	79	20	74	66	13	28	376	596	121	82	37	125
		36%	39%	26%	36%	31%	41%	38%	43%	38%	35%	36%	35%	37%	40%	38%
						b										
Bottom 3 (7-9)		602	36	16	63	15	56	38	9	26	344	493	109	55	30	87
		30%	32%	24%	29%	22%	31%	22%	29%	36%	32%	30%	32%	25%	32%	27%
									f	f						
Base for stats		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces flight times through more direct flight paths : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean score	4.88	5.24	3.77	4.89	4.17	5.04	4.63	5.05	5.34	4.92	4.88	4.86	4.80	5.16	4.73
		bd		bd		bd	b	b	bdf	bd					
Standard Deviation	2.494	2.593	2.708	2.439	2.572	2.374	2.397	2.302	2.420	2.500	2.501	2.461	2.536	2.627	2.415

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides more efficient routes that save fuel and reduce environmental impact : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

		Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
Total		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																			
Unweighted Total		2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total		2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	514	224	289	142	166	205	450	60	4	315	52	147	284	203	27	232	274	3
		26%	23%	28%	25%	24%	27%	26%	24%	8%	27%	27%	23%	25%	27%	28%	25%	26%	13%
				a				c	c										
2	(2.0)	314	140	174	67	116	132	280	29	5	182	33	99	203	103	8	146	159	1
		16%	14%	17%	12%	17%	17%	16%	11%	9%	16%	17%	15%	18%	14%	8%	16%	15%	2%
					a	a		b					bc						
3	(3.0)	266	142	123	87	71	108	231	28	7	169	20	78	128	124	14	113	142	1
		13%	14%	12%	15%	10%	14%	14%	11%	14%	14%	10%	12%	11%	16%	14%	12%	14%	4%
					b	b							a						
4	(4.0)	222	103	119	53	61	108	197	22	4	108	24	90	143	67	12	116	102	3
		11%	10%	12%	9%	9%	14%	12%	9%	7%	9%	12%	14%	12%	9%	13%	13%	10%	11%
						ab							a	b					
5	(5.0)	158	77	82	56	56	47	132	22	5	84	16	59	101	50	7	69	85	4
		8%	8%	8%	10%	8%	6%	8%	8%	10%	7%	8%	9%	9%	7%	7%	8%	8%	15%
					c														
6	(6.0)	163	88	75	40	69	54	128	26	9	102	9	52	95	63	6	77	80	5
		8%	9%	7%	7%	10%	7%	8%	10%	19%	9%	5%	8%	8%	8%	6%	8%	8%	21%
						ac				a	b								
7	(7.0)	135	89	45	54	41	40	101	27	7	75	19	42	77	46	12	58	69	6
		7%	9%	4%	10%	6%	5%	6%	11%	14%	6%	9%	6%	7%	6%	12%	6%	7%	26%
			b		bc				a	a						b			
8	(8.0)	120	68	52	29	51	40	87	29	4	67	14	40	59	56	6	50	68	2
		6%	7%	5%	5%	7%	5%	5%	11%	9%	6%	7%	6%	5%	7%	6%	5%	7%	7%
									a					a					
9 - Least appealing	(9.0)	116	60	56	41	49	25	99	11	5	71	11	34	59	51	6	59	55	-
		6%	6%	5%	7%	7%	3%	6%	4%	10%	6%	6%	5%	5%	7%	6%	6%	5%	-
					c	c													
Top 3 (1-3)		1094	505	586	296	354	445	962	117	15	665	105	324	615	430	49	491	576	4
		54%	51%	58%	52%	52%	59%	56%	46%	31%	57%	53%	51%	54%	56%	50%	53%	56%	19%
				a		ab		bc			c								
Middle 3 (4-6)		544	268	275	149	186	209	457	69	18	294	48	201	339	180	25	262	268	11
		27%	27%	27%	26%	27%	27%	27%	27%	36%	25%	25%	31%	29%	24%	26%	28%	26%	47%
												a	b						
Bottom 3 (7-9)		371	217	153	125	141	105	288	67	16	213	43	115	195	153	23	167	192	8
		18%	22%	15%	22%	21%	14%	17%	26%	33%	18%	22%	18%	17%	20%	24%	18%	19%	33%
			b		c	c			a	a									
Base for stats		2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
Mean score		3.76	4.00	3.52	3.95	3.95	3.44	3.65	4.23	5.20	3.71	3.78	3.84	3.71	3.81	3.94	3.78	3.73	5.17
			b		c	c			a	ab									

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides more efficient routes that save fuel and reduce environmental impact : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

Significance Level: 95%

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Standard Deviation	2.532	2.569	2.473	2.598	2.651	2.336	2.497	2.652	2.445	2.553	2.604	2.471	2.468	2.617	2.620	2.537	2.537	2.143

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides more efficient routes that save fuel and reduce environmental impact : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	514 26%	290 27%	208 24%	16 26%	139 25%	170 29%	82 25%	115 23%	148 21%	385 28%	346 25%	168 26%	123 29%	45 21%
							d				a				
2	(2.0)	314 16%	178 16%	129 15%	7 11%	81 14%	81 14%	61 19%	92 18%	114 16%	216 16%	217 16%	97 15%	60 14%	38 18%
								b	b						
3	(3.0)	266 13%	134 12%	128 15%	4 7%	89 16%	88 15%	27 8%	61 12%	96 14%	178 13%	178 13%	88 14%	64 15%	23 11%
						c	c								
4	(4.0)	222 11%	123 11%	92 11%	7 12%	62 11%	46 8%	40 12%	74 14%	65 9%	171 12%	165 12%	57 9%	40 9%	17 8%
								b	b		a	b			
5	(5.0)	158 8%	75 7%	78 9%	6 9%	40 7%	48 8%	28 9%	41 8%	55 8%	113 8%	108 8%	50 8%	34 8%	16 8%
6	(6.0)	163 8%	80 7%	77 9%	7 11%	38 7%	56 10%	28 9%	40 8%	63 9%	105 8%	113 8%	50 8%	33 8%	17 8%
7	(7.0)	135 7%	78 7%	53 6%	4 7%	32 6%	42 7%	25 8%	36 7%	50 7%	90 6%	90 7%	45 7%	31 7%	14 7%
8	(8.0)	120 6%	81 7%	39 4%	* 1%	42 7%	36 6%	19 6%	19 4%	52 8%	71 5%	80 6%	40 6%	23 5%	17 8%
			bc			d				b					
9 - Least appealing	(9.0)	116 6%	48 4%	58 7%	10 16%	42 7%	25 4%	15 5%	32 6%	54 8%	61 4%	73 5%	43 7%	19 4%	24 11%
			a	a	ab	b				b					abc
Top 3 (1-3)		1094 54%	602 55%	464 54%	27 44%	308 55%	339 57%	170 52%	268 53%	357 51%	778 56%	740 54%	353 55%	247 58%	106 50%
										a					
Middle 3 (4-6)		544 27%	278 26%	246 29%	20 32%	140 25%	151 25%	95 29%	155 30%	182 26%	389 28%	386 28%	158 25%	107 25%	51 24%
									a						
Bottom 3 (7-9)		371 18%	207 19%	149 17%	15 24%	116 21%	103 17%	59 18%	87 17%	156 22%	222 16%	244 18%	128 20%	72 17%	55 26%
										b					ac
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		3.76	3.70	3.79	4.29	3.87	3.66	3.74	3.76	4.06	3.58	3.74	3.80	3.59	4.21
										b					ac
Standard Deviation		2.532	2.530	2.507	2.864	2.617	2.510	2.505	2.456	2.633	2.439	2.499	2.604	2.479	2.799

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides more efficient routes that save fuel and reduce environmental impact : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	514	12	3	25	6	5	15	-	11	436	37	7	33	10	24	36	4	18	346
		26%	25%	40%	17%	23%	25%	42%	-	57%	26%	36%	27%	18%	19%	25%	30%	25%	45%	25%
								ci		c		cdi				c		cdei	c	
2	(2.0)	314	8	2	26	3	2	4	1	2	268	9	12	31	12	9	16	3	5	217
		16%	15%	36%	17%	10%	8%	10%	23%	10%	16%	9%	46%	17%	24%	10%	13%	20%	13%	16%
														ae						
3	(3.0)	266	3	-	23	5	6	2	1	1	224	11	1	28	10	12	18	2	5	178
		13%	7%	-	15%	22%	30%	6%	28%	5%	13%	11%	4%	15%	19%	13%	15%	13%	12%	13%
4	(4.0)	222	4	1	10	4	1	3	-	1	198	7	4	11	6	9	18	1	2	165
		11%	9%	9%	7%	17%	3%	9%	-	7%	12%	7%	14%	6%	11%	10%	15%	4%	6%	12%
														c					c	
5	(5.0)	158	3	-	11	2	5	2	-	2	134	7	-	16	7	11	4	-	5	108
		8%	6%	-	7%	10%	24%	4%	-	8%	8%	7%	-	9%	13%	11%	4%	-	12%	8%
														f	f					
6	(6.0)	163	1	-	15	2	-	3	-	1	141	5	-	18	3	11	12	1	2	113
		8%	3%	-	10%	9%	-	8%	-	3%	8%	5%	-	10%	6%	11%	10%	4%	5%	8%
7	(7.0)	135	9	1	7	*	1	3	-	2	113	11	1	8	1	11	8	3	2	90
		7%	19%	8%	4%	2%	7%	8%	-	8%	7%	11%	4%	4%	2%	11%	7%	17%	5%	7%
			ci									cd			cd					
8	(8.0)	120	7	-	13	1	-	4	1	-	93	11	1	16	2	1	8	1	-	80
		6%	13%	-	9%	5%	-	12%	49%	-	5%	11%	2%	9%	4%	1%	6%	8%	-	6%
			i									eh		eh						
9 - Least appealing	(9.0)	116	1	*	21	1	1	-	-	*	91	4	1	25	1	8	2	1	*	73
		6%	3%	7%	14%	2%	3%	-	-	2%	5%	4%	4%	13%	2%	8%	2%	9%	1%	5%
					afi									adfhi		f				
Top 3 (1-3)		1094	23	5	74	14	13	21	1	14	928	57	20	92	32	46	69	9	29	740
		54%	47%	76%	49%	55%	63%	59%	51%	72%	55%	56%	76%	49%	63%	47%	57%	58%	71%	54%
																			cei	
Middle 3 (4-6)		544	9	1	36	9	5	8	-	4	473	19	4	45	15	31	34	1	9	386
		27%	18%	9%	24%	35%	27%	21%	-	18%	28%	19%	14%	24%	30%	32%	28%	8%	23%	28%
														a		a				a
Bottom 3 (7-9)		371	17	1	41	2	2	7	1	2	297	26	3	48	4	20	18	5	2	244
		18%	35%	15%	27%	9%	10%	20%	49%	10%	18%	26%	10%	26%	8%	21%	15%	34%	6%	18%
			i		i							dh		dfhi		dh				h
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	3.76	4.21	2.68	4.46	3.52	3.39	3.38	5.23	2.53	3.71	3.76	2.65	4.40	3.31	4.07	3.49	4.09	2.68	3.74	
				fi							h		dfhi		h				h	
Standard Deviation	2.532	2.782	2.596	2.819	2.166	2.086	2.666	3.442	2.263	2.495	2.766	2.060	2.799	2.030	2.579	2.374	2.984	2.029	2.499	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides more efficient routes that save fuel and reduce environmental impact : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	30 miles of airport								Location		Impact of living near airport			
			Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
			a	b	c	d	e	f	g	h	i	a	b	a	b	c
Unweighted Total		2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	514 26%	37 33% c	16 25%	43 20%	17 26%	49 27%	50 29% c	8 27%	25 34% c	270 25%	413 25%	101 29%	68 31% b	14 16%	86 26%
2	(2.0)	314 16%	14 12%	20 30% acefi	37 17%	12 19%	22 12%	24 14%	6 21%	13 18%	167 15%	250 15%	64 19%	22 10%	18 20% a	58 18% a
3	(3.0)	266 13%	12 11%	8 13%	30 14%	15 23% ai	26 14%	27 16%	3 9%	8 11%	136 12%	234 14% b	32 9%	22 10%	17 19%	48 15%
4	(4.0)	222 11%	7 7%	6 9%	16 7%	6 8%	27 15% ac	21 12%	1 2%	6 8%	133 12%	186 11%	36 10%	14 6%	11 12%	32 10%
5	(5.0)	158 8%	7 7%	1 2%	20 9% f	8 12% bf	14 8%	7 4%	1 3%	7 10%	93 9% f	134 8%	25 7%	19 9%	4 4%	27 8%
6	(6.0)	163 8%	5 5%	- -	19 9% b	3 4%	14 8% b	15 8% b	5 16% ab	4 6%	98 9% b	134 8%	30 9%	17 8%	12 13%	21 7%
7	(7.0)	135 7%	12 11% cd	3 5%	10 4%	1 2%	13 7%	17 10% c	3 9%	3 4%	74 7%	103 6%	32 9% a	23 10% c	7 8%	16 5%
8	(8.0)	120 6%	11 10% eh	8 13% dehi	16 7%	2 3%	6 3%	10 6%	2 7%	1 1%	64 6%	104 6%	16 5%	22 10% bc	2 2%	16 5%
9 - Least appealing	(9.0)	116 6%	5 5%	3 4%	28 13% adehi	1 2%	12 6% f	3 2%	1 5%	6 8% f	55 5%	105 6% b	10 3%	14 6%	6 7%	23 7%
Top 3 (1-3)		1094 54%	62 56%	44 67% ci	109 50%	45 68% cei	97 53%	101 58%	17 57%	46 63%	572 53%	898 54%	196 57%	111 51%	50 54%	192 59%
Middle 3 (4-6)		544 27%	20 18%	7 11%	55 25% b	16 24% b	55 30% ab	43 24% b	6 21%	18 24% b	324 30% ab	454 27%	90 26%	50 23%	27 29%	81 25%
Bottom 3 (7-9)		371 18%	29 26% dhi	14 22% d	54 25% dhi	5 7%	30 16%	31 18%	6 22%	9 13%	193 18% d	313 19%	58 17%	59 27% c	15 16%	54 16%
Base for stats		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Provides more efficient routes that save fuel and reduce environmental impact : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport				
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Mean score	3.76	3.79	3.42	4.28	3.11	3.70	3.54	3.84	3.28	3.78	3.81	3.52	4.05	3.90	3.60	
				bdefhi						d	b					
Standard Deviation	2.532	2.771	2.620	2.791	2.029	2.468	2.404	2.736	2.513	2.487	2.547	2.447	2.794	2.388	2.521	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces noise away from airports by allowing quicker ascents and descents : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	203	90	112	50	68	85	172	25	6	107	25	70	107	81	15	111	85	1
		10%	9%	11%	9%	10%	11%	10%	10%	11%	9%	13%	11%	9%	11%	15%	12%	8%	5%
																	b		
2	(2.0)	240	129	111	61	82	97	196	36	8	123	23	94	133	92	15	125	111	2
		12%	13%	11%	11%	12%	13%	11%	14%	16%	10%	12%	15%	12%	12%	16%	14%	11%	10%
																			a
3	(3.0)	277	133	143	83	75	118	243	29	4	140	33	104	165	101	11	132	138	-
		14%	13%	14%	15%	11%	16%	14%	12%	8%	12%	17%	16%	14%	13%	11%	14%	13%	-
																			b
4	(4.0)	240	119	120	64	88	87	190	40	11	158	20	62	115	105	20	115	120	3
		12%	12%	12%	11%	13%	12%	11%	16%	21%	13%	10%	10%	10%	14%	20%	13%	12%	15%
									a	a	c				a	a			
5	(5.0)	188	86	101	45	73	70	164	19	5	106	17	66	106	74	9	83	97	1
		9%	9%	10%	8%	11%	9%	10%	8%	9%	9%	9%	10%	9%	10%	9%	9%	9%	6%
6	(6.0)	206	105	99	67	67	72	170	33	3	130	17	59	126	75	5	76	123	3
		10%	11%	10%	12%	10%	9%	10%	13%	5%	11%	8%	9%	11%	10%	5%	8%	12%	15%
																		a	
7	(7.0)	220	103	116	58	89	73	185	25	9	143	22	54	124	89	7	87	128	3
		11%	10%	11%	10%	13%	10%	11%	10%	18%	12%	11%	8%	11%	12%	7%	9%	12%	15%
																		a	
8	(8.0)	212	109	103	61	78	74	185	22	5	146	15	51	127	80	5	83	122	5
		11%	11%	10%	11%	11%	10%	11%	9%	9%	12%	8%	8%	11%	10%	5%	9%	12%	22%
																		a	
9 - Least appealing	(9.0)	224	116	109	80	61	83	201	23	1	120	25	80	147	66	11	109	112	3
		11%	12%	11%	14%	9%	11%	12%	9%	1%	10%	13%	13%	13%	9%	12%	12%	11%	11%
																		b	
Top 3 (1-3)		719	353	366	194	225	300	611	91	17	370	81	268	404	274	41	368	334	3
		36%	36%	36%	34%	33%	40%	36%	36%	35%	32%	41%	42%	35%	36%	42%	40%	32%	15%
																		b	
Middle 3 (4-6)		634	311	320	176	229	229	525	92	18	394	53	187	346	254	34	274	340	8
		32%	31%	32%	31%	34%	30%	31%	36%	36%	34%	27%	29%	30%	33%	35%	30%	33%	36%
Bottom 3 (7-9)		656	327	328	199	227	230	571	71	14	409	62	185	399	234	23	278	361	11
		33%	33%	32%	35%	33%	30%	33%	28%	29%	35%	32%	29%	35%	31%	23%	30%	35%	49%
																		a	
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	4.93	4.97	4.89	5.13	4.95	4.76	4.97	4.74	4.44	5.08	4.74	4.70	5.07	4.80	4.30	4.71	5.12	5.92	
																			c
																			a
Standard Deviation	2.575	2.583	2.573	2.607	2.517	2.595	2.592	2.500	2.319	2.524	2.663	2.624	2.605	2.511	2.593	2.633	2.515	2.412	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces noise away from airports by allowing quicker ascents and descents : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	203	114	84	5	64	57	20	62	64	147	139	64	39	24
		10%	10%	10%	8%	11%	10%	6%	12%	9%	11%	10%	10%	9%	11%
						c			c						
2	(2.0)	240	121	118	1	72	57	38	71	84	164	165	75	50	25
		12%	11%	14%	2%	13%	10%	12%	14%	12%	12%	12%	12%	12%	12%
			c	c					b						
3	(3.0)	277	143	127	7	66	87	54	66	84	196	165	111	84	28
		14%	13%	15%	12%	12%	15%	17%	13%	12%	14%	12%	17%	20%	13%
							a	a					a	a	
4	(4.0)	240	135	97	7	73	91	31	44	93	161	152	88	59	29
		12%	12%	11%	12%	13%	15%	9%	9%	13%	12%	11%	14%	14%	14%
						d	cd								
5	(5.0)	188	104	81	3	58	48	31	52	72	120	131	57	44	13
		9%	10%	9%	5%	10%	8%	10%	10%	10%	9%	10%	9%	10%	6%
6	(6.0)	206	101	88	17	55	63	32	56	70	143	147	59	42	17
		10%	9%	10%	27%	10%	11%	10%	11%	10%	10%	11%	9%	10%	8%
					ab										
7	(7.0)	220	123	88	8	69	52	32	59	83	147	156	64	34	30
		11%	11%	10%	13%	12%	9%	10%	12%	12%	11%	11%	10%	8%	14%
												c			c
8	(8.0)	212	122	83	7	64	62	47	38	73	148	142	69	41	28
		11%	11%	10%	11%	11%	10%	14%	8%	10%	11%	10%	11%	10%	13%
						d		d							
9 - Least appealing	(9.0)	224	124	94	6	45	76	40	63	72	162	172	52	34	18
		11%	11%	11%	9%	8%	13%	12%	12%	10%	12%	13%	8%	8%	9%
							a	a	a			bc			
Top 3 (1-3)		719	377	329	13	202	200	112	198	232	507	469	250	173	76
		36%	35%	38%	22%	36%	34%	34%	39%	33%	36%	34%	39%	41%	36%
			c	c									a	a	
Middle 3 (4-6)		634	341	266	27	186	201	94	152	235	425	430	204	145	59
		32%	31%	31%	45%	33%	34%	29%	30%	34%	31%	31%	32%	34%	28%
					ab										
Bottom 3 (7-9)		656	370	265	21	177	191	119	160	229	457	471	185	109	76
		33%	34%	31%	34%	31%	32%	37%	31%	33%	33%	34%	29%	26%	36%
												bc			c
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		4.93	4.98	4.83	5.52	4.80	5.00	5.20	4.82	4.96	4.93	5.03	4.71	4.61	4.90
					b				ad			bc			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces noise away from airports by allowing quicker ascents and descents : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

Significance Level: 95%

Unweighted Total

Weighted Total

Standard Deviation

Total	Housing			SEG				Children		Within 20 miles			
	Owner a	Renter b	Rent free/ Other c	AB a	C1 b	C2 c	DE d	<18 a	>18 or none b	No airports a	At least one airport b	1 airport c	2 or more airports d
2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2.575	2.591	2.571	2.263	2.528	2.572	2.555	2.643	2.525	2.605	2.611	2.485	2.422	2.602

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces noise away from airports by allowing quicker ascents and descents : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	203	6	-	19	6	1	8	1	1	161	8	*	21	10	6	13	1	4	139
		10%	13%	-	13%	23%	5%	22%	23%	5%	9%	8%	2%	11%	20%	6%	10%	8%	11%	10%
								i							aei					
2	(2.0)	240	5	2	23	4	1	1	-	3	201	9	4	25	6	14	13	-	4	165
		12%	10%	23%	15%	17%	7%	2%	-	16%	12%	9%	15%	14%	12%	14%	11%	-	9%	12%
					f															
3	(3.0)	277	10	2	8	5	6	8	-	3	235	19	8	15	13	29	20	2	4	165
		14%	20%	29%	5%	21%	29%	22%	-	16%	14%	19%	31%	8%	27%	30%	16%	12%	11%	12%
			c					c			c	c			ci	cfhi	c			
4	(4.0)	240	6	1	25	3	2	2	1	-	200	15	6	35	5	7	14	5	1	152
		12%	13%	9%	17%	10%	9%	6%	53%	-	12%	15%	24%	19%	10%	7%	12%	34%	3%	11%
									h			h		ehi						
5	(5.0)	188	5	-	8	1	1	1	-	4	169	10	-	10	2	14	10	2	8	131
		9%	10%	-	5%	5%	3%	3%	-	20%	10%	9%	-	5%	5%	15%	9%	12%	20%	10%
														c				c	cdi	
6	(6.0)	206	6	1	19	-	2	1	-	-	177	8	2	22	5	7	10	1	5	147
		10%	12%	15%	13%	-	9%	4%	-	-	10%	8%	8%	12%	10%	7%	8%	4%	11%	11%
7	(7.0)	220	1	-	23	3	2	3	1	1	187	10	2	24	4	7	14	1	2	156
		11%	2%	-	15%	10%	9%	10%	25%	3%	11%	10%	7%	13%	7%	7%	11%	8%	5%	11%
					a															
8	(8.0)	212	6	*	14	2	4	9	-	8	169	14	1	18	2	7	15	4	8	142
		11%	12%	7%	9%	6%	23%	24%	-	38%	10%	13%	4%	10%	5%	7%	12%	23%	21%	10%
								ci											dei	
9 - Least appealing	(9.0)	224	5	1	12	2	1	3	-	1	200	9	2	15	3	7	12	-	4	172
		11%	10%	17%	8%	9%	6%	7%	-	3%	12%	9%	9%	8%	5%	7%	10%	-	10%	13%
Top 3 (1-3)		719	21	4	50	15	8	16	1	7	597	36	12	62	29	49	46	3	12	469
		36%	43%	52%	33%	61%	41%	46%	23%	36%	35%	36%	48%	33%	58%	50%	38%	19%	30%	34%
														acghi	achi					
Middle 3 (4-6)		634	17	2	52	4	4	5	1	4	546	33	8	66	13	28	35	8	14	430
		32%	34%	23%	34%	15%	21%	13%	53%	20%	32%	32%	32%	36%	25%	29%	29%	50%	34%	31%
			f		f						f									
Bottom 3 (7-9)		656	11	2	49	6	7	15	1	9	556	33	5	58	9	21	40	5	15	471
		33%	23%	24%	33%	25%	38%	41%	25%	44%	33%	32%	20%	31%	17%	21%	33%	31%	36%	34%
																d	d	d	d	de
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	4.93	4.53	4.69	4.81	3.79	5.11	4.82	4.06	5.34	4.96	4.93	4.31	4.79	3.83	4.37	4.87	5.00	5.32	5.03	
											d		d			d		de	de	
Standard Deviation	2.575	2.560	2.821	2.573	2.692	2.551	2.930	2.582	2.656	2.565	2.471	2.230	2.527	2.407	2.303	2.583	2.171	2.615	2.611	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces noise away from airports by allowing quicker ascents and descents : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	30 miles of airport									Location		Impact of living near airport			
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
			a	b	c	d	e	f	g	h	i	a	b	a	b	c
Unweighted Total		2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	203	9	2	27	10	13	21	3	8	109	169	34	18	8	38
		10%	8%	3%	12% b	16% b	7%	12% b	12%	11%	10%	10%	10%	8%	8%	11%
2	(2.0)	240	9	11	33	6	24	21	1	5	129	208	31	16	19	40
		12%	8%	17% g	15% g	10%	13%	12%	2%	7%	12%	13%	9%	7%	20% a	12%
3	(3.0)	277	20	9	17	13	39	24	5	8	140	221	56	39	20	53
		14%	18% c	14%	8%	20% c	21% chi	14%	19%	11%	13%	13%	16%	18%	22%	16%
4	(4.0)	240	17	9	38	12	13	20	6	3	122	192	48	38	13	38
		12%	15% eh	14% h	18% ehi	17% eh	7%	12% h	21% eh	4%	11% h	12%	14%	17%	14%	11%
5	(5.0)	188	11	1	11	7	26	16	6	14	97	150	38	11	11	35
		9%	10%	2%	5%	11% b	14% bci	9%	19% bci	19% bcfi	9%	9%	11%	5%	12%	11% a
6	(6.0)	206	9	12	25	5	14	12	2	10	115	166	40	24	3	32
		10%	8%	18% ef	12%	7%	8%	7%	6%	14%	11%	10%	12%	11% b	3%	10%
7	(7.0)	220	10	5	26	5	22	19	1	5	125	186	34	23	8	33
		11%	9%	8%	12%	8%	12%	11%	4%	7%	11%	11%	10%	10%	8%	10%
8	(8.0)	212	15	11	22	2	17	20	4	15	106	181	31	30	7	32
		11%	13% d	16% d	10%	4%	9%	12%	12%	21% cdefi	10%	11%	9%	14%	8%	10%
9 - Least appealing	(9.0)	224	11	4	18	4	14	20	1	5	147	192	32	21	4	27
		11%	10%	6%	8%	7%	8%	11%	5%	6%	13% e	12%	9%	9%	5%	8%
Top 3 (1-3)		719	38	23	77	30	77	66	9	21	378	598	121	73	47	130
		36%	34%	34%	35%	46% h	42% h	38%	32%	29%	35%	36%	35%	33%	50% a	40%
Middle 3 (4-6)		634	37	23	75	24	53	49	14	27	334	508	126	72	27	105
		32%	33%	35%	34%	36%	29%	28%	47% ef	37%	31%	31%	37% a	33%	29%	32%
Bottom 3 (7-9)		656	36	20	66	12	53	59	6	25	377	558	97	74	19	92
		33%	33% d	31%	30%	19%	29%	34% d	21% d	34% d	35% d	34%	28%	34% b	21%	28%
Base for stats		2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
Mean score		4.93	5.00 d	5.03 d	4.70	4.11	4.72	4.86	4.62	5.26 d	5.04 d	4.95	4.83	5.03 b	4.10	4.67

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Reduces noise away from airports by allowing quicker ascents and descents : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport				
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Standard Deviation	2.575	2.489	2.416	2.562	2.338	2.426	2.665	2.259	2.496	2.624	2.601	2.447	2.484	2.285	2.512	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. By increasing airspace capacity, PBN brings economic benefits to the UK : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	207	104	104	53	71	83	175	28	5	130	11	65	135	67	6	96	107	4
		10%	10%	10%	9%	10%	11%	10%	11%	9%	11%	6%	10%	12%	9%	6%	10%	10%	19%
											b		b						
2	(2.0)	203	100	102	63	68	71	163	33	7	135	12	56	112	82	9	83	108	6
		10%	10%	10%	11%	10%	9%	10%	13%	13%	11%	6%	9%	10%	11%	9%	9%	10%	25%
											b								
3	(3.0)	217	113	104	64	79	73	189	26	2	144	23	50	114	97	6	97	115	1
		11%	11%	10%	11%	12%	10%	11%	10%	4%	12%	12%	8%	10%	13%	6%	11%	11%	3%
											c								
4	(4.0)	252	121	132	76	86	90	208	35	10	144	23	86	151	91	10	108	139	3
		13%	12%	13%	13%	13%	12%	12%	14%	20%	12%	12%	13%	13%	12%	10%	12%	13%	13%
5	(5.0)	242	127	115	71	77	95	207	32	4	147	31	64	128	96	19	101	137	3
		12%	13%	11%	12%	11%	12%	12%	13%	7%	13%	16%	10%	11%	13%	20%	11%	13%	13%
											c		a						
6	(6.0)	228	116	112	65	78	84	190	31	8	138	20	70	124	84	20	104	121	1
		11%	12%	11%	11%	12%	11%	11%	12%	16%	12%	10%	11%	11%	11%	21%	11%	12%	5%
															ab				
7	(7.0)	218	115	101	63	78	77	187	21	10	121	29	68	113	97	8	96	117	2
		11%	12%	10%	11%	12%	10%	11%	8%	20%	10%	15%	11%	10%	13%	8%	10%	11%	7%
											b								
8	(8.0)	223	94	129	59	73	91	194	24	5	116	22	84	128	87	8	117	101	2
		11%	9%	13%	10%	11%	12%	11%	9%	10%	10%	11%	13%	11%	11%	8%	13%	10%	8%
				a									a				b		
9 - Least appealing	(9.0)	219	101	116	53	70	95	193	25	1	97	25	96	145	62	12	117	92	1
		11%	10%	11%	9%	10%	13%	11%	10%	1%	8%	13%	15%	13%	8%	12%	13%	9%	6%
								c	c		a	a	b			b			
Top 3 (1-3)		627	317	309	181	219	227	527	86	13	409	46	172	360	246	21	277	329	11
		31%	32%	30%	32%	32%	30%	31%	34%	27%	35%	24%	27%	31%	32%	21%	30%	32%	47%
											bc								
Middle 3 (4-6)		723	363	359	213	241	269	604	98	21	430	74	220	403	271	49	313	397	7
		36%	37%	35%	37%	35%	35%	35%	39%	43%	37%	38%	34%	35%	36%	51%	34%	38%	31%
															ab		a		
Bottom 3 (7-9)		659	310	346	175	221	263	575	69	15	334	76	249	386	246	27	330	310	5
		33%	31%	34%	31%	32%	35%	34%	27%	31%	28%	39%	39%	34%	32%	28%	36%	30%	22%
								b			a	a				b			
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	5.04	4.97	5.10	4.95	5.00	5.15	5.09	4.79	4.85	4.79	5.48	5.36	5.05	4.99	5.36	5.19	4.91	3.99	
											a	a				b			
Standard Deviation	2.531	2.498	2.561	2.468	2.521	2.585	2.540	2.510	2.265	2.477	2.374	2.623	2.608	2.440	2.285	2.591	2.455	2.627	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. By increasing airspace capacity, PBN brings economic benefits to the UK : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	207	117	82	9	54	50	60	44	92	122	144	63	39	24
		10%	11%	9%	15%	10%	8%	18%	9%	13%	9%	11%	10%	9%	11%
								abd		b					
2	(2.0)	203	111	89	3	64	60	28	49	79	139	141	62	47	14
		10%	10%	10%	5%	11%	10%	9%	10%	11%	10%	10%	10%	11%	7%
3	(3.0)	217	120	94	3	68	59	30	59	75	149	152	65	40	25
		11%	11%	11%	4%	12%	10%	9%	12%	11%	11%	11%	10%	9%	12%
4	(4.0)	252	137	105	10	66	72	58	53	78	180	160	92	62	30
		13%	13%	12%	17%	12%	12%	18%	10%	11%	13%	12%	14%	15%	14%
								abd							
5	(5.0)	242	123	105	15	65	88	35	50	75	179	170	72	49	23
		12%	11%	12%	24%	11%	15%	11%	10%	11%	13%	12%	11%	11%	11%
					ab		d								
6	(6.0)	228	135	89	3	69	70	33	56	83	155	144	84	53	31
		11%	12%	10%	5%	12%	12%	10%	11%	12%	11%	10%	13%	13%	15%
7	(7.0)	218	107	103	7	61	73	25	58	73	149	152	66	33	32
		11%	10%	12%	12%	11%	12%	8%	11%	11%	11%	11%	10%	8%	15%
							c					c			c
8	(8.0)	223	123	95	5	64	58	29	71	74	156	162	60	46	15
		11%	11%	11%	7%	11%	10%	9%	14%	11%	11%	12%	9%	11%	7%
									bc						
9 - Least appealing	(9.0)	219	114	98	6	54	63	27	70	66	160	144	75	57	17
		11%	10%	11%	11%	10%	11%	8%	14%	9%	12%	11%	12%	13%	8%
									ac						
Top 3 (1-3)		627	348	264	15	186	169	118	152	246	410	437	190	127	63
		31%	32%	31%	24%	33%	29%	36%	30%	35%	30%	32%	30%	30%	30%
								bd		b					
Middle 3 (4-6)		723	395	299	28	200	230	126	159	236	514	474	249	164	85
		36%	36%	35%	46%	35%	39%	39%	31%	34%	37%	35%	39%	38%	40%
							d	d							
Bottom 3 (7-9)		659	344	297	18	179	194	81	200	213	465	459	200	136	64
		33%	32%	34%	30%	32%	33%	25%	39%	31%	33%	33%	31%	32%	30%
						c	c		abc						
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		5.04	5.00	5.10	4.94	4.98	5.12	4.50	5.34	4.83	5.13	5.03	5.06	5.10	4.96
						c	c		ac		a				
Standard Deviation		2.531	2.534	2.532	2.478	2.502	2.445	2.562	2.592	2.583	2.500	2.544	2.503	2.557	2.392

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. By increasing airspace capacity, PBN brings economic benefits to the UK : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

		10 miles of airport									20 miles of airport									
Total		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	207	2	1	20	1	2	-	1	180	7	1	26	2	17	6	1	2	144	
	10%	4%	9%	13%	3%	6%	5%	-	5%	11%	7%	4%	14%	4%	18%	5%	4%	6%	11%	
													f		adfi					
2	(2.0)	203	7	1	10	3	4	5	-	8	165	10	1	13	4	9	11	1	14	141
	10%	14%	8%	7%	13%	22%	13%	-	40%	10%	10%	2%	7%	8%	9%	9%	4%	34%	10%	
																		acdefi		
3	(3.0)	217	6	2	13	1	6	-	3	185	12	2	16	1	10	15	5	4	152	
	11%	12%	24%	8%	5%	5%	17%	-	17%	11%	12%	7%	9%	2%	10%	12%	33%	9%	11%	
											d					d			d	
4	(4.0)	252	7	1	24	2	4	5	-	1	208	16	3	28	5	16	19	2	4	160
	13%	13%	20%	16%	8%	20%	13%	-	5%	12%	16%	11%	15%	9%	17%	15%	16%	9%	12%	
5	(5.0)	242	3	2	19	4	2	5	1	1	205	8	4	24	7	10	16	1	2	170
	12%	7%	31%	12%	14%	10%	15%	53%	4%	12%	7%	14%	13%	15%	10%	13%	9%	5%	12%	
6	(6.0)	228	8	-	21	4	3	3	1	2	187	15	2	22	10	14	17	1	5	144
	11%	16%	-	14%	16%	15%	9%	23%	8%	11%	15%	7%	12%	19%	14%	14%	4%	12%	10%	
														i						
7	(7.0)	218	6	-	21	6	1	4	-	2	178	14	1	23	8	1	15	1	2	152
	11%	13%	-	14%	24%	3%	12%	-	8%	10%	14%	3%	12%	17%	1%	12%	8%	5%	11%	
											e		e	e		e			e	
8	(8.0)	223	4	1	11	2	2	1	-	1	201	6	3	15	5	13	11	2	5	162
	11%	8%	7%	7%	6%	9%	3%	-	5%	12%	6%	11%	8%	10%	13%	9%	12%	12%	12%	
9 - Least appealing	(9.0)	219	6	-	12	3	2	4	1	2	190	13	10	19	8	6	12	2	4	144
	11%	13%	-	8%	10%	9%	12%	25%	8%	11%	13%	40%	10%	16%	7%	10%	12%	9%	11%	
Top 3 (1-3)		627	15	3	43	5	7	13	-	12	530	30	3	54	7	36	32	6	20	437
	31%	30%	42%	28%	21%	33%	35%	-	62%	31%	29%	13%	29%	15%	37%	26%	40%	49%	32%	
											d		d		d			acdfi	d	
Middle 3 (4-6)		723	18	3	64	10	9	14	2	3	600	39	9	74	22	40	51	5	10	474
	36%	36%	51%	42%	38%	46%	38%	75%	17%	35%	38%	33%	40%	43%	41%	42%	28%	25%	35%	
																h				
Bottom 3 (7-9)		659	16	1	44	10	4	10	1	4	569	33	14	57	21	21	38	5	11	459
	33%	34%	7%	29%	41%	21%	27%	25%	21%	33%	33%	54%	31%	42%	21%	32%	31%	26%	33%	
														e					e	
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	5.04	5.21	3.92	4.90	5.56	4.61	4.83	6.21	3.92	5.07	5.14	6.57	4.94	5.89	4.47	5.20	4.95	4.42	5.03	
													cehi		e				e	
Standard Deviation	2.531	2.466	1.839	2.417	2.275	2.455	2.400	2.061	2.536	2.551	2.447	2.584	2.527	2.266	2.552	2.314	2.461	2.657	2.544	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. By increasing airspace capacity, PBN brings economic benefits to the UK : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	207 10%	10 9%	2 3%	33 15%	3 4%	31 17%	8 5%	1 2%	12 16%	107 10%	157 9%	50 15%	15 7%	8 9%	40 12%
				bdfgi		bdfgi			bdfg	f		a				
2	(2.0)	203 10%	10 9%	4 6%	13 6%	9 14%	16 9%	14 8%	1 2%	16 23%	120 11%	156 9%	47 14%	25 11%	4 4%	33 10%
								abcefgi		c		a				
3	(3.0)	217 11%	12 11%	4 6%	19 9%	1 2%	21 11%	20 11%	5 18%	10 14%	124 11%	188 11%	29 8%	25 11%	12 13%	28 9%
			d		d	d	d	d	d	d	d	d	d	d	d	d
4	(4.0)	252 13%	16 14%	8 13%	29 13%	6 9%	24 13%	27 16%	6 21%	5 7%	131 12%	208 12%	44 13%	32 15%	12 13%	48 15%
								h	h							
5	(5.0)	242 12%	8 7%	15 23%	32 15%	8 12%	18 10%	24 14%	2 7%	4 5%	132 12%	199 12%	43 13%	33 15%	10 11%	29 9%
				aehi	h			h						c		
6	(6.0)	228 11%	16 14%	8 13%	28 13%	11 17%	20 11%	23 13%	1 4%	7 10%	113 10%	200 12%	29 8%	36 16%	7 7%	42 13%
											b					
7	(7.0)	218 11%	19 17%	6 9%	23 11%	8 13%	12 7%	21 12%	5 18%	4 6%	118 11%	180 11%	38 11%	14 6%	11 12%	41 13%
			eh					eh							a	
8	(8.0)	223 11%	7 6%	5 8%	19 9%	6 9%	24 13%	22 12%	5 16%	8 10%	128 12%	190 11%	33 9%	19 9%	10 11%	32 10%
9 - Least appealing	(9.0)	219 11%	13 12%	13 19%	23 10%	14 21%	16 9%	15 8%	3 11%	6 8%	116 11%	187 11%	32 9%	20 9%	19 21%	35 11%
				efi		cefhi								ac		
Top 3 (1-3)		627 31%	33 29%	10 15%	65 30%	13 20%	68 37%	42 24%	6 22%	39 53%	351 32%	501 30%	126 37%	65 30%	24 26%	101 31%
			b		b		bdf			abcdefgi	bdf		a			
Middle 3 (4-6)		723 36%	40 36%	32 49%	89 41%	25 38%	62 34%	75 43%	10 32%	16 22%	376 34%	607 36%	116 34%	101 46%	29 31%	119 36%
				ehi	h	h		hi		h				bc		
Bottom 3 (7-9)		659 33%	39 35%	24 36%	64 29%	28 43%	52 29%	57 33%	13 46%	18 25%	363 33%	557 33%	102 30%	53 24%	39 43%	108 33%
					eh	eh			h					a	a	
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. By increasing airspace capacity, PBN brings economic benefits to the UK : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	30 miles of airport									Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean score	5.04	5.12	5.77	4.92	5.82	4.69	5.26	5.64	4.19	5.03	5.12	4.67	4.93	5.58	4.99
		h	cehi	h	cehi		eh	h		h	b				
Standard Deviation	2.531	2.478	2.282	2.538	2.513	2.655	2.267	2.291	2.715	2.539	2.509	2.604	2.327	2.642	2.564

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Avoids increasing delays for passengers at airports as passenger numbers grow : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	123 6%	72 7%	50 5%	51 9%	48 7%	25 3%	98 6%	19 7%	6 12%	72 6%	13 7%	38 6%	72 6%	42 5%	10 10%	52 6%	67 6%	3 14%
2	(2.0)	142 7%	63 6%	79 8%	34 6%	60 9%	47 6%	122 7%	12 5%	8 17%	94 8%	14 7%	34 5%	68 6%	65 9%	9 9%	66 7%	71 7%	5 21%
3	(3.0)	209 10%	99 10%	111 11%	61 11%	64 9%	84 11%	156 9%	40 16%	14 28%	104 9%	22 11%	83 13%	123 11%	67 9%	20 20%	92 10%	108 10%	7 30%
4	(4.0)	246 12%	116 12%	129 13%	82 14%	89 13%	76 10%	212 12%	26 10%	8 16%	136 12%	18 9%	91 14%	133 12%	102 13%	11 11%	106 11%	136 13%	1 2%
5	(5.0)	264 13%	128 13%	135 13%	82 14%	78 11%	104 14%	231 14%	30 12%	3 7%	154 13%	28 14%	83 13%	171 15%	89 12%	4 4%	100 11%	154 15%	3 12%
6	(6.0)	222 11%	115 12%	106 10%	64 11%	75 11%	83 11%	196 11%	24 9%	2 4%	130 11%	23 12%	69 11%	131 11%	82 11%	9 9%	106 11%	113 11%	- -
7	(7.0)	268 13%	124 12%	144 14%	63 11%	90 13%	116 15%	235 14%	31 12%	2 4%	168 14%	29 15%	71 11%	157 14%	93 12%	18 18%	131 14%	127 12%	2 7%
8	(8.0)	276 14%	137 14%	138 14%	84 15%	82 12%	109 14%	238 14%	34 13%	4 7%	155 13%	20 10%	100 16%	157 14%	108 14%	11 11%	140 15%	129 12%	2 10%
9 - Least appealing	(9.0)	259 13%	136 14%	122 12%	49 9%	95 14%	115 15%	218 13%	39 15%	3 5%	159 14%	29 15%	72 11%	137 12%	116 15%	6 6%	128 14%	130 13%	1 3%
Top 3 (1-3)		474 24%	234 24%	239 24%	146 26%	173 25%	156 21%	376 22%	70 28%	28 57%	270 23%	50 25%	155 24%	262 23%	174 23%	38 39%	209 23%	245 24%	15 65%
Middle 3 (4-6)		732 36%	359 36%	371 37%	228 40%	241 35%	262 35%	639 37%	80 32%	13 27%	420 36%	69 35%	243 38%	435 38%	273 36%	24 25%	312 34%	403 39%	3 14%
Bottom 3 (7-9)		803 40%	397 40%	404 40%	195 34%	267 39%	341 45%	691 41%	104 41%	8 16%	482 41%	78 40%	243 38%	452 39%	316 41%	35 36%	399 43%	387 37%	5 21%
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
Mean score	5.52	5.53	5.50	5.22	5.43	5.82	5.57	5.51	3.84	5.56	5.50	5.45	5.52	5.60	4.87	5.66	5.43	3.75	
Standard Deviation	2.415	2.458	2.371	2.397	2.494	2.326	2.388	2.518	2.270	2.432	2.451	2.376	2.369	2.465	2.496	2.430	2.398	2.413	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Avoids increasing delays for passengers at airports as passenger numbers grow : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Significance Level: 95%	Total	Housing			SEG				Children		Within 20 miles			
			Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
			a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	123 6%	57 5%	62 7%	4 6%	35 6%	33 6%	23 7%	32 6%	46 7%	80 6%	84 6%	39 6%	19 5%	20 9% c
2	(2.0)	142 7%	84 8% c	57 7%	1 1%	52 9% d	39 7%	23 7%	24 5%	57 8%	90 6%	97 7%	45 7%	26 6%	19 9%
3	(3.0)	209 10%	103 10%	102 12%	4 7%	48 9%	59 10%	37 11%	64 13% a	69 10%	149 11%	144 10%	66 10%	38 9%	28 13%
4	(4.0)	246 12%	128 12%	115 13%	4 6%	72 13%	80 13%	38 12%	55 11%	95 14%	163 12%	167 12%	79 12%	52 12%	27 13%
5	(5.0)	264 13%	163 15% b	92 11%	9 15%	71 13%	77 13%	44 14%	72 14%	87 13%	186 13%	184 13%	80 13%	47 11%	33 15%
6	(6.0)	222 11%	122 11%	90 10%	10 16%	62 11%	65 11%	34 10%	52 10%	80 12%	147 11%	145 11%	77 12%	57 13%	20 9%
7	(7.0)	268 13%	144 13%	117 14%	7 12%	65 12%	84 14%	39 12%	79 16% a	92 13%	191 14%	171 13%	97 15%	77 18% ad	20 9%
8	(8.0)	276 14%	130 12%	127 15%	19 31% ab	69 12%	90 15%	45 14%	71 14%	88 13%	199 14%	205 15% bd	71 11%	51 12%	19 9%
9 - Least appealing	(9.0)	259 13%	156 14%	99 11%	4 7%	90 16% b	66 11%	42 13%	61 12%	81 12%	184 13%	174 13%	86 13%	59 14%	26 12%
Top 3 (1-3)		474 24%	245 23%	221 26% c	8 14%	135 24%	131 22%	83 25%	120 23%	172 25%	319 23%	324 24%	150 24%	84 20%	67 31% abc
Middle 3 (4-6)		732 36%	413 38%	297 34%	22 36%	205 36%	222 37%	116 36%	179 35%	263 38%	496 36%	496 36%	236 37%	156 36%	80 38%
Bottom 3 (7-9)		803 40%	430 40%	342 40%	31 50%	224 40%	239 40%	126 39%	212 42%	261 38%	574 41%	550 40% d	253 40% d	188 44% d	65 31%
Base for stats		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score		5.52	5.56	5.42	6.16 b	5.53	5.54	5.44	5.56	5.38	5.58	5.52 d	5.50 d	5.74 d	5.01
Standard Deviation		2.415	2.396	2.451	2.157	2.497	2.356	2.463	2.373	2.416	2.404	2.422	2.403	2.318	2.501

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Avoids increasing delays for passengers at airports as passenger numbers grow : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

		10 miles of airport									20 miles of airport										
		Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
			a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Significance Level: 95%																					
Unweighted Total		2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 - Most appealing	(1.0)	123 6%	2 5%	- -	10 7%	3 11%	1 5%	2 6%	- -	- -	105 6%	8 8%	- -	12 7%	3 5%	6 6%	6 5%	3 17%	1 3%	84 6%	
2	(2.0)	142 7%	7 14%	1 9%	14 9%	1 2%	3 15%	4 10%	- -	2 8%	111 7%	9 9%	2 6%	16 8%	1 1%	5 5%	8 7%	2 13%	3 7%	97 7%	
3	(3.0)	209 10%	2 3%	1 9%	20 13% f	* 2%	* 3%	- -	1 23%	5 27%	180 11% f	12 12% d	4 14%	25 13% d	1 2%	9 10%	8 7%	1 4%	6 16% d	144 10% d	
4	(4.0)	246 12%	6 12%	1 7%	9 6%	2 9%	1 6%	5 13%	1 25%	1 3%	221 13% c	19 19% c	3 11%	13 7%	4 8%	13 13%	20 16% c	2 13%	6 13%	167 12%	
5	(5.0)	264 13%	15 31% ci	2 29%	25 17%	2 10%	- -	9 24% i	- -	1 3%	210 12%	16 15% eh	7 26%	29 16% eh	6 11%	5 5%	13 11%	4 26%	1 1%	184 13% eh	
6	(6.0)	222 11%	3 5%	2 31%	15 10%	6 25%	7 37%	4 11%	1 25%	4 22%	179 11%	7 7%	3 10%	19 10%	8 16%	17 18% ai	13 11%	1 8%	7 18%	145 11%	
7	(7.0)	268 13%	8 17%	- -	20 13%	1 4%	3 14%	3 9%	- -	2 8%	232 14%	12 12%	7 25%	27 14%	6 13%	16 16%	20 17%	2 11%	7 18%	171 13%	
8	(8.0)	276 14%	3 6%	- -	17 11%	5 19%	1 7%	6 16%	- -	1 5%	243 14%	11 11%	- -	21 11%	8 16%	13 14%	13 11%	1 4%	4 9%	205 15%	
9 - Least appealing	(9.0)	259 13%	3 6%	1 15%	21 14%	5 18%	3 13%	4 10%	1 28%	5 24%	217 13%	8 8%	2 6%	24 13%	14 27% acei	13 13%	19 15%	1 5%	6 15%	174 13%	
Top 3 (1-3)		474 24%	11 22%	1 18%	44 29%	4 15%	5 23%	6 17%	1 23%	7 35%	396 23%	29 28% d	5 21%	53 28% d	4 9%	20 21%	23 19%	5 34%	11 26% d	324 24% d	
Middle 3 (4-6)		732 36%	24 49%	5 67%	49 32%	11 43%	8 43%	17 49%	1 49%	5 27%	611 36%	42 41%	12 47%	61 33%	18 36%	35 36%	46 38%	8 47%	13 32%	496 36%	
Bottom 3 (7-9)		803 40%	14 29%	1 15%	58 39%	11 42%	7 34%	12 34%	1 28%	8 38%	691 41%	31 30%	8 32%	71 38%	28 55% aci	42 43%	52 43%	3 19%	17 42%	550 40%	
Base for stats		2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score		5.52	5.01	5.41	5.41	6.01	5.61	5.46	5.68	5.69	5.53	4.93	5.28	5.39	6.60 acefhi a	5.72 a	5.68 a	4.32 a	5.62	5.52 a	
Standard Deviation		2.415	2.160	2.116	2.500	2.535	2.442	2.338	2.930	2.571	2.416	2.346	1.863	2.460	2.258	2.379	2.394	2.386	2.381	2.422	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q18. Avoids increasing delays for passengers at airports as passenger numbers grow : Below are some of the reasons given in favour of Performance Based Navigation (PBN). Which of the following statements about PBN do you find most appealing? Please rank where 1=most appealing and 9=least appealing.**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 - Most appealing	(1.0)	123 6%	9 8%	1 2%	13 6%	3 4%	12 7%	9 5%	5 19%	4 6%	66 6%	106 6%	17 5%	17 8%	8 8%	15 5%
							bcdefhi									
2	(2.0)	142 7%	9 8%	3 4%	17 8%	1 1%	11 6%	14 8%	2 7%	5 7%	79 7%	115 7%	27 8%	21 10%	4 4%	20 6%
			d		d			d								
3	(3.0)	209 10%	13 12%	14 21%	25 12%	2 3%	13 7%	11 6%	1 2%	7 10%	123 11%	33 10%	29 13%	12 13%	25 8%	
				defgi							d		c			
4	(4.0)	246 12%	19 17%	12 18%	15 7%	5 7%	28 15%	25 15%	2 7%	7 10%	132 12%	36 10%	36 16%	10 11%	33 10%	
			c	c			c	c			c		c			
5	(5.0)	264 13%	18 16%	11 17%	35 16%	10 15%	17 10%	16 9%	5 17%	6 8%	146 13%	39 11%	23 11%	15 17%	41 13%	
6	(6.0)	222 11%	7 6%	6 9%	19 9%	12 17%	28 15%	23 13%	3 11%	10 14%	113 10%	43 12%	22 10%	8 9%	46 14%	
					a		ai									
7	(7.0)	268 13%	13 11%	9 14%	31 14%	11 17%	21 12%	26 15%	3 11%	11 15%	143 13%	32 9%	27 13%	22 24%	47 14%	
											b		ac			
8	(8.0)	276 14%	14 13%	4 6%	34 16%	8 12%	23 13%	23 13%	5 17%	9 12%	155 14%	50 15%	22 10%	9 10%	40 12%	
9 - Least appealing	(9.0)	259 13%	9 8%	6 9%	27 13%	15 22%	29 16%	25 14%	3 10%	13 18%	132 12%	67 20%	21 10%	4 4%	60 18%	
					abi						a			ab		
Top 3 (1-3)		474 24%	31 28%	18 27%	56 26%	6 8%	36 20%	35 20%	8 28%	17 23%	268 25%	77 22%	67 31%	23 25%	60 18%	
			d	d	d		d	d	d	d	d		c			
Middle 3 (4-6)		732 36%	44 40%	29 45%	70 32%	26 40%	73 40%	65 37%	10 35%	23 32%	391 36%	118 34%	81 37%	34 37%	121 37%	
Bottom 3 (7-9)		803 40%	36 33%	19 28%	92 42%	34 52%	73 40%	74 43%	11 38%	33 45%	430 39%	150 43%	71 32%	35 38%	147 45%	
					abi			b		b				a		
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
Mean score	5.52	5.05	5.09	5.56	6.45	5.66	5.68	5.17	5.77	5.47	5.46	5.80	5.02	5.21	5.91	
					abcefgi	a	a				a			ab		
Standard Deviation	2.415	2.389	2.078	2.454	2.111	2.432	2.407	2.767	2.513	2.415	2.393	2.508	2.428	2.215	2.371	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q19. Summary : With more streamlined and accurate flight paths, Performance Based Navigation could be used to provide breaks for those currently experiencing aircraft noise. For instance, by implementing two flight paths, flights could use one path for one period of time and switch to a different path for another period of time. If this is introduced it could mean that aircraft noise affects more people overall, but those experiencing noise would have periods of relative respite. Considering the text above, to what extent do you support or oppose the following statements?**

BASE: All respondents

Significance Level: 95%

Flight paths should be deliberately varied. This could mean that more people experience aircraft noise, including some that are not currently under flight paths, but the people affected would experience it less frequently.

Flight paths should be concentrated over a smaller number of houses. This could mean that fewer people experience aircraft noise, but people under flight paths would experience it more frequently.

Total	Oppose / Support								Standard Deviation
	Strongly support	Tend to support	Tend to oppose	Strongly oppose	Don't know	Net: Support	Net: Oppose	Mean score	
	*a	*b	*c	*d	*e	*f	*g	*h	*i
2009 100%	263 13%	1000 50%	319 16%	114 6%	312 16%	1263 63%	434 22%	2.83	.76
2009 100%	239 12%	767 38%	473 24%	123 6%	407 20%	1005 50%	596 30%	2.70	.81

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q19. Flight paths should be concentrated over a smaller number of houses. This could mean that fewer people experience aircraft noise, but people under flight paths would experience it more frequently. : With more streamlined and accurate flight paths, Performance Based Navigation could be used to provide breaks for those currently experiencing aircraft noise. For instance, by implementing two flight paths, flights could use one path for one period of time and switch to a different path for another period of time. If this is introduced it could mean that aircraft noise affects more people overall, but those experiencing noise would have periods of relative respite. Considering the text above, to what extent do you support or oppose the following statements?**

BASE: All respondents

	Gender			Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%																			
		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Strongly support	(4.0)	239	151	88	84	85	70	190	31	17	162	23	54	126	99	13	92	139	7
		12%	15%	9%	15%	13%	9%	11%	12%	35%	14%	12%	8%	11%	13%	14%	10%	13%	29%
			b	c	c				ab	c							a		
Tend to support	(3.0)	767	405	361	225	278	264	654	100	13	474	66	227	428	299	40	329	417	4
		38%	41%	36%	39%	41%	35%	38%	39%	26%	40%	34%	35%	37%	39%	41%	36%	40%	20%
			b		c				c								a		
Tend to oppose	(2.0)	473	221	249	128	159	187	383	78	12	284	56	133	271	185	18	219	245	6
		24%	22%	25%	22%	23%	25%	22%	31%	24%	24%	29%	21%	24%	24%	18%	24%	24%	26%
									a			c							
Strongly oppose	(1.0)	123	52	70	41	38	44	96	20	6	70	20	33	66	47	10	63	54	3
		6%	5%	7%	7%	6%	6%	6%	8%	13%	6%	10%	5%	6%	6%	10%	7%	5%	15%
									a		ac								
Don't know		407	162	246	92	121	195	383	24	1	184	31	193	258	132	17	217	182	2
		20%	16%	24%	16%	18%	26%	22%	9%	2%	16%	16%	30%	22%	17%	17%	24%	18%	11%
			a		ab		bc				ab		b				b		
Net: Support		1005	555	449	309	363	333	844	131	30	635	89	281	554	398	53	421	555	11
		50%	56%	44%	54%	53%	44%	49%	52%	61%	54%	45%	44%	48%	52%	55%	46%	54%	48%
			b		c	c					bc						a		
Net: Oppose		596	274	320	169	197	231	479	99	18	354	76	166	337	232	28	282	299	9
		30%	28%	32%	30%	29%	30%	28%	39%	37%	30%	39%	26%	29%	30%	28%	31%	29%	41%
									a			ac							
Base for stats		1602	829	769	477	560	564	1324	230	48	989	166	447	891	630	81	703	854	20
Mean score		2.70	2.79	2.61	2.74	2.73	2.64	2.71	2.62	2.84	2.73	2.56	2.67	2.69	2.71	2.70	2.64	2.75	2.69
			b		c						b						a		
Standard Deviation		.814	.810	.807	.848	.799	.796	.800	.830	1.060	.815	.879	.781	.804	.819	.893	.820	.799	1.122

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q19. Flight paths should be concentrated over a smaller number of houses. This could mean that fewer people experience aircraft noise, but people under flight paths would experience it more frequently. : With more streamlined and accurate flight paths, Performance Based Navigation could be used to provide breaks for those currently experiencing aircraft noise. For instance, by implementing two flight paths, flights could use one path for one period of time and switch to a different path for another period of time. If this is introduced it could mean that aircraft noise affects more people overall, but those experiencing noise would have periods of relative respite. Considering the text above, to what extent do you support or oppose the following statements?**

BASE: All respondents

	Significance Level: 95%	Housing			SEG				Children		Within 20 miles				
		Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Strongly support	(4.0)	239 12%	130 12%	102 12%	7 12%	77 14%	68 11%	47 15%	47 9%	107 15%	141 10%	151 11%	88 14%	53 12%	35 16%
						d		d		b					a
Tend to support	(3.0)	767 38%	398 37%	346 40%	22 36%	235 42%	224 38%	107 33%	192 38%	268 38%	526 38%	533 39%	233 37%	145 34%	88 41%
						c									
Tend to oppose	(2.0)	473 24%	268 25%	183 21%	22 36%	136 24%	131 22%	93 29%	112 22%	146 21%	348 25%	329 24%	144 23%	105 25%	38 18%
						b		bd		a					
Strongly oppose	(1.0)	123 6%	75 7%	45 5%	3 5%	33 6%	46 8%	16 5%	28 5%	59 8%	72 5%	83 6%	40 6%	21 5%	19 9%
										b					
Don't know		407 20%	217 20%	183 21%	7 12%	84 15%	124 21%	62 19%	133 26%	117 17%	301 22%	273 20%	134 21%	101 24%	32 15%
							a		abc		a			d	
Net: Support		1005 50%	528 49%	448 52%	29 48%	312 55%	291 49%	154 47%	239 47%	374 54%	667 48%	684 50%	321 50%	199 47%	123 58%
						bcd				b					c
Net: Oppose		596 30%	343 32%	229 27%	25 41%	169 30%	178 30%	109 34%	139 27%	205 29%	420 30%	412 30%	184 29%	127 30%	57 27%
						b									
Base for stats		1602	870	677	54	480	469	263	378	579	1087	1097	505	326	180
Mean score		2.70	2.67	2.75	2.61	2.74	2.67	2.70	2.68	2.73	2.68	2.69	2.73	2.71	2.77
Standard Deviation		.814	.832	.791	.794	.806	.843	.832	.781	.878	.782	.802	.840	.817	.882

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

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BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Strongly support	(4.0)	239	4	1	30	-	2	2	-	3	198	11	2	35	1	16	17	3	4	151
		12%	9%	7%	20%	-	9%	5%	-	13%	12%	11%	7%	19%	1%	16%	14%	17%	10%	11%
				fi								d		di	d	d			d	
Tend to support	(3.0)	767	16	2	48	7	10	18	2	3	660	44	11	59	21	35	49	4	11	533
		38%	33%	23%	32%	28%	49%	49%	75%	17%	39%	43%	42%	32%	41%	36%	40%	22%	27%	39%
Tend to oppose	(2.0)	473	11	1	35	7	4	8	1	11	396	23	2	44	13	17	21	6	18	329
		24%	22%	15%	23%	28%	20%	24%	25%	53%	23%	22%	6%	24%	25%	18%	17%	38%	45%	24%
																		acdefi		
Strongly oppose	(1.0)	123	6	1	17	1	1	2	-	1	96	8	2	18	2	4	3	1	2	83
		6%	12%	9%	11%	2%	3%	6%	-	3%	6%	8%	7%	10%	3%	4%	3%	7%	5%	6%
				i										f						
Don't know		407	12	3	21	11	4	6	-	3	348	16	10	30	15	25	31	3	5	273
		20%	24%	45%	14%	42%	19%	16%	-	14%	20%	16%	37%	16%	29%	25%	26%	16%	13%	20%
													c							
Net: Support		1005	21	2	78	7	12	19	2	6	859	55	13	94	22	51	66	6	15	684
		50%	42%	31%	51%	28%	58%	54%	75%	30%	51%	54%	49%	51%	43%	52%	54%	40%	37%	50%
Net: Oppose		596	17	2	52	8	5	11	1	11	492	31	3	62	14	22	24	7	20	412
		30%	34%	24%	34%	30%	23%	29%	25%	56%	29%	31%	13%	33%	28%	22%	20%	45%	50%	30%
														f				adeifi	f	
Base for stats		1602	37	4	130	15	16	30	3	17	1351	86	16	156	36	72	90	13	36	1097
Mean score		2.70	2.51	2.53	2.70	2.45	2.79	2.64	2.75	2.47	2.71	2.67	2.78	2.71	2.58	2.86	2.88	2.59	2.48	2.69
															h	dhi				
Standard Deviation		.814	.909	1.071	.967	.586	.700	.714	.540	.816	.801	.826	.811	.943	.611	.822	.751	.942	.773	.802

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BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Strongly support	(4.0)	239 12%	12 11%	8 13%	40 18%	1 1%	23 13%	20 11%	6 22%	11 15%	118 11%	219 13%	20 6%	46 21%	18 19%	24 7%
			d	d	di		d	d	d	d		b		c	c	
Tend to support	(3.0)	767 38%	46 42%	21 32%	72 33%	32 48%	66 36%	72 41%	8 26%	26 35%	424 39%	626 38%	141 41%	86 39%	20 22%	127 39%
					cg									b	b	
Tend to oppose	(2.0)	473 24%	23 21%	18 27%	48 22%	14 21%	40 22%	39 23%	9 32%	25 34%	258 24%	378 23%	95 28%	43 20%	26 28%	75 23%
									acei			a				
Strongly oppose	(1.0)	123 6%	8 7%	2 4%	21 10%	2 3%	5 3%	10 6%	1 4%	3 4%	70 6%	110 7%	13 4%	18 8%	11 12%	11 4%
				e							b		c	c		
Don't know		407 20%	22 20%	16 25%	37 17%	18 27%	48 26%	33 19%	5 16%	9 12%	219 20%	332 20%	75 22%	27 12%	18 19%	89 27%
				h	h	ch									a	
Net: Support		1005 50%	58 52%	29 45%	112 51%	32 49%	89 49%	92 53%	14 48%	37 50%	542 50%	844 51%	161 47%	131 60%	38 41%	152 46%
														bc		
Net: Oppose		596 30%	31 28%	20 30%	69 32%	16 24%	45 25%	49 28%	11 36%	28 38%	328 30%	488 29%	108 31%	61 28%	37 40%	86 26%
									e					c		
Base for stats	1602	89	49	181	48	134	141	25	64	870	1333	269	192	75	238	
Mean score	2.70	2.69	2.72	2.72	2.64	2.80	2.72	2.78	2.69	2.68	2.72	2.62	2.83	2.61	2.69	
Standard Deviation	.814	.818	.810	.937	.591	.769	.793	.899	.812	.807	.835	.695	.900	1.009	.719	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

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BASE: All respondents

	Gender			Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+	
Significance Level: 95%																			
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20	
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Strongly support	(4.0)	263	149	112	82	102	78	199	48	16	201	28	33	125	123	15	111	142	10
		13%	15%	11%	14%	15%	10%	12%	19%	32%	17%	14%	5%	11%	16%	16%	12%	14%	43%
			b	c	c	c		a	ab	c	c	c		a					
Tend to support	(3.0)	1000	460	539	235	335	430	860	122	18	603	86	311	574	379	47	428	538	12
		50%	46%	53%	41%	49%	57%	50%	48%	37%	51%	44%	49%	50%	50%	48%	47%	52%	52%
				a	a	ab		b									a		
Tend to oppose	(2.0)	319	176	142	122	112	85	259	55	5	186	36	97	183	121	14	154	160	1
		16%	18%	14%	21%	16%	11%	15%	22%	10%	16%	18%	15%	16%	16%	15%	17%	15%	5%
			b		bc	c		a											
Strongly oppose	(1.0)	114	71	43	43	44	28	94	13	8	58	24	32	62	48	5	58	56	-
		6%	7%	4%	8%	6%	4%	6%	5%	16%	5%	12%	5%	5%	6%	5%	6%	5%	-
			b		c	c			ab	ac									
Don't know		312	134	178	87	88	138	293	16	3	124	22	166	205	92	16	170	139	-
		16%	14%	18%	15%	13%	18%	17%	6%	5%	11%	11%	26%	18%	12%	16%	19%	13%	-
			a		bc	b		bc					ab	b			b		
Net: Support		1263	608	651	317	437	509	1060	170	34	804	115	344	699	502	62	538	680	22
		63%	61%	64%	56%	64%	67%	62%	67%	69%	69%	58%	54%	61%	66%	64%	59%	66%	95%
					a	a		bc			bc		a			a	a		
Net: Oppose		434	248	185	165	156	113	353	68	13	244	60	130	246	169	19	211	217	1
		22%	25%	18%	29%	23%	15%	21%	27%	26%	21%	30%	20%	21%	22%	20%	23%	21%	5%
			b		bc	c		a			ac								
Base for stats		1697	856	837	483	593	621	1413	237	47	1049	174	474	944	671	81	750	897	23
Mean score		2.83	2.80	2.86	2.74	2.83	2.90	2.82	2.86	2.89	2.90	2.68	2.73	2.81	2.86	2.90	2.79	2.85	3.37
					a			bc			bc								
Standard Deviation		.765	.821	.701	.845	.794	.657	.748	.793	1.069	.764	.905	.689	.743	.794	.765	.785	.754	.599

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

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BASE: All respondents

	Significance Level: 95%	Housing			SEG				Children		Within 20 miles				
		Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Strongly support	(4.0)	263 13%	145 13%	109 13%	9 15%	94 17% bd	63 11%	48 15%	56 11%	112 16% b	160 12%	168 12%	95 15%	61 14%	33 16%
Tend to support	(3.0)	1000 50%	573 53% bc	409 47% c	19 30%	289 51%	298 50%	161 49%	244 48%	327 47%	710 51%	681 50%	319 50%	209 49%	111 52%
Tend to oppose	(2.0)	319 16%	151 14%	155 18% a	13 21%	77 14%	102 17%	51 16%	88 17%	111 16%	221 16%	226 17% d	93 15%	71 17%	22 10%
Strongly oppose	(1.0)	114 6%	51 5%	53 6%	11 17% ab	33 6%	37 6%	22 7%	23 4%	40 6%	81 6%	75 5%	40 6%	17 4%	22 11% ac
Don't know		312 16%	168 15%	134 16%	10 17%	72 13%	92 16%	44 13%	99 19% ac	105 15%	217 16%	220 16%	92 14%	68 16%	24 11%
Net: Support		1263 63%	718 66% bc	517 60% c	28 45%	383 68% bd	361 61%	209 64%	301 59%	439 63%	870 63%	849 62%	414 65%	270 63%	144 68%
Net: Oppose		434 22%	201 19%	209 24% a	24 38% ab	110 19%	139 23%	73 22%	111 22%	151 22%	302 22%	301 22%	133 21%	88 21%	44 21%
Base for stats		1697	920	726	51	493	500	282	412	590	1172	1150	547	359	189
Mean score		2.83	2.88 bc	2.79 c	2.51	2.90 b	2.77	2.83	2.81	2.87	2.81	2.82	2.86	2.88	2.82
Standard Deviation		.765	.727	.783	1.020	.778	.760	.797	.733	.795	.751	.755	.785	.741	.862

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

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BASE: All respondents

	Total	10 miles of airport									20 miles of airport									
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	b	c	d	e	f	g	h	i	a	b	c	d	e	f	g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Strongly support	(4.0)	263 13%	5 10%	1 16%	31 20%	2 7%	3 14%	4 11%	- -	2 8%	216 13%	13 13%	2 9%	34 18%	3 7%	17 18%	15 13%	6 38%	4 9%	168 12%
Tend to support	(3.0)	1000 50%	29 59%	5 69%	69 46%	8 33%	9 44%	14 40%	1 25%	13 64%	853 50%	64 63%	18 69%	89 48%	22 44%	41 42%	59 48%	4 24%	23 57%	681 50%
Tend to oppose	(2.0)	319 16%	7 14%	- -	20 13%	2 10%	8 39%	6 18%	1 51%	4 18%	271 16%	12 12%	1 4%	25 14%	10 19%	21 22%	14 12%	1 9%	7 18%	226 17%
Strongly oppose	(1.0)	114 6%	3 7%	1 7%	18 12%	2 8%	- -	1 2%	1 25%	- -	89 5%	4 4%	2 7%	19 10%	3 6%	1 1%	8 7%	2 13%	* 1%	75 5%
Don't know		312 16%	5 10%	1 7%	13 9%	11 42%	1 3%	10 29%	- -	2 10%	270 16%	8 8%	3 11%	19 10%	12 24%	17 17%	24 20%	3 16%	6 15%	220 16%
Net: Support		1263 63%	34 69%	6 85%	100 66%	10 40%	12 58%	18 51%	1 25%	14 72%	1069 63%	77 75%	20 78%	122 66%	26 51%	58 60%	74 61%	10 63%	27 66%	849 62%
Net: Oppose		434 22%	10 21%	1 7%	38 25%	5 18%	8 39%	7 20%	2 75%	4 18%	360 21%	17 16%	3 11%	44 24%	13 25%	22 23%	23 19%	3 21%	8 19%	301 22%
Base for stats	1697	44	6	138	15	19	25	3	18	1428	94	23	166	38	80	97	13	35	1150	
Mean score	2.83	2.81	3.02	2.81	2.65	2.75	2.84	2.00	2.89	2.84	2.91	2.90	2.82	2.69	2.92	2.84	3.05	2.87	2.82	
Standard Deviation	.765	.743	.771	.930	.895	.714	.719	.880	.538	.751	.675	.678	.884	.742	.736	.795	1.121	.608	.755	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

**Q19. Flight paths should be deliberately varied. This could mean that more people experience aircraft noise, including some that are not currently under flight paths, but the people affected would experience it less frequently. : With more streamlined and accurate flight paths, Performance Based Navigation could be used to provide breaks for those currently experiencing aircraft noise. For instance, by implementing two flight paths, flights could use one path for one period of time and switch to a different path for another period of time. If this is introduced it could mean that aircraft noise affects more people overall, but those experiencing noise would have periods of relative respite. Considering the text above, to what extent do you support or oppose the following statements?**

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Strongly support	(4.0)	263 13%	13 12%	5 7%	44 20%	3 5%	28 16%	19 11%	6 21%	11 15%	134 12%	234 14%	29 8%	54 25%	13 14%	27 8%
				bdfi		d		bd			b		c			
Tend to support	(3.0)	1000 50%	66 59%	39 60%	99 45%	34 52%	94 51%	93 53%	14 47%	31 43%	532 49%	817 49%	183 53%	101 46%	44 48%	174 53%
Tend to oppose	(2.0)	319 16%	14 12%	4 6%	31 14%	12 17%	28 15%	22 13%	3 9%	20 27%	186 17%	267 16%	52 15%	35 16%	12 13%	46 14%
									abcefgi		b					
Strongly oppose	(1.0)	114 6%	5 4%	4 6%	20 9%	3 4%	3 2%	14 8%	2 7%	4 6%	60 5%	99 6%	15 4%	13 6%	12 13%	16 5%
				e			e			e				c		
Don't know		312 16%	13 12%	14 21%	24 11%	14 22%	29 16%	27 15%	5 16%	8 11%	178 16%	247 15%	65 19%	16 7%	12 12%	64 20%
				c		c									a	
Net: Support		1263 63%	79 71%	44 67%	143 65%	37 57%	122 67%	111 64%	20 68%	42 57%	665 61%	1051 63%	212 62%	155 71%	58 62%	202 62%
			i											c		
Net: Oppose		434 22%	19 17%	8 12%	51 24%	14 22%	31 17%	36 21%	5 16%	24 32%	246 23%	366 22%	67 20%	48 22%	23 25%	62 19%
									abei		b					
Base for stats		1697	98	52	194	52	153	147	25	65	911	1417	279	203	81	263
Mean score		2.83	2.89	2.87	2.86	2.73	2.96	2.78	2.97	2.74	2.81	2.84	2.81	2.97	2.73	2.81
						dfhi								c		
Standard Deviation		.765	.685	.669	.886	.664	.673	.786	.849	.807	.760	.779	.688	.832	.907	.694

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q20. Have you heard anything about airport developments or changes to airspace recently (i.e. in the last 6 months)?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes	466	295	170	143	174	149	311	122	33	318	58	91	213	233	21	158	286	18
	23%	30%	17%	25%	26%	20%	18%	48%	67%	27%	29%	14%	19%	31%	21%	17%	28%	79%
		b		c	c		a	ab		c	c		a			a		
No	1410	636	771	367	470	572	1277	119	13	809	125	476	857	497	55	683	698	4
	70%	64%	76%	65%	69%	75%	75%	47%	26%	69%	64%	74%	75%	65%	57%	74%	67%	17%
			a		ab		bc	c				ab	bc			b		
Don't know	133	60	73	59	37	37	118	12	3	46	14	74	79	33	21	79	52	1
	7%	6%	7%	10%	5%	5%	7%	5%	7%	4%	7%	11%	7%	4%	22%	9%	5%	4%
				bc							a	a	b		ab	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q20. Have you heard anything about airport developments or changes to airspace recently (i.e. in the last 6 months)?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes	466	278	176	13	162	150	76	75	195	293	293	174	95	78
	23%	26%	20%	21%	29%	25%	23%	15%	28%	21%	21%	27%	22%	37%
		b			d	d	d		b			a		abc
No	1410	756	611	42	376	401	231	393	461	1000	994	416	301	115
	70%	70%	71%	69%	67%	68%	71%	77%	66%	72%	73%	65%	70%	54%
							ab			a	bd	d	d	
Don't know	133	54	73	6	26	42	18	42	40	95	84	50	31	19
	7%	5%	9%	10%	5%	7%	6%	8%	6%	7%	6%	8%	7%	9%
			a				a							

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q20. Have you heard anything about airport developments or changes to airspace recently (i.e. in the last 6 months)?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Yes	466	23	1	51	6	5	5	-	6	369	45	9	62	10	14	18	4	12	293	
	23%	48%	8%	34%	25%	23%	14%	-	32%	22%	44%	35%	34%	19%	14%	15%	25%	29%	21%	
		fi		fi							defi		defi					e		
No	1410	21	6	86	11	14	29	3	13	1227	52	16	107	32	79	92	11	28	994	
	70%	44%	92%	57%	42%	71%	80%	100%	63%	72%	51%	61%	58%	63%	81%	76%	67%	68%	73%	
						ac	ac			ac				acd	ac			ac		
Don't know	133	4	-	14	9	1	2	-	1	102	5	1	16	9	5	11	1	1	84	
	7%	8%	-	9%	34%	6%	6%	-	5%	6%	5%	4%	9%	18%	5%	9%	9%	4%	6%	
													aehi							

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q20. Have you heard anything about airport developments or changes to airspace recently (i.e. in the last 6 months)?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Yes	466	46	23	70	11	31	35	7	18	225	394	72	76	24	74	
	23%	41%	34%	32%	16%	17%	20%	24%	25%	21%	24%	21%	35%	26%	23%	
		defhi	defi	defi									c			
No	1410	58	39	132	46	145	125	18	53	794	1156	254	131	66	219	
	70%	52%	59%	60%	69%	79%	72%	62%	72%	73%	69%	74%	60%	71%	67%	
				a	abcg	ac		a	abc							
Don't know	133	7	4	16	10	7	14	4	2	70	114	19	12	2	35	
	7%	6%	6%	7%	15%	4%	8%	14%	3%	6%	7%	5%	5%	3%	11%	
				ehi			eh								ab	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	*c	a	b	c	a	b	*c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	448	264	182	111	167	170	310	110	28	301	55	92	207	228	13	154	275	14
Weighted Total	466	295	170	143	174	149	311	122	33	318	58	91	213	233	21	158	286	18
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<u>Net: Media</u>	295	178	116	75	112	108	197	80	18	207	34	54	135	151	9	97	183	10
	63%	60%	68%	52%	64%	73%	63%	66%	56%	65%	60%	59%	64%	65%	42%	62%	64%	58%
					a	a												
National media	198	128	69	48	77	73	132	52	14	142	26	30	85	108	4	66	118	10
	42%	43%	41%	33%	44%	49%	42%	43%	41%	45%	46%	33%	40%	47%	20%	42%	41%	54%
						a				c								
Local media	158	92	67	47	59	52	95	52	11	109	17	32	74	79	6	47	102	8
	34%	31%	39%	33%	34%	35%	31%	43%	32%	34%	30%	35%	35%	34%	27%	29%	36%	42%
								a										
<u>Net: Airport/Airline</u>	188	121	67	56	79	52	120	50	18	135	17	36	82	94	12	58	116	12
	40%	41%	39%	39%	45%	35%	39%	41%	55%	42%	30%	39%	39%	40%	57%	37%	40%	64%
Birmingham Airport/Manchester Airport/Bristol Airport/ Nearby London airports	124	80	44	29	55	39	81	32	11	89	12	22	54	62	7	31	84	8
	27%	27%	26%	20%	32%	26%	26%	26%	33%	28%	21%	25%	26%	27%	34%	20%	29%	46%
					a												a	
Airlines	96	63	32	34	45	17	51	31	13	73	7	15	43	47	6	29	56	9
	21%	22%	19%	24%	26%	11%	16%	25%	41%	23%	12%	17%	20%	20%	27%	18%	20%	49%
				c	c			a										
<u>Net: Groups</u>	184	123	61	52	80	52	107	54	23	126	26	33	70	99	15	67	101	13
	39%	42%	36%	36%	46%	35%	34%	44%	69%	40%	44%	36%	33%	43%	72%	42%	35%	70%
					c									a				
Environmental groups	97	63	34	28	38	31	59	26	12	65	13	19	40	52	5	37	50	8
	21%	21%	20%	20%	22%	21%	19%	21%	36%	20%	23%	21%	19%	22%	23%	24%	18%	43%
Airport or aviation campaign groups	80	51	29	16	35	28	38	29	12	57	9	13	33	42	4	31	43	4
	17%	17%	17%	11%	20%	19%	12%	24%	37%	18%	16%	15%	16%	18%	20%	20%	15%	24%
								a										
Local community groups	64	50	14	18	32	13	37	17	11	39	11	14	18	40	6	24	34	6
	14%	17%	8%	13%	19%	9%	12%	13%	32%	12%	19%	15%	8%	17%	30%	15%	12%	32%
		b			c									a				
<u>Net: CAA/DfT/NATS</u>	158	115	43	55	63	40	86	52	20	123	11	24	65	82	10	41	101	14
	34%	39%	25%	39%	36%	27%	28%	42%	60%	39%	19%	26%	31%	35%	51%	26%	35%	78%
		b		c				a		bc							a	
The Civil Aviation Authority (CAA)	80	55	25	26	29	25	42	27	11	68	3	9	43	36	1	21	47	11
	17%	19%	15%	18%	17%	17%	14%	22%	33%	21%	5%	10%	20%	16%	6%	13%	17%	59%
								a		bc								

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### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	*c	a	b	c	a	b	*c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	448	264	182	111	167	170	310	110	28	301	55	92	207	228	13	154	275	14
Weighted Total	466	295	170	143	174	149	311	122	33	318	58	91	213	233	21	158	286	18
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
The Department for Transport (DfT)	75	53	22	19	33	23	38	28	9	59	7	10	25	47	3	10	56	7
	16%	18%	13%	14%	19%	15%	12%	23%	28%	19%	11%	11%	12%	20%	15%	7%	20%	38%
								a						a			a	
NATS (formerly known as National Air Traffic Services)	55	47	7	16	34	5	23	21	10	43	3	9	17	32	6	20	28	7
	12%	16%	4%	11%	19%	3%	7%	17%	31%	14%	5%	10%	8%	14%	30%	12%	10%	38%
		b		c	c			a										
Other	14	9	5	3	3	8	9	3	2	12	-	2	5	9	-	4	6	4
	3%	3%	3%	2%	2%	5%	3%	3%	5%	4%	-	2%	2%	4%	-	2%	2%	23%
Net: Media	295	178	116	75	112	108	197	80	18	207	34	54	135	151	9	97	183	10
	63%	60%	68%	52%	64%	73%	63%	66%	56%	65%	60%	59%	64%	65%	42%	62%	64%	58%
					a	a												
Net: Airport/Airline	188	121	67	56	79	52	120	50	18	135	17	36	82	94	12	58	116	12
	40%	41%	39%	39%	45%	35%	39%	41%	55%	42%	30%	39%	39%	40%	57%	37%	40%	64%
Net: Groups	184	123	61	52	80	52	107	54	23	126	26	33	70	99	15	67	101	13
	39%	42%	36%	36%	46%	35%	34%	44%	69%	40%	44%	36%	33%	43%	72%	42%	35%	70%
					c									a				
Net: CAA/DfT/NATS	158	115	43	55	63	40	86	52	20	123	11	24	65	82	10	41	101	14
	34%	39%	25%	39%	36%	27%	28%	42%	60%	39%	19%	26%	31%	35%	51%	26%	35%	78%
		b		c				a		bc							a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	*c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	448	272	166	10	166	135	64	81	175	294	287	161	97	64
Weighted Total	466	278	176	13	162	150	76	75	195	293	293	174	95	78
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<u>Net: Media</u>	295	178	113	4	110	90	48	46	117	192	186	110	58	52
	63%	64%	64%	28%	68%	60%	64%	62%	60%	65%	63%	63%	61%	66%
National media	198	121	76	1	84	62	29	23	76	135	120	78	35	43
	42%	44%	43%	10%	52%	41%	38%	31%	39%	46%	41%	45%	37%	55%
					d									ac
Local media	158	95	61	2	57	44	29	28	66	100	102	56	32	25
	34%	34%	35%	18%	35%	30%	38%	38%	34%	34%	35%	32%	33%	31%
<u>Net: Airport/Airline</u>	188	119	64	5	65	53	36	30	94	103	106	82	44	38
	40%	43%	36%	39%	40%	35%	48%	40%	48%	35%	36%	47%	46%	49%
									b			a		
Birmingham Airport/Manchester Airport/Bristol Airport/Nearby London airports	124	80	40	4	43	39	16	23	49	83	68	55	37	18
	27%	29%	23%	30%	26%	26%	21%	30%	25%	28%	23%	32%	39%	24%
													ad	
Airlines	96	61	33	1	34	25	25	12	63	36	54	41	12	29
	21%	22%	19%	9%	21%	17%	33%	16%	32%	12%	19%	24%	13%	37%
							bd		b			c		abc
<u>Net: Groups</u>	184	112	67	5	71	56	27	26	87	114	112	72	28	44
	39%	40%	38%	38%	44%	38%	36%	35%	44%	39%	38%	41%	29%	56%
												c		abc
Environmental groups	97	60	34	3	32	31	12	22	44	63	63	34	10	24
	21%	21%	20%	22%	20%	20%	16%	30%	23%	21%	21%	20%	11%	31%
								c			c			c
Airport or aviation campaign groups	80	51	27	1	36	20	14	9	39	50	41	38	12	26
	17%	18%	16%	11%	22%	14%	18%	12%	20%	17%	14%	22%	12%	34%
												a		ac
Local community groups	64	39	22	3	29	20	8	3	34	35	43	21	9	11
	14%	14%	12%	27%	18%	14%	11%	4%	17%	12%	15%	12%	10%	15%
					d	d								
<u>Net: CAA/DfT/NATS</u>	158	99	52	7	66	54	23	12	77	90	85	73	32	40
	34%	36%	29%	58%	40%	36%	31%	16%	40%	31%	29%	42%	34%	51%
					d	d	d		b			a		ac
The Civil Aviation Authority (CAA)	80	55	19	7	33	30	14	4	36	51	48	32	16	17
	17%	20%	11%	51%	20%	20%	18%	5%	18%	18%	16%	19%	16%	21%
		b			d	d	d							



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	*c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	448	272	166	10	166	135	64	81	175	294	287	161	97	64
Weighted Total	466	278	176	13	162	150	76	75	195	293	293	174	95	78
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
The Department for Transport (DfT)	75	53	22	1	36	20	12	8	38	42	34	41	17	24
	16%	19%	12%	7%	22%	13%	16%	10%	20%	14%	12%	24%	18%	31%
					d							a		a
NATS (formerly known as National Air Traffic Services)	55	35	20	-	29	18	3	3	37	25	33	21	6	15
	12%	13%	11%	-	18%	12%	3%	3%	19%	9%	11%	12%	7%	19%
					cd	d			b					c
Other	14	14	1	-	11	2	1	-	2	14	11	3	3	-
	3%	5%	*	-	7%	1%	1%	-	1%	5%	4%	2%	4%	-
		b			bd					a				
Net: Media	295	178	113	4	110	90	48	46	117	192	186	110	58	52
	63%	64%	64%	28%	68%	60%	64%	62%	60%	65%	63%	63%	61%	66%
Net: Airport/Airline	188	119	64	5	65	53	36	30	94	103	106	82	44	38
	40%	43%	36%	39%	40%	35%	48%	40%	48%	35%	36%	47%	46%	49%
									b			a		
Net: Groups	184	112	67	5	71	56	27	26	87	114	112	72	28	44
	39%	40%	38%	38%	44%	38%	36%	35%	44%	39%	38%	41%	29%	56%
												c		abc
Net: CAA/DfT/NATS	158	99	52	7	66	54	23	12	77	90	85	73	32	40
	34%	36%	29%	58%	40%	36%	31%	16%	40%	31%	29%	42%	34%	51%
					d	d	d		b			a		ac

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	*a	*b	c	*d	*e	*f	*g	*h	i	a	*b	c	*d	*e	*f	*g	*h	i		
Significance Level: 95%																				
Unweighted Total	448	22	1	41	8	4	5	-	4	363	39	7	52	14	15	19	4	11	287	
Weighted Total	466	23	1	51	6	5	5	-	6	369	45	9	62	10	14	18	4	12	293	
	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
<u>Net: Media</u>	295	18	1	32	3	*	3	-	5	232	35	9	37	5	7	7	3	6	186	
	63%	79%	100%	64%	52%	11%	57%	-	83%	63%	76%	100%	60%	58%	49%	38%	84%	53%	63%	
National media	198	15	1	26	3	*	1	-	1	151	26	7	29	5	2	4	3	1	120	
	42%	66%	100%	50%	42%	11%	27%	-	15%	41%	58%	81%	47%	51%	15%	22%	84%	8%	41%	
											i									
Local media	158	14	-	14	1	-	2	-	5	121	20	2	17	2	5	4	-	6	102	
	34%	59%	-	28%	19%	-	44%	-	83%	33%	44%	19%	28%	19%	38%	23%	-	53%	35%	
<u>Net: Airport/Airline</u>	188	11	1	22	4	5	3	-	6	138	18	1	27	5	10	9	3	8	106	
	40%	45%	100%	43%	60%	100%	69%	-	85%	37%	41%	6%	44%	58%	74%	48%	72%	70%	36%	
Birmingham Airport/Manchester Airport/Bristol Airport/ Nearby London airports	124	8	1	12	3	5	3	-	6	87	9	1	15	5	10	7	-	8	68	
	27%	36%	100%	23%	50%	100%	56%	-	85%	24%	21%	6%	25%	51%	74%	37%	-	70%	23%	
Airlines	96	4	-	17	1	1	2	-	-	70	12	-	19	1	1	5	3	-	54	
	21%	19%	-	33%	19%	30%	43%	-	-	19%	26%	-	31%	13%	10%	27%	72%	-	19%	
				i									i							
<u>Net: Groups</u>	184	17	1	24	3	-	3	-	*	137	25	2	29	3	2	8	2	1	112	
	39%	73%	100%	47%	42%	-	56%	-	7%	37%	55%	26%	46%	34%	12%	42%	44%	11%	38%	
											i									
Environmental groups	97	11	1	12	1	-	-	-	*	72	15	2	13	1	1	1	1	*	63	
	21%	49%	100%	23%	9%	-	-	-	7%	20%	34%	26%	21%	6%	8%	3%	28%	4%	21%	
Airport or aviation campaign groups	80	7	-	15	1	-	2	-	-	54	10	1	19	1	-	5	1	-	41	
	17%	32%	-	30%	9%	-	42%	-	-	15%	23%	14%	31%	13%	-	27%	28%	-	14%	
				i									i							
Local community groups	64	5	1	3	1	-	1	-	-	52	8	1	5	1	1	3	1	1	43	
	14%	21%	100%	7%	23%	-	27%	-	-	14%	18%	6%	8%	15%	9%	16%	16%	7%	15%	
<u>Net: CAA/DfT/NATS</u>	158	8	-	31	1	2	2	-	1	113	19	1	34	2	4	7	3	3	85	
	34%	35%	-	61%	17%	41%	43%	-	17%	30%	42%	7%	55%	18%	32%	38%	72%	29%	29%	
				i									i							
The Civil Aviation Authority (CAA)	80	8	-	11	*	-	-	-	1	60	8	1	13	*	1	4	2	3	48	
	17%	32%	-	22%	8%	-	-	-	17%	16%	18%	7%	20%	5%	5%	24%	56%	29%	16%	
The Department for Transport (DfT)	75	5	-	18	1	2	1	-	-	49	13	-	18	1	4	3	1	2	34	
	16%	21%	-	35%	9%	41%	29%	-	-	13%	30%	-	29%	6%	28%	14%	16%	20%	12%	
				i							i		i							

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		*a	*b	c	*d	*e	*f	*g	*h	i	a	*b	c	*d	*e	*f	*g	*h	i	
Significance Level: 95%																				
Unweighted Total	448	22	1	41	8	4	5	-	4	363	39	7	52	14	15	19	4	11	287	
Weighted Total	466	23	1	51	6	5	5	-	6	369	45	9	62	10	14	18	4	12	293	
	100%	100%	100%	100%	100%	100%	100%	-	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
NATS (formerly known as National Air Traffic Services)	55	3	-	10	-	-	1	-	1	40	7	-	12	1	1	1	-	1	33	
	12%	15%	-	19%	-	-	14%	-	17%	11%	15%	-	19%	7%	4%	4%	-	9%	11%	
Other	14	-	-	2	-	-	-	-	-	12	-	-	2	1	-	-	-	1	11	
	3%	-	-	5%	-	-	-	-	-	3%	-	-	4%	5%	-	-	-	5%	4%	
Net: Media	295	18	1	32	3	*	3	-	5	232	35	9	37	5	7	7	3	6	186	
	63%	79%	100%	64%	52%	11%	57%	-	83%	63%	76%	100%	60%	58%	49%	38%	84%	53%	63%	
Net: Airport/Airline	188	11	1	22	4	5	3	-	6	138	18	1	27	5	10	9	3	8	106	
	40%	45%	100%	43%	60%	100%	69%	-	85%	37%	41%	6%	44%	58%	74%	48%	72%	70%	36%	
Net: Groups	184	17	1	24	3	-	3	-	*	137	25	2	29	3	2	8	2	1	112	
	39%	73%	100%	47%	42%	-	56%	-	7%	37%	55%	26%	46%	34%	12%	42%	44%	11%	38%	
Net: CAA/DfT/NATS	158	8	-	31	1	2	2	-	1	113	19	1	34	2	4	7	3	3	85	
	34%	35%	-	61%	17%	41%	43%	-	17%	30%	42%	7%	55%	18%	32%	38%	72%	29%	29%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	*b	c	*d	*e	f	*g	*h	i	a	b	a	*b	c	
Significance Level: 95%															
Unweighted Total	448	40	18	58	15	28	34	7	15	233	373	75	66	20	75
Weighted Total	466	46	23	70	11	31	35	7	18	225	394	72	76	24	74
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Net: Media</b>	295	35	23	44	7	15	18	6	8	140	247	48	43	17	50
	63%	77%	100%	63%	62%	47%	51%	80%	46%	62%	63%	67%	57%	69%	68%
		f													
National media	198	27	16	36	6	6	15	5	3	85	168	30	31	13	34
	42%	58%	71%	51%	57%	19%	43%	68%	16%	38%	43%	42%	41%	53%	46%
		i													
Local media	158	20	13	23	2	11	5	1	6	78	136	22	22	7	28
	34%	44%	57%	32%	17%	34%	13%	12%	35%	35%	34%	31%	28%	29%	38%
		f		f						f					
<b>Net: Airport/Airline</b>	188	18	2	30	7	20	13	3	8	87	154	34	43	8	31
	40%	40%	7%	42%	62%	65%	37%	40%	46%	39%	39%	47%	57%	32%	42%
Birmingham Airport/Manchester Airport/Bristol Airport/Nearby London airports	124	9	2	15	5	20	8	-	8	56	99	25	26	5	24
	27%	21%	7%	22%	45%	65%	23%	-	46%	25%	25%	35%	34%	20%	33%
Airlines	96	12	-	21	2	1	8	3	-	48	86	9	31	3	8
	21%	26%	-	30%	23%	4%	22%	40%	-	21%	22%	13%	40%	12%	11%
													c		
<b>Net: Groups</b>	184	25	3	32	3	12	13	3	3	91	164	20	37	11	24
	39%	54%	15%	45%	30%	37%	37%	36%	16%	40%	42%	28%	49%	44%	33%
											b				
Environmental groups	97	15	2	14	1	5	3	2	2	53	83	13	12	8	15
	21%	33%	10%	20%	5%	15%	8%	27%	11%	24%	21%	19%	15%	33%	20%
		f								f					
Airport or aviation campaign groups	80	10	2	19	1	1	5	1	-	39	71	9	25	4	9
	17%	23%	8%	28%	11%	2%	15%	16%	-	17%	18%	12%	33%	17%	12%
													c		
Local community groups	64	8	2	7	1	8	7	1	2	29	61	3	9	4	8
	14%	18%	7%	9%	14%	26%	19%	9%	10%	13%	15%	4%	11%	18%	10%
											b				
<b>Net: CAA/DfT/NATS</b>	158	19	1	35	2	9	9	3	8	73	139	18	37	7	29
	34%	41%	3%	50%	16%	28%	26%	40%	43%	32%	35%	26%	49%	27%	40%
			fi												
The Civil Aviation Authority (CAA)	80	8	1	14	*	1	4	2	7	43	70	10	20	2	10
	17%	17%	3%	20%	4%	2%	12%	31%	39%	19%	18%	14%	27%	10%	13%
													c		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q21. Which organisations have you heard from about airport developments or changes to airspace recently?

BASE: All who heard anything about airport developments in the last 6 months

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	*b	c	*d	*e	f	*g	*h	i	a	b	a	*b	c
Significance Level: 95%															
Unweighted Total	448	40	18	58	15	28	34	7	15	233	373	75	66	20	75
Weighted Total	466	46	23	70	11	31	35	7	18	225	394	72	76	24	74
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
The Department for Transport (DFT)	75	13	-	18	1	5	4	1	3	31	71	5	18	3	20
	16%	29%	-	25%	5%	17%	10%	9%	16%	14%	18%	7%	23%	13%	28%
		fi		i							b				
NATS (formerly known as National Air Traffic Services)	55	7	-	12	1	4	2	-	1	29	46	9	12	5	5
	12%	15%	-	16%	6%	11%	5%	-	6%	13%	12%	13%	15%	21%	6%
Other	14	-	-	2	1	-	-	-	1	11	9	5	2	-	1
	3%	-	-	3%	5%	-	-	-	3%	5%	2%	7%	3%	-	1%
											a				
Net: Media	295	35	23	44	7	15	18	6	8	140	247	48	43	17	50
	63%	77%	100%	63%	62%	47%	51%	80%	46%	62%	63%	67%	57%	69%	68%
		f													
Net: Airport/Airline	188	18	2	30	7	20	13	3	8	87	154	34	43	8	31
	40%	40%	7%	42%	62%	65%	37%	40%	46%	39%	39%	47%	57%	32%	42%
Net: Groups	184	25	3	32	3	12	13	3	3	91	164	20	37	11	24
	39%	54%	15%	45%	30%	37%	37%	36%	16%	40%	42%	28%	49%	44%	33%
											b				
Net: CAA/DIT/NATS	158	19	1	35	2	9	9	3	8	73	139	18	37	7	29
	34%	41%	3%	50%	16%	28%	26%	40%	43%	32%	35%	26%	49%	27%	40%
				fi											

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q23. Having thought a bit more about it in this survey, how favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Total	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year		
		Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
Significance Level: 95%		a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Very favourable (5.0)	445	267	176	120	150	174	330	89	27	402	22	21	227	196	22	122	302	17
	22%	27%	17%	21%	22%	23%	19%	35%	54%	34%	11%	3%	20%	26%	23%	13%	29%	73%
		b			a	ab				bc	c			a			a	
Fairly favourable (4.0)	801	379	421	213	286	301	709	86	5	566	55	180	468	318	14	339	447	2
	40%	38%	41%	38%	42%	40%	42%	34%	11%	48%	28%	28%	41%	42%	15%	37%	43%	9%
							bc	c		bc			c	c			a	
Neither favourable nor unfavourable (3.0)	515	236	278	149	173	193	447	58	10	144	51	319	317	167	31	312	196	1
	26%	24%	27%	26%	25%	25%	26%	23%	21%	12%	26%	50%	28%	22%	32%	34%	19%	2%
											a	ab	b			b		
Fairly unfavourable (2.0)	97	44	53	32	33	32	83	14	*	30	34	33	54	37	6	41	50	1
	5%	4%	5%	6%	5%	4%	5%	5%	1%	3%	17%	5%	5%	5%	7%	4%	5%	3%
											ac	a						
Very unfavourable (1.0)	42	22	20	13	16	13	34	5	2	7	27	8	26	15	1	30	10	3
	2%	2%	2%	2%	2%	2%	2%	2%	5%	1%	14%	1%	2%	2%	1%	3%	1%	13%
											ac					b		
Don't know	109	43	66	42	22	45	103	2	4	23	6	80	57	30	22	77	31	-
	5%	4%	6%	7%	3%	6%	6%	1%	9%	2%	3%	12%	5%	4%	23%	8%	3%	-
			a	b	b		b		b			ab			ab	b		
Net: Favourable	1246	646	597	334	437	475	1039	175	32	968	77	201	695	514	36	461	749	19
	62%	65%	59%	59%	64%	63%	61%	69%	65%	83%	39%	31%	60%	67%	38%	50%	72%	82%
		b			a			a		bc	c		c	ac			a	
Net: Unfavourable	139	65	73	44	49	46	117	19	3	38	61	40	80	52	8	71	60	4
	7%	7%	7%	8%	7%	6%	7%	8%	6%	3%	31%	6%	7%	7%	8%	8%	6%	16%
											ac	a						
Base for stats	1900	947	949	527	659	714	1603	251	45	1150	190	560	1092	733	75	843	1005	23
Mean score	3.79	3.87	3.72	3.75	3.79	3.83	3.76	3.95	4.18	4.15	3.06	3.31	3.75	3.88	3.66	3.57	3.98	4.27
		b			a			a		bc		b		a			a	
Standard Deviation	.931	.953	.903	.952	.934	.914	.909	.997	1.158	.783	1.234	.698	.920	.931	1.048	.919	.884	1.431

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q23. Having thought a bit more about it in this survey, how favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Significance Level: 95%	Housing			SEG				Children		Within 20 miles				
		Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total		2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total		2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Very favourable	(5.0)	445 22%	270 25%	161 19%	14 22%	165 29%	117 20%	79 24%	80 16%	172 25%	297 21%	283 21%	162 25%	92 22%	69 33%
			b			bd		d					a		ac
Fairly favourable	(4.0)	801 40%	459 42%	321 37%	21 34%	224 40%	259 44%	124 38%	194 38%	274 39%	553 40%	555 41%	246 38%	181 42%	65 31%
			b									d		d	
Neither favourable nor unfavourable	(3.0)	515 26%	247 23%	255 30%	14 22%	120 21%	144 24%	94 29%	153 30%	154 22%	386 28%	359 26%	156 24%	102 24%	54 26%
				a		a		a	ab		a				
Fairly unfavourable	(2.0)	97 5%	44 4%	48 6%	6 9%	21 4%	37 6%	16 5%	19 4%	42 6%	56 4%	58 4%	39 6%	27 6%	12 6%
										b					
Very unfavourable	(1.0)	42 2%	22 2%	18 2%	2 3%	15 3%	7 1%	8 2%	13 2%	19 3%	22 2%	31 2%	11 2%	7 2%	4 2%
Don't know		109 5%	46 4%	57 7%	6 9%	19 3%	30 5%	4 1%	52 10%	34 5%	74 5%	83 6%	26 4%	18 4%	7 3%
				a		c	c		abc						
Net: Favourable		1246 62%	729 67%	482 56%	35 56%	389 69%	375 63%	203 62%	274 54%	446 64%	850 61%	838 61%	408 64%	273 64%	134 63%
			b			bd	d	d							
Net: Unfavourable		139 7%	66 6%	66 8%	8 12%	36 6%	43 7%	24 7%	32 6%	62 9%	79 6%	89 7%	50 8%	34 8%	16 8%
										b					
Base for stats		1900	1041	803	56	545	563	321	459	662	1315	1287	613	409	205
Mean score		3.79	3.88	3.70	3.70	3.92	3.78	3.78	3.68	3.81	3.80	3.78	3.83	3.80	3.89
			b			bcd	d								
Standard Deviation		.931	.916	.933	1.064	.961	.887	.957	.905	.989	.896	.922	.951	.919	1.012

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q23. Having thought a bit more about it in this survey, how favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Very favourable	(5.0)	445	13	2	58	7	4	8	-	1	350	25	3	65	9	23	29	4	4	283
		22%	28%	31%	39%	29%	21%	23%	-	6%	21%	25%	12%	35%	18%	24%	24%	23%	10%	21%
				i								h		dfhi						
Fairly favourable	(4.0)	801	18	3	45	9	6	14	3	11	693	44	8	55	25	32	50	9	22	555
		40%	38%	37%	30%	34%	32%	38%	100%	56%	41%	43%	29%	30%	50%	33%	41%	58%	54%	41%
										c		c		ce				ce	c	
Neither favourable nor unfavourable	(3.0)	515	13	2	31	5	9	10	-	5	441	23	9	45	10	30	26	3	10	359
		26%	27%	24%	20%	19%	45%	27%	-	24%	26%	23%	33%	24%	20%	31%	21%	20%	25%	26%
Fairly unfavourable	(2.0)	97	3	-	8	2	-	2	-	-	81	7	5	10	2	5	9	-	1	58
		5%	7%	-	6%	8%	-	6%	-	-	5%	7%	19%	5%	4%	5%	8%	-	3%	4%
Very unfavourable	(1.0)	42	1	-	3	1	-	1	-	-	37	1	1	4	1	3	1	-	-	31
		2%	2%	-	2%	2%	-	2%	-	-	2%	1%	5%	2%	3%	3%	1%	-	-	2%
Don't know		109	-	*	6	2	1	1	-	3	96	1	*	7	2	5	7	-	3	83
		5%	-	7%	4%	7%	3%	4%	-	13%	6%	1%	2%	4%	5%	5%	6%	-	8%	6%
										a									a	
Net: Favourable		1246	32	5	103	16	10	22	3	12	1043	69	11	120	35	55	79	13	26	838
		62%	65%	69%	68%	63%	52%	61%	100%	62%	61%	68%	41%	65%	69%	57%	65%	80%	64%	61%
Net: Unfavourable		139	4	-	11	3	-	3	-	-	119	8	6	14	3	7	10	-	1	89
		7%	8%	-	7%	10%	-	8%	-	-	7%	8%	23%	7%	7%	7%	8%	-	3%	7%
Base for stats		1900	49	6	145	23	19	34	3	17	1602	101	25	178	48	92	114	16	38	1287
Mean score		3.79	3.83	4.07	4.01	3.85	3.75	3.77	4.00	3.79	3.77	3.84	3.26	3.94	3.81	3.74	3.85	4.03	3.76	3.78
					i									i						
Standard Deviation		.931	.965	.838	1.016	1.063	.804	.960	-	.576	.924	.927	1.074	1.014	.897	.989	.913	.671	.684	.922



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### Q23. Having thought a bit more about it in this survey, how favourable or unfavourable would you say you are, if at all, towards plans to modernise the UK's airspace infrastructure?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport			
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Very favourable	(5.0)	445 22%	25 23%	8 12%	68 31% bdi	10 16%	48 26% b	43 25% b	5 17%	15 20%	224 21%	373 22%	72 21%	95 43% bc	6 6%	61 19% b
Fairly favourable	(4.0)	801 40%	46 42%	27 40%	77 35%	37 55% cefi	69 38%	70 40%	14 47%	33 45%	428 39%	659 40%	142 41%	86 39%	27 29%	132 40%
Neither favourable nor unfavourable	(3.0)	515 26%	27 25%	21 33%	52 24%	13 19%	47 26%	40 23%	8 26%	18 25%	289 27%	436 26%	79 23%	28 13%	34 36% a	94 29% a
Fairly unfavourable	(2.0)	97 5%	7 6%	5 7%	10 5%	2 4%	7 4%	10 6%	2 5%	2 3%	52 5%	76 5%	21 6%	4 2%	14 15% ac	21 6% a
Very unfavourable	(1.0)	42 2%	1 1%	2 3%	5 2%	1 2%	3 2%	4 3%	- -	- -	25 2%	30 2%	13 4% a	3 1%	5 5% ac	3 1%
Don't know		109 5%	4 3%	4 5%	7 3%	2 4%	8 4%	7 4%	1 5%	4 6%	71 7%	91 5%	18 5%	3 2%	7 7% a	16 5%
Net: Favourable		1246 62%	72 64%	34 52%	145 66% b	47 71% b	117 64%	113 65%	19 64%	48 66%	652 60%	1032 62%	214 62%	181 83% bc	33 36%	194 59% b
Net: Unfavourable		139 7%	8 8%	6 10%	15 7%	4 6%	11 6%	14 8%	2 5%	2 3%	77 7%	105 6%	34 10% a	6 3%	19 21% ac	25 8% a
Base for stats	1900	107	62	211	64	174	167	28	69	1018	1574	326	216	86	312	
Mean score	3.79	3.81	3.54	3.91 b	3.82	3.86 b	3.82	3.79	3.88 b	3.76	3.81	3.73	4.24 bc	3.17	3.73 b	
Standard Deviation	.931	.914	.908	.981	.830	.932	.970	.807	.787	.934	.916	1.000	.833	.982	.891	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 10 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	49 2%	30 3%	19 2%	17 3%	21 3%	11 1%	39 2%	9 4%	1 2%	31 3%	4 2%	14 2%	24 2%	23 3%	2 2%	17 2%	26 3%	6 26%
Gatwick	7 *	4 *	3 *	2 *	2 *	3 *	7 *	- -	- -	4 *	- -	3 *	3 *	3 *	- -	3 *	4 *	- -
London City	151 8%	101 10%	49 5%	53 9%	68 10%	30 4%	98 6%	38 15%	15 31%	117 10%	10 5%	25 4%	52 5%	98 13%	1 1%	43 5%	98 9%	9 39%
Luton	25 1%	10 1%	16 2%	5 1%	12 2%	8 1%	22 1%	4 1%	- -	13 1%	5 2%	8 1%	8 1%	13 2%	4 4%	11 1%	14 1%	- -
Manchester	20 1%	10 1%	10 1%	8 1%	8 1%	4 1%	15 1%	4 2%	1 1%	12 1%	- -	7 1%	9 1%	11 1%	- -	6 1%	14 1%	- -
Birmingham	36 2%	14 1%	22 2%	12 2%	17 3%	7 1%	29 2%	7 3%	1 1%	22 2%	1 1%	12 2%	18 2%	14 2%	3 3%	15 2%	21 2%	- -
Stansted	3 *	1 *	1 *	1 *	- -	1 *	2 *	1 *	- -	2 *	- -	1 *	3 *	- -	- -	1 *	2 *	- -
Bristol	20 1%	6 1%	14 1%	4 1%	5 1%	11 2%	19 1%	1 1%	- -	9 1%	* *	11 2%	16 1%	3 *	1 1%	14 2%	6 1%	- -
None of the above	1699 85%	814 82%	882 87%	468 82%	547 80%	683 90%	1477 87%	190 75%	32 64%	963 82%	176 90%	560 87%	1016 88%	596 78%	87 89%	812 88%	850 82%	8 35%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 10 miles

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	49 2%	28 3%	19 2%	2 3%	16 3%	13 2%	8 3%	11 2%	21 3%	30 2%	-	49 8%	17 4%	32 15%
												ac	a	abc
Gatwick	7 *	5 *	2 *	- -	2 *	3 1%	1 *	1 *	4 1%	3 *	-	7 1%	6 1%	1 1%
												a	a	a
London City	151 8%	74 7%	70 8%	8 13%	73 13%	39 7%	16 5%	23 5%	67 10%	90 6%	-	151 24%	58 14%	93 44%
					bcd				b			ac	a	abc
Luton	25 1%	13 1%	12 1%	- -	9 2%	11 2%	2 1%	3 1%	8 1%	18 1%	-	25 4%	20 5%	5 2%
												a	a	a
Manchester	20 1%	12 1%	8 1%	- -	5 1%	9 2%	3 1%	3 1%	5 1%	17 1%	-	20 3%	20 5%	-
												ad	ad	-
Birmingham	36 2%	18 2%	14 2%	4 7%	10 2%	8 1%	7 2%	11 2%	20 3%	23 2%	-	36 6%	36 8%	-
				ab								ad	ad	-
Stansted	3 *	2 *	1 *	- -	1 *	1 *	- -	1 *	1 *	1 *	-	3 *	3 1%	-
												a	a	-
Bristol	20 1%	14 1%	6 1%	1 1%	4 1%	3 1%	6 2%	7 1%	6 1%	15 1%	-	20 3%	20 5%	-
												ad	ad	-
None of the above	1699 85%	922 85%	729 85%	48 77%	445 79%	505 85%	282 87%	451 88%	565 81%	1192 86%	1370 100%	329 51%	249 58%	80 38%
						a	a	a		a	bcd	d	bd	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 10 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heathrow	49	49	-	-	-	-	-	-	-	-	49	-	-	-	-	-	-	-	-	
	2%	100%	-	-	-	-	-	-	-	-	48%	-	-	-	-	-	-	-	-	
		cfi									cdefhi									
Gatwick	7	-	7	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	
	*	-	100%	-	-	-	-	-	-	-	-	27%	-	-	-	-	-	-	-	
London City	151	-	-	151	-	-	-	-	-	-	-	-	151	-	-	-	-	-	-	
	8%	-	-	100%	-	-	-	-	-	-	-	-	82%	-	-	-	-	-	-	
				afi									adefhi							
Luton	25	-	-	-	25	-	-	-	-	-	-	-	-	25	-	-	-	-	-	
	1%	-	-	-	100%	-	-	-	-	-	-	-	-	50%	-	-	-	-	-	
														acefhi						
Manchester	20	-	-	-	-	20	-	-	-	-	-	-	-	-	20	-	-	-	-	
	1%	-	-	-	-	100%	-	-	-	-	-	-	-	20%	-	-	-	-	-	
														acdghi						
Birmingham	36	-	-	-	-	-	36	-	-	-	-	-	-	-	-	36	-	-	-	
	2%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	29%	-	-	-	
							aci									acdehi				
Stansted	3	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	3	-	-	
	*	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	17%	-	-	
Bristol	20	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	20	
	1%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	49%	
																			acdefi	
None of the above	1699	-	-	-	-	-	-	-	-	1699	53	19	34	25	77	86	13	21	1370	
	85%	-	-	-	-	-	-	-	-	100%	52%	73%	18%	50%	80%	71%	83%	51%	100%	
										acf	c		c	acd	acd	acd	c	acdefh		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 10 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport								
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither						
		a	b	c	d	e	f	g	h	i	a	b	a	b	c						
Significance Level: 95%																					
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323						
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327						
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%						
Heathrow	49 2%	49 44%	-	-	-	-	-	-	-	-	48 3%	1 *	20 9%	7 7%	23 7%						
		bcdefghi										b									
Gatwick	7 *	-	7 11%	-	-	-	-	-	-	-	4 *	3 1%	2 1%	1 1%	4 1%						
			acdefhi										*								
London City	151 8%	-	-	151 69%	-	-	-	-	-	-	151 9%	1 *	63 29%	22 24%	66 20%						
				abdefghi										b	c						
Luton	25 1%	-	-	-	25 38%	-	-	-	-	-	21 1%	4 1%	3 1%	4 4%	18 6%						
					abcefgghi												a				
Manchester	20 1%	-	-	-	-	20 11%	-	-	-	-	19 1%	1 *	11 5%	2 2%	7 2%						
						abcdfhi															
Birmingham	36 2%	-	-	-	-	-	36 21%	-	-	-	34 2%	1 *	14 6%	3 3%	19 6%						
							abcdeghi										b				
Stansted	3 *	-	-	-	-	-	-	3 9%	-	-	-	3 1%	1 *	-	2 1%						
								abcdefghi										a			
Bristol	20 1%	-	-	-	-	-	-	-	20 27%	-	15 1%	5 2%	1 1%	2 2%	17 5%						
									abcdefgi												a
None of the above	1699 85%	62 56%	59 89%	67 31%	41 62%	162 89%	138 79%	27 91%	53 73%	1089 100%	1372 82%	327 95%	105 48%	52 56%	172 52%						
		c	acd		c	acdf	acd	acd	ac	abcdegh		a									

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 20 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	102	62	40	34	41	27	77	21	4	72	6	24	42	55	5	28	67	6
	5%	6%	4%	6%	6%	4%	5%	8%	7%	6%	3%	4%	4%	7%	5%	3%	6%	26%
		b		c	c			a		c				a			a	
Gatwick	26	9	17	4	6	16	26	-	-	10	12	4	17	8	-	11	10	-
	1%	1%	2%	1%	1%	2%	2%	-	-	1%	6%	1%	2%	1%	-	1%	1%	-
						a					ac							
London City	185	114	70	63	82	40	127	43	15	135	11	39	73	111	1	56	119	9
	9%	11%	7%	11%	12%	5%	7%	17%	31%	12%	6%	6%	6%	15%	2%	6%	11%	39%
		b		c	c			a	ab	bc				ac			a	
Luton	51	22	29	12	18	21	45	6	-	26	6	18	26	21	4	20	30	-
	3%	2%	3%	2%	3%	3%	3%	2%	-	2%	3%	3%	2%	3%	4%	2%	3%	-
Manchester	97	47	50	29	33	35	88	9	1	54	9	35	59	37	1	47	48	-
	5%	5%	5%	5%	5%	5%	5%	3%	1%	5%	4%	5%	5%	5%	1%	5%	5%	-
Birmingham	121	58	64	37	38	46	105	14	2	64	14	43	75	37	9	58	62	2
	6%	6%	6%	6%	6%	6%	6%	5%	5%	5%	7%	7%	7%	5%	9%	6%	6%	7%
Stansted	16	8	7	8	1	7	15	1	-	12	-	4	10	6	-	5	11	-
	1%	1%	1%	1%	*	1%	1%	*	-	1%	-	1%	1%	1%	-	1%	1%	-
				b														
Bristol	41	14	27	5	18	18	37	2	2	23	1	16	27	13	2	21	20	-
	2%	1%	3%	1%	3%	2%	2%	1%	3%	2%	1%	3%	2%	2%	2%	2%	2%	-
					a	a												
None close	1370	657	711	378	444	549	1185	159	26	776	138	457	820	475	75	675	668	6
	68%	66%	70%	66%	65%	72%	69%	63%	53%	66%	70%	71%	71%	62%	77%	73%	65%	28%
						ab	bc					a	b	b	b	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 20 miles

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	102 5%	65 6%	35 4%	2 3%	36 6%	25 4%	20 6%	20 4%	45 6% b	61 4%	- -	102 16% ac	32 8% a	70 33% abc
Gatwick	26 1%	13 1%	12 1%	1 2%	5 1%	15 2% ad	3 1%	4 1%	5 1%	21 2%	- -	26 4% a	23 5% ad	3 1% a
London City	185 9%	89 8%	87 10%	9 15%	85 15% bcd	48 8%	21 6%	31 6%	83 12% b	110 8%	- -	185 29% ac	66 16% a	119 56% abc
Luton	51 3%	23 2%	24 3%	4 6%	19 3%	16 3%	6 2%	10 2%	15 2%	37 3%	- -	51 8% a	36 9% a	14 7% a
Manchester	97 5%	45 4%	52 6%	1 1%	20 4%	34 6%	16 5%	27 5%	38 5%	67 5%	- -	97 15% ad	97 23% abd	- -
Birmingham	121 6%	54 5%	56 7%	11 18% ab	30 5%	29 5%	21 6%	37 7%	43 6%	87 6%	- -	121 19% ad	121 28% abd	- -
Stansted	16 1%	10 1%	6 1%	- -	6 1%	7 1%	1 *	2 *	6 1%	10 1%	- -	16 2% a	10 2% a	6 3% a
Bristol	41 2%	26 2%	13 2%	2 3%	10 2%	16 3%	6 2%	8 2%	11 2%	31 2%	- -	41 6% ad	41 10% ad	- -
None close	1370 68%	763 70% c	574 67% c	32 53%	353 63%	401 68%	232 71% a	371 73% a	450 65%	964 69% a	1370 100% bcd	- -	- -	- -

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 20 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heathrow	102	49	-	-	-	-	-	-	-	53	102	-	-	-	-	-	-	-	-	
	5%	100%	-	-	-	-	-	-	-	3%	100%	-	-	-	-	-	-	-	-	
		cfi									cdefhi									
Gatwick	26	-	7	-	-	-	-	-	-	19	-	26	-	-	-	-	-	-	-	
	1%	-	100%	-	-	-	-	-	-	1%	-	100%	-	-	-	-	-	-	-	
London City	185	-	-	151	-	-	-	-	-	34	-	-	185	-	-	-	-	-	-	
	9%	-	-	100%	-	-	-	-	-	2%	-	-	100%	-	-	-	-	-	-	
				afi									adefhi							
Luton	51	-	-	-	25	-	-	-	-	25	-	-	-	51	-	-	-	-	-	
	3%	-	-	-	100%	-	-	-	-	1%	-	-	-	100%	-	-	-	-	-	
													acefhi							
Manchester	97	-	-	-	-	20	-	-	-	77	-	-	-	-	97	-	-	-	-	
	5%	-	-	-	-	100%	-	-	-	5%	-	-	-	100%	-	-	-	-	-	
										c				acdghi						
Birmingham	121	-	-	-	-	-	36	-	-	86	-	-	-	-	-	121	-	-	-	
	6%	-	-	-	-	-	100%	-	-	5%	-	-	-	-	-	100%	-	-	-	
							aci			c						acdehi				
Stansted	16	-	-	-	-	-	-	3	-	13	-	-	-	-	-	-	16	-	-	
	1%	-	-	-	-	-	-	100%	-	1%	-	-	-	-	-	-	100%	-	-	
Bristol	41	-	-	-	-	-	-	-	20	21	-	-	-	-	-	-	-	41	-	
	2%	-	-	-	-	-	-	-	100%	1%	-	-	-	-	-	-	-	100%	-	
																		acdefi		
None close	1370	-	-	-	-	-	-	-	-	1370	-	-	-	-	-	-	-	-	1370	
	68%	-	-	-	-	-	-	-	-	81%	-	-	-	-	-	-	-	-	100%	
										acf									acdefh	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 20 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport								
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither						
		a	b	c	d	e	f	g	h	i	a	b	a	b	c						
Significance Level: 95%																					
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323						
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327						
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%						
Heathrow	102 5%	102 92%	-	-	-	-	-	-	-	-	97 6%	5 1%	43 20%	10 11%	48 15%						
		bcdefghi																			
Gatwick	26 1%	-	26 39%	-	-	-	-	-	-	-	14 1%	12 3%	7 3%	12 13%	7 2%						
			acdefghi																		
London City	185 9%	-	-	185 85%	-	-	-	-	-	-	183 11%	3 1%	72 33%	26 28%	87 27%						
				abdefghi																	
Luton	51 3%	-	-	-	51 77%	-	-	-	-	-	44 3%	7 2%	11 5%	6 6%	34 10%						
					abcefghi																
Manchester	97 5%	-	-	-	-	97 53%	-	-	-	-	82 5%	16 5%	36 16%	14 16%	47 14%						
						abcdefghi															
Birmingham	121 6%	-	-	-	-	-	121 70%	-	-	-	112 7%	9 3%	36 16%	19 20%	67 20%						
							abcdeghi														
Stansted	16 1%	-	-	-	-	-	-	16 54%	-	-	11 1%	5 1%	6 3%	2 2%	8 2%						
								abcdefghi													
Bristol	41 2%	-	-	-	-	-	-	-	41 56%	-	34 2%	7 2%	7 3%	3 4%	30 9%						
									abcdefgi												
None close	1370 68%	9 8%	40 61%	33 15%	15 23%	85 47%	53 30%	13 46%	32 44%	1089 100%	1088 65%	282 82%	-	-	-						
			acdf		a	acdf	ac	acd	acdf	abcdefgh		a									

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 30 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	111	67	44	37	44	29	86	21	4	76	7	28	51	56	5	34	70	6
	6%	7%	4%	7%	6%	4%	5%	8%	7%	6%	4%	4%	4%	7%	5%	4%	7%	26%
		b		c	c			a						a			a	
Gatwick	66	25	41	16	11	39	55	10	-	34	18	13	37	29	1	18	42	-
	3%	3%	4%	3%	2%	5%	3%	4%	-	3%	9%	2%	3%	4%	1%	2%	4%	-
						ab					ac						a	
London City	218	126	91	73	96	49	160	43	15	157	13	48	96	120	1	69	138	9
	11%	13%	9%	13%	14%	6%	9%	17%	31%	13%	7%	7%	8%	16%	2%	8%	13%	39%
		b		c	c			a	ab	bc			c	ac			a	
Luton	66	25	41	13	22	32	58	8	-	35	7	24	34	28	4	24	38	-
	3%	3%	4%	2%	3%	4%	3%	3%	-	3%	4%	4%	3%	4%	4%	3%	4%	-
						a												
Manchester	182	87	95	53	60	70	168	14	1	97	16	69	101	77	4	80	100	-
	9%	9%	9%	9%	9%	9%	10%	6%	1%	8%	8%	11%	9%	10%	4%	9%	10%	-
							bc											
Birmingham	174	84	90	52	64	58	151	19	4	96	20	58	103	58	13	87	85	2
	9%	9%	9%	9%	9%	8%	9%	7%	8%	8%	10%	9%	9%	8%	14%	9%	8%	10%
Stansted	29	18	10	14	5	11	27	2	-	17	4	8	21	8	1	12	18	-
	1%	2%	1%	2%	1%	1%	2%	1%	-	1%	2%	1%	2%	1%	1%	1%	2%	-
				b														
Bristol	73	34	39	16	33	24	65	7	2	42	7	25	48	22	3	39	34	-
	4%	3%	4%	3%	5%	3%	4%	3%	3%	4%	3%	4%	4%	3%	4%	4%	3%	-
None close	1089	523	565	295	348	447	935	130	24	619	104	366	659	366	64	557	511	6
	54%	53%	56%	52%	51%	59%	55%	51%	49%	53%	53%	57%	57%	48%	66%	61%	49%	25%
						ab							b		b	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 30 miles

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	111 6%	68 6%	42 5%	2 3%	39 7%	27 5%	20 6%	25 5%	52 7% b	63 5%	9 1%	102 16% ac	32 8% a	70 33% abc
Gatwick	66 3%	37 3%	27 3%	2 4%	19 3%	22 4%	14 4% d	10 2%	12 2%	54 4% a	40 3%	26 4%	23 5% ad	3 1%
London City	218 11%	110 10%	98 11%	10 16%	98 17% bcd	59 10% d	27 8%	33 7%	97 14% b	130 9%	33 2%	185 29% ac	66 16% a	119 56% abc
Luton	66 3%	31 3%	31 4%	4 6%	26 5% d	23 4%	7 2%	11 2%	22 3%	44 3%	15 1%	51 8% a	36 9% a	14 7% a
Manchester	182 9%	90 8%	90 10%	2 4%	42 7%	63 11%	28 8%	47 9%	66 9%	129 9%	85 6% d	97 15% ad	97 23% abd	- -
Birmingham	174 9%	86 8%	77 9%	11 18% ab	44 8%	43 7%	38 12% b	45 9%	66 10%	124 9%	53 4% d	121 19% ad	121 28% abd	- -
Stansted	29 1%	14 1%	16 2%	- -	8 1%	15 3% cd	2 *	5 1%	13 2%	17 1%	13 1%	16 2% a	10 2% a	6 3% a
Bristol	73 4%	44 4%	24 3%	5 9% b	20 4%	23 4%	16 5%	14 3%	26 4%	49 4%	32 2% d	41 6% ad	41 10% ad	- -
None close	1089 54%	608 56% c	456 53%	25 41%	269 48%	317 54% a	174 54%	321 63% abc	342 49%	780 56% a	1089 80% bcd	- -	- -	- -

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 30 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heathrow	111 6%	49 100% cfi	- -	- -	- -	- -	- -	- -	- -	62 4% c	102 100% cdefhi	- -	- -	- -	- -	- -	- -	- -	9 1%	
Gatwick	66 3%	- -	7 100%	- -	- -	- -	- -	- -	- -	59 3% c	- -	26 100%	- -	- -	- -	- -	- -	- -	40 3%	
London City	218 11%	- -	- -	151 100% afi	- -	- -	- -	- -	- -	67 4%	- -	- -	185 100% adefhi	- -	- -	- -	- -	- -	33 2%	
Luton	66 3%	- -	- -	- -	25 100%	- -	- -	- -	- -	41 2%	- -	- -	- -	51 100% acefhi	- -	- -	- -	- -	15 1%	
Manchester	182 9%	- -	- -	- -	- -	20 100%	- -	- -	- -	162 10% ac	- -	- -	- -	- -	97 100% acdfhi	- -	- -	- -	85 6% acf	
Birmingham	174 9%	- -	- -	- -	- -	- -	36 100% aci	- -	- -	138 8% c	- -	- -	- -	- -	- -	121 100% acdehi	- -	- -	53 4% ce	
Stansted	29 1%	- -	- -	- -	- -	- -	- -	3 100%	- -	27 2%	- -	- -	- -	- -	- -	- -	16 100%	- -	13 1%	
Bristol	73 4%	- -	- -	- -	- -	- -	- -	- -	20 100%	53 3%	- -	- -	- -	- -	- -	- -	- -	41 100% acdefi	32 2%	
None close	1089 54%	- -	- -	- -	- -	- -	- -	- -	- -	1089 64% acf	- -	- -	- -	- -	- -	- -	- -	- -	1089 80% acdefh	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1 Airport closest to home within 30 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow	111 6%	111 100%	-	-	-	-	-	-	-	-	101 6%	10 3%	43 20%	10 11%	48 15%
		bcdefghi									b				
Gatwick	66 3%	-	66 100%	-	-	-	-	-	-	-	48 3%	18 5%	7 3%	12 13%	7 2%
			acdefghi								a		ac		
London City	218 11%	-	-	218 100%	-	-	-	-	-	-	215 13%	3 1%	72 33%	26 28%	87 27%
				abdefghi							b				
Luton	66 3%	-	-	-	66 100%	-	-	-	-	-	54 3%	12 3%	11 5%	6 6%	34 10%
					abcefg						a				
Manchester	182 9%	-	-	-	-	182 100%	-	-	-	-	152 9%	30 9%	36 16%	14 16%	47 14%
						abcdefghi									
Birmingham	174 9%	-	-	-	-	-	174 100%	-	-	-	154 9%	21 6%	36 16%	19 20%	67 20%
							abcdeghi				b				
Stansted	29 1%	-	-	-	-	-	-	29 100%	-	-	22 1%	7 2%	6 3%	2 2%	8 2%
								abcdefghi							
Bristol	73 4%	-	-	-	-	-	-	-	73 100%	-	59 4%	14 4%	7 3%	3 4%	30 9%
									abcdefgi		a				
None close	1089 54%	-	-	-	-	-	-	-	-	1089 100%	860 52%	229 67%	-	-	-
										abcdefgh	a				

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 10 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	49 2%	30 3%	19 2%	17 3%	21 3%	11 1%	39 2%	9 4%	1 2%	31 3%	4 2%	14 2%	24 2%	23 3%	2 2%	17 2%	26 3%	6 26%
Gatwick Airport	7 *	4 *	3 *	2 *	2 *	3 *	7 *	- -	- -	4 *	- -	3 *	3 *	3 *	- -	3 *	4 *	- -
London City Airport	151 8%	101 10%	49 5%	53 9%	68 10%	30 4%	98 6%	38 15%	15 31%	117 10%	10 5%	25 4%	52 5%	98 13%	1 1%	43 5%	98 9%	9 39%
Luton Airport	25 1%	10 1%	16 2%	5 1%	12 2%	8 1%	22 1%	4 1%	- -	13 1%	5 2%	8 1%	8 1%	13 2%	4 4%	11 1%	14 1%	- -
Manchester Airport	20 1%	10 1%	10 1%	8 1%	8 1%	4 1%	15 1%	4 2%	1 1%	12 1%	- -	7 1%	9 1%	11 1%	- -	6 1%	14 1%	- -
Birmingham Airport	36 2%	14 1%	22 2%	12 2%	17 3%	7 1%	29 2%	7 3%	1 1%	22 2%	1 1%	12 2%	18 2%	14 2%	3 3%	15 2%	21 2%	- -
Stansted Airport	3 *	1 *	1 *	1 *	- -	1 *	2 *	1 *	- -	2 *	- -	1 *	3 *	- -	- -	1 *	2 *	- -
Bristol Airport	20 1%	6 1%	14 1%	4 1%	5 1%	11 2%	19 1%	1 1%	- -	9 1%	* *	11 2%	16 1%	3 *	1 1%	14 2%	6 1%	- -
None of the above	1699 85%	814 82%	882 87%	468 82%	547 80%	683 90%	1477 87%	190 75%	32 64%	963 82%	176 90%	560 87%	1016 88%	596 78%	87 89%	812 88%	850 82%	8 35%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 10 miles

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	49 2%	28 3%	19 2%	2 3%	16 3%	13 2%	8 3%	11 2%	21 3%	30 2%	- -	49 8% ac	17 4% a	32 15% abc
Gatwick Airport	7 *	5 *	2 *	- -	2 *	3 1%	1 *	1 *	4 1%	3 *	- -	7 1% a	6 1% a	1 1% a
London City Airport	151 8%	74 7%	70 8%	8 13%	73 13% bcd	39 7%	16 5%	23 5%	67 10% b	90 6%	- -	151 24% ac	58 14% a	93 44% abc
Luton Airport	25 1%	13 1%	12 1%	- -	9 2%	11 2%	2 1%	3 1%	8 1%	18 1%	- -	25 4% a	20 5% a	5 2% a
Manchester Airport	20 1%	12 1%	8 1%	- -	5 1%	9 2%	3 1%	3 1%	5 1%	17 1%	- -	20 3% ad	20 5% ad	- -
Birmingham Airport	36 2%	18 2%	14 2%	4 7% ab	10 2%	8 1%	7 2%	11 2%	20 3%	23 2%	- -	36 6% ad	36 8% ad	- -
Stansted Airport	3 *	2 *	1 *	- -	1 *	1 *	- -	1 *	1 *	1 *	- -	3 * a	3 1% a	- -
Bristol Airport	20 1%	14 1%	6 1%	1 1%	4 1%	3 1%	6 2%	7 1%	6 1%	15 1%	- -	20 3% ad	20 5% ad	- -
None of the above	1699 85%	922 85%	729 85%	48 77%	445 79%	505 85% a	282 87% a	451 88% a	565 81%	1192 86% a	1370 100% bcd	329 51% d	249 58% bd	80 38%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 10 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heathrow Airport	49	49	-	-	-	-	-	-	-	-	49	-	-	-	-	-	-	-	-	
	2%	100%	-	-	-	-	-	-	-	-	48%	-	-	-	-	-	-	-	-	
		cfi									cdefhi									
Gatwick Airport	7	-	7	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	
	*	-	100%	-	-	-	-	-	-	-	-	27%	-	-	-	-	-	-	-	
London City Airport	151	-	-	151	-	-	-	-	-	-	-	-	151	-	-	-	-	-	-	
	8%	-	-	100%	-	-	-	-	-	-	-	-	82%	-	-	-	-	-	-	
				afi									adefhi							
Luton Airport	25	-	-	-	25	-	-	-	-	-	-	-	-	25	-	-	-	-	-	
	1%	-	-	-	100%	-	-	-	-	-	-	-	-	50%	-	-	-	-	-	
														acefhi						
Manchester Airport	20	-	-	-	-	20	-	-	-	-	-	-	-	-	20	-	-	-	-	
	1%	-	-	-	-	100%	-	-	-	-	-	-	-	20%	-	-	-	-	-	
														acdghi						
Birmingham Airport	36	-	-	-	-	-	36	-	-	-	-	-	-	-	-	36	-	-	-	
	2%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	29%	-	-	-	
							aci									acdehi				
Stansted Airport	3	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	3	-	-	
	*	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	17%	-	-	
Bristol Airport	20	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	20	
	1%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	49%	
																			acdefi	
None of the above	1699	-	-	-	-	-	-	-	-	1699	53	19	34	25	77	86	13	21	1370	
	85%	-	-	-	-	-	-	-	-	100%	52%	73%	18%	50%	80%	71%	83%	51%	100%	
										acf	c		c	acd	acd	acd	c	acdefh		



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 10 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	49 2%	49 44%	-	-	-	-	-	-	-	-	48 3%	1 *	20 9%	7 7%	23 7%
		bcdefghi									b				
Gatwick Airport	7 *	-	7 11%	-	-	-	-	-	-	-	4 *	3 1%	2 1%	1 1%	4 1%
			acdefhi								*				
London City Airport	151 8%	-	-	151 69%	-	-	-	-	-	-	151 9%	1 *	63 29%	22 24%	66 20%
				abdefghi							b		c		
Luton Airport	25 1%	-	-	-	25 38%	-	-	-	-	-	21 1%	4 1%	3 1%	4 4%	18 6%
					abcefg										a
Manchester Airport	20 1%	-	-	-	-	20 11%	-	-	-	-	19 1%	1 *	11 5%	2 2%	7 2%
						abcd									
Birmingham Airport	36 2%	-	-	-	-	-	36 21%	-	-	-	34 2%	1 *	14 6%	3 3%	19 6%
							abcdeghi				b				
Stansted Airport	3 *	-	-	-	-	-	-	3 9%	-	-	-	3 1%	1 *	-	2 1%
								abcde				a			
Bristol Airport	20 1%	-	-	-	-	-	-	-	20 27%	-	15 1%	5 2%	1 1%	2 2%	17 5%
									abcde						a
None of the above	1699 85%	62 56%	59 89%	67 31%	41 62%	162 89%	138 79%	27 91%	53 73%	1089 100%	1372 82%	327 95%	105 48%	52 56%	172 52%
		c	acd		c	acdf	acd	acd	ac	abcde		a			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 20 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	228 11%	137 14% b	89 9%	77 14% c	99 14% c	52 7%	166 10%	48 19% a	14 28% a	161 14% c	19 10%	47 7%	91 8%	131 17% ac	6 6%	65 7%	151 15% a	11 50%
Gatwick Airport	69 3%	28 3%	41 4%	22 4%	20 3%	26 3%	63 4%	5 2%	1 2%	35 3%	18 9% ac	16 3%	37 3%	31 4%	1 1%	27 3%	34 3%	3 14%
London City Airport	244 12%	152 15% b	90 9%	88 15% c	103 15% c	54 7%	174 10%	52 21% a	18 37% ab	176 15% bc	13 6%	56 9%	96 8%	144 19% ac	5 5%	67 7%	163 16% a	12 52%
Luton Airport	76 4%	35 4%	41 4%	17 3%	26 4%	32 4%	65 4%	11 4%	- -	47 4%	7 4%	22 3%	33 3%	38 5% a	5 5%	22 2%	52 5% a	- -
Manchester Airport	97 5%	47 5%	50 5%	29 5%	33 5%	35 5%	88 5%	9 3%	1 1%	54 5%	9 4%	35 5%	59 5%	37 5%	1 1%	47 5%	48 5%	- -
Birmingham Airport	121 6%	58 6%	64 6%	37 6%	38 6%	46 6%	105 6%	14 5%	2 5%	64 5%	14 7%	43 7%	75 7%	37 5%	9 9%	58 6%	62 6%	2 7%
Stansted Airport	25 1%	10 1%	14 1%	9 2% b	3 * *	13 2% b	23 1%	2 1%	- -	15 1%	1 *	9 1%	16 1%	9 1%	- -	6 1%	19 2% a	- -
Bristol Airport	41 2%	14 1%	27 3%	5 1%	18 3% a	18 2% a	37 2%	2 1%	2 3%	23 2%	1 1%	16 3%	27 2%	13 2%	2 2%	21 2%	20 2%	- -
None of the above	1370 68%	657 66%	711 70%	378 66%	444 65%	549 72% ab	1185 69% bc	159 63%	26 53%	776 66%	138 70%	457 71% a	820 71% b	475 62%	75 77% b	675 73% b	668 65%	6 28%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 20 miles

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	228 11%	124 11%	94 11%	10 17%	97 17% bcd	54 9%	30 9%	46 9%	104 15% b	134 10%	-	228 36% ac	32 8% a	195 92% abc
Gatwick Airport	69 3%	42 4%	24 3%	2 4%	20 3%	22 4%	10 3%	16 3%	20 3%	48 3%	-	69 11% ac	23 5% a	46 22% abc
London City Airport	244 12%	130 12%	105 12%	10 17%	105 19% bcd	65 11%	33 10%	40 8%	109 16% b	146 10%	-	244 38% ac	66 16% a	178 84% abc
Luton Airport	76 4%	41 4%	31 4%	4 6%	34 6% bcd	21 4%	7 2%	14 3%	24 3%	53 4%	-	76 12% a	36 9% a	39 19% abc
Manchester Airport	97 5%	45 4%	52 6%	1 1%	20 4%	34 6%	16 5%	27 5%	38 5%	67 5%	-	97 15% ad	97 23% abd	-
Birmingham Airport	121 6%	54 5%	56 7%	11 18% ab	30 5%	29 5%	21 6%	37 7%	43 6%	87 6%	-	121 19% ad	121 28% abd	-
Stansted Airport	25 1%	12 1%	13 1%	-	13 2% cd	8 1%	1 *	3 *	9 1%	16 1%	-	25 4% a	10 2% a	15 7% ac
Bristol Airport	41 2%	26 2%	13 2%	2 3%	10 2%	16 3%	6 2%	8 2%	11 2%	31 2%	-	41 6% ad	41 10% ad	-
None of the above	1370 68%	763 70% c	574 67% c	32 53%	353 63%	401 68%	232 71% a	371 73% a	450 65%	964 69% a	1370 100% bcd	-	-	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 20 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heathrow Airport	228 11%	49 100%	1 15%	93 62%	4 15%	-	-	-	-	81 5%	102 100%	3 12%	115 62%	8 16%	-	-	-	-	-	
		cfi		fi							cdefhi		defhi	efhi						
Gatwick Airport	69 3%	9 19%	7 100%	8 5%	-	-	-	-	-	44 3%	23 23%	26 100%	20 11%	-	-	-	-	-	-	
		cfi									cdefhi		defhi							
London City Airport	244 12%	29 60%	-	151 100%	-	-	-	-	-	64 4%	52 51%	1 2%	185 100%	1 2%	-	-	6 37%	-	-	
		fi		afi							defhi		adehi	i						
Luton Airport	76 4%	3 7%	-	-	25 100%	-	-	-	-	47 3%	18 18%	-	4 2%	51 100%	-	-	3 21%	-	-	
		c									cefhi		i	acefhi						
Manchester Airport	97 5%	-	-	-	-	20 100%	-	-	-	77 5%	-	-	-	-	97 100%	-	-	-	-	
														acdfhi						
Birmingham Airport	121 6%	-	-	-	-	-	36 100%	-	-	86 5%	-	-	-	-	-	121 100%	-	-	-	
							aci									acdehi				
Stansted Airport	25 1%	-	-	-	2 6%	-	-	3 100%	-	20 1%	-	-	3 1%	6 12%	-	-	16 100%	-	-	
													i	acefhi						
Bristol Airport	41 2%	-	-	-	-	-	-	-	20 100%	21 1%	-	-	-	-	-	-	-	41 100%	-	
																		acdefi		
None of the above	1370 68%	-	-	-	-	-	-	-	-	1370 81%	-	-	-	-	-	-	-	-	1370 100%	
										acf									acdefh	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 20 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	228 11%	102 92%	3 5%	115 53%	8 12%	- -	- -	- -	- -	- -	221 13%	7 2%	97 44%	30 32%	101 31%
		bcd efghi	efi	bcd efghi	efghi						b		c		
Gatwick Airport	69 3%	23 21%	26 39%	20 9%	- -	- -	- -	- -	- -	- -	55 3%	14 4%	24 11%	15 16%	30 9%
		cd efghi	ac de fghi	de fhi							3%	4%	11%	16%	9%
London City Airport	244 12%	52 47%	1 1%	185 85%	1 1%	- -	- -	6 20%	- -	- -	241 14%	3 1%	98 44%	35 38%	112 34%
		bcd efghi	i	ab cd efghi	i			bcd efhi			b		c		
Luton Airport	76 4%	18 16%	- -	4 2%	51 77%	- -	- -	3 12%	- -	- -	68 4%	8 2%	24 11%	11 12%	42 13%
		bcd efhi		i	ab cd efghi			bcd efhi			4%	2%	11%	12%	13%
Manchester Airport	97 5%	- -	- -	- -	- -	97 53%	- -	- -	- -	- -	82 5%	16 5%	36 16%	14 16%	47 14%
						abcd efghi					5%	5%	16%	16%	14%
Birmingham Airport	121 6%	- -	- -	- -	- -	- -	121 70%	- -	- -	- -	112 7%	9 3%	36 16%	19 20%	67 20%
							abcd efghi				b				
Stansted Airport	25 1%	- -	- -	3 1%	6 9%	- -	- -	16 54%	- -	- -	20 1%	5 1%	8 3%	3 3%	14 4%
				i	ab cd efhi			abcd efhi			1%	1%	3%	3%	4%
Bristol Airport	41 2%	- -	- -	- -	- -	- -	- -	- -	41 56%	- -	34 2%	7 2%	7 3%	3 4%	30 9%
									abcd efghi						a
None of the above	1370 68%	9 8%	40 61%	33 15%	15 23%	85 47%	53 30%	13 46%	32 44%	1089 100%	1088 65%	282 82%	- -	- -	- -
			acdf		a	acdf	ac	acd	acdf	abcd efgh		a			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 30 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	322 16%	192 19% b	128 13% c	107 19% c	134 20% c	81 11% c	237 14% c	66 26% a	19 38% a	225 19% bc	24 12% c	73 11% c	130 11% c	181 24% ac	11 11% c	99 11% c	205 20% a	15 65% c
Gatwick Airport	277 14%	158 16% b	117 12% c	96 17% c	104 15% c	77 10% c	205 12% c	56 22% a	16 32% a	186 16% c	30 15% c	61 10% c	118 10% c	152 20% ac	6 6% c	77 8% c	179 17% a	15 65% c
London City Airport	348 17%	194 20% b	151 15% c	114 20% c	139 20% c	95 13% c	268 16% c	61 24% a	19 38% ab	237 20% bc	25 13% c	86 13% c	153 13% c	184 24% ac	11 11% c	105 11% c	224 22% a	15 65% c
Luton Airport	252 13%	142 14% b	108 11% c	75 13% c	101 15% c	76 10% c	187 11% c	50 20% a	15 31% a	179 15% bc	15 8% c	58 9% c	102 9% c	141 18% a	10 10% c	73 8% c	166 16% a	8 33% c
Manchester Airport	182 9%	87 9% c	95 9% c	53 9% c	60 9% c	70 9% c	168 10% bc	14 6% c	1 1% c	97 8% c	16 8% c	69 11% c	101 9% c	77 10% c	4 4% c	80 9% c	100 10% c	- - c
Birmingham Airport	174 9%	84 9% c	90 9% c	52 9% c	64 9% c	58 8% c	151 9% c	19 7% c	4 8% c	96 8% c	20 10% c	58 9% c	103 9% c	58 8% c	13 14% c	87 9% c	85 8% c	2 10% c
Stansted Airport	176 9%	110 11% b	65 6% c	61 11% c	64 9% c	52 7% c	135 8% c	32 13% a	9 19% a	127 11% bc	11 5% c	39 6% c	86 7% c	90 12% ac	1 1% c	55 6% c	111 11% a	8 35% c
Bristol Airport	73 4%	34 3% c	39 4% c	16 3% c	33 5% c	24 3% c	65 4% c	7 3% c	2 3% c	42 4% c	7 3% c	25 4% c	48 4% c	22 3% c	3 4% c	39 4% c	34 3% c	- - c
None of the above	1089 54%	523 53% c	565 56% c	295 52% c	348 51% c	447 59% ab	935 55% c	130 51% c	24 49% c	619 53% c	104 53% c	366 57% c	659 57% b	366 48% c	64 66% b	557 61% b	511 49% c	6 25% c

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 30 miles

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	322 16%	173 16%	138 16%	10 17%	135 24% bcd	87 15%	42 13%	57 11%	140 20% b	192 14%	13 1%	309 48% ac	108 25% a	201 95% abc
Gatwick Airport	277 14%	145 13%	122 14%	9 15%	107 19% bd	75 13%	45 14% d	48 9%	113 16% b	173 12%	41 3%	236 37% ac	74 17% a	162 76% abc
London City Airport	348 17%	186 17%	149 17%	13 22%	147 26% bcd	95 16% d	51 16% d	54 11%	146 21% b	215 15%	36 3%	312 49% ac	105 25% a	207 97% abc
Luton Airport	252 13%	132 12%	111 13%	8 14%	110 19% bcd	71 12% d	30 9%	41 8%	114 16% b	149 11%	18 1%	235 37% ac	84 20% a	151 71% abc
Manchester Airport	182 9%	90 8%	90 10%	2 4%	42 7%	63 11%	28 8%	47 9%	66 9%	129 9%	85 6% d	97 15% ad	97 23% abd	- - -
Birmingham Airport	174 9%	86 8%	77 9%	11 18% ab	44 8%	43 7%	38 12% b	45 9%	66 10%	124 9%	53 4% d	121 19% ad	121 28% abd	- - -
Stansted Airport	176 9%	85 8%	83 10%	8 13%	75 13% cd	59 10% cd	20 6%	22 4%	69 10%	112 8%	23 2%	153 24% ac	80 19% a	73 35% abc
Bristol Airport	73 4%	44 4%	24 3%	5 9% b	20 4%	23 4%	16 5%	14 3%	26 4%	49 4%	32 2% d	41 6% ad	41 10% ad	- - -
None of the above	1089 54%	608 56% c	456 53%	25 41%	269 48%	317 54% a	174 54%	321 63% abc	342 49%	780 56% a	1089 80% bcd	- -	- -	- -

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 30 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heathrow Airport	322 16%	49 100%	6 91%	148 98%	17 66%	- -	- -	- -	- -	102 6%	102 100%	9 36%	174 94%	21 41%	- -	- -	3 17%	- -	13 1%	
		fi		fi							cdefhi		defhi	efhi						
Gatwick Airport	277 14%	41 84%	7 100%	119 79%	- -	- -	- -	- -	- -	110 6%	72 71%	26 100%	138 75%	- -	- -	- -	- -	- -	41 3%	
		fi		fi							defhi		defhi							
London City Airport	348 17%	49 100%	6 85%	151 100%	15 61%	- -	- -	1 47%	- -	126 7%	81 80%	13 49%	185 100%	24 47%	- -	- -	9 56%	- -	36 3%	
		fi		fi							defhi		defhi	efhi						
Luton Airport	252 13%	34 70%	- -	98 65%	25 100%	- -	- -	2 75%	- -	93 5%	63 62%	- -	112 61%	51 100%	- -	- -	9 53%	- -	18 1%	
		fi		fi							efhi		efhi	acefhi						
Manchester Airport	182 9%	- -	- -	- -	- -	20 100%	- -	- -	- -	162 10%	- -	- -	- -	- -	97 100%	- -	- -	- -	85 6%	
														acdfhi					acf	
Birmingham Airport	174 9%	- -	- -	- -	- -	- -	36 100%	- -	- -	138 8%	- -	- -	- -	- -	- -	121 100%	- -	- -	53 4%	
							aci								acdehi				ce	
Stansted Airport	176 9%	- -	- -	89 59%	16 62%	- -	- -	3 100%	- -	69 4%	4 4%	- -	106 57%	27 53%	- -	- -	16 100%	- -	23 2%	
				afi							ef		aeefhi	aeefhi						
Bristol Airport	73 4%	- -	- -	- -	- -	- -	- -	- -	20 100%	53 3%	- -	- -	- -	- -	- -	- -	- -	41 100%	32 2%	
																		acdefi		
None of the above	1089 54%	- -	- -	- -	- -	- -	- -	- -	- -	1089 64%	- -	- -	- -	- -	- -	- -	- -	- -	1089 80%	
										acf									acdefh	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Any airports within 30 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heathrow Airport	322 16%	111 100%	13 20%	174 80%	21 32%	-	-	3 9%	-	-	305 18%	17 5%	121 55%	44 48%	144 44%
		bcdefghi	efhi	bdefghi	efghi			efhi			b		c		
Gatwick Airport	277 14%	73 65%	66 100%	139 64%	-	-	-	-	-	-	253 15%	24 7%	92 42%	39 42%	105 32%
		defghi	acdefghi	defghi							b		c		
London City Airport	348 17%	81 73%	15 23%	218 100%	24 36%	-	-	10 33%	-	-	335 20%	13 4%	117 53%	42 46%	153 47%
		bdefghi	efhi	abdefghi	efhi			efhi			b				
Luton Airport	252 13%	65 59%	-	112 52%	66 100%	-	-	9 29%	-	-	235 14%	17 5%	93 43%	36 39%	105 32%
		befghi		befghi	abcefgghi			befhi			b		c		
Manchester Airport	182 9%	-	-	-	-	182 100%	-	-	-	-	152 9%	30 9%	36 16%	14 16%	47 14%
						abcdefghi									
Birmingham Airport	174 9%	-	-	-	-	-	174 100%	-	-	-	154 9%	21 6%	36 16%	19 20%	67 20%
							abcdeghi				b				
Stansted Airport	176 9%	4 4%	-	116 53%	27 40%	-	-	29 100%	-	-	165 10%	11 3%	60 27%	25 27%	68 21%
		efi		abefhi	abefhi			abcdefhi			b				
Bristol Airport	73 4%	-	-	-	-	-	-	-	73 100%	-	59 4%	14 4%	7 3%	3 4%	30 9%
									abcdefgi						a
None of the above	1089 54%	-	-	-	-	-	-	-	-	1089 100%	860 52%	229 67%	-	-	-
										abcdefgh		a			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 20 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1370	657	711	378	444	549	1185	159	26	776	138	457	820	475	75	675	668	6
	68%	66%	70%	66%	65%	72%	69%	63%	53%	66%	70%	71%	71%	62%	77%	73%	65%	28%
						ab	bc					a	b	b	b			
1	427	212	215	120	149	158	362	55	10	251	43	133	247	163	17	192	221	6
	21%	21%	21%	21%	22%	21%	21%	22%	20%	21%	22%	21%	22%	21%	17%	21%	21%	26%
2	162	95	64	51	74	37	119	31	12	113	9	40	58	99	5	41	112	9
	8%	10%	6%	9%	11%	5%	7%	12%	25%	10%	5%	6%	5%	13%	5%	4%	11%	40%
		b		c	c			a	ab	bc				ac			a	
3	50	26	24	21	14	15	40	9	1	32	7	11	23	26	1	13	34	1
	2%	3%	2%	4%	2%	2%	2%	3%	2%	3%	3%	2%	2%	3%	1%	1%	3%	5%
																	a	
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 2 or more	212	121	89	72	89	52	159	40	13	146	16	51	81	125	5	54	147	10
	11%	12%	9%	13%	13%	7%	9%	16%	27%	12%	8%	8%	7%	16%	6%	6%	14%	45%
		b		c	c			a	a	c				ac			a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 20 miles

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1370 68%	763 70% c	574 67% c	32 53%	353 63%	401 68%	232 71% a	371 73% a	450 65%	964 69% a	1370 100% bcd	-	-	-
1	427 21%	212 20%	195 23%	20 32% a	110 20%	144 24% a	69 21%	100 20%	151 22%	297 21%	-	427 67% ad	427 100% abd	-
2	162 8%	75 7%	79 9%	9 14% a	84 15% bcd	36 6%	16 5%	27 5%	75 11% b	96 7%	-	162 25% ac	-	162 77% abc
3	50 2%	37 3% b	12 1%	1 1%	17 3%	12 2%	8 2%	12 2%	19 3%	31 2%	-	50 8% ac	-	50 23% abc
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 2 or more	212 11%	112 10%	90 11%	10 16%	101 18% bcd	47 8%	24 7%	39 8%	94 14% b	128 9%	-	212 33% ac	-	212 100% abc

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 20 miles

BASE: All respondents

	10 miles of airport										20 miles of airport								
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																			
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1370	-	-	-	-	-	-	-	-	1370	-	-	-	-	-	-	-	-	1370
	68%	-	-	-	-	-	-	-	-	81%	-	-	-	-	-	-	-	-	100%
										acf									acdefh
1	427	17	6	58	20	20	36	3	20	249	32	23	66	36	97	121	10	41	-
	21%	34%	85%	38%	79%	100%	100%	100%	100%	15%	32%	88%	36%	72%	100%	100%	59%	100%	-
		i		i			aci				i		aci	acdi	acdi			acdi	
2	162	23	1	85	5	-	-	-	-	48	46	2	97	13	-	-	4	-	-
	8%	47%	15%	56%	21%	-	-	-	-	3%	45%	9%	52%	26%	-	-	23%	-	-
		fi		fi							defhi		defhi	efhi					
3	50	9	-	8	-	-	-	-	-	32	24	1	22	1	-	-	3	-	-
	2%	19%	-	5%	-	-	-	-	-	2%	23%	2%	12%	2%	-	-	17%	-	-
		cfi		i							cdefhi		defhi	i					
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 2 or more	212	32	1	93	5	-	-	-	-	80	70	3	119	14	-	-	6	-	-
	11%	66%	15%	62%	21%	-	-	-	-	5%	68%	12%	64%	28%	-	-	41%	-	-
		fi		fi							defhi		defhi	efhi					

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 20 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1370	9	40	33	15	85	53	13	32	1089	1088	282	-	-	-
	68%	8%	61%	15%	23%	47%	30%	46%	44%	100%	65%	82%	-	-	-
			acdf		a	acdf	ac	acd	acdf	abcdefgh		a			
1	427	32	23	66	36	97	121	10	41	-	370	57	133	63	231
	21%	29%	35%	30%	55%	53%	70%	32%	56%	-	22%	17%	61%	68%	71%
		i	i	i	abcgi	abcgi	abcdeghi	i	abcgi		b				a
2	162	46	2	97	13	-	-	4	-	-	157	5	63	22	77
	8%	42%	4%	44%	20%	-	-	13%	-	-	9%	1%	29%	24%	24%
		bdefghi	efi	bdefghi	befhi			efhi			b				
3	50	24	1	22	1	-	-	3	-	-	50	-	23	8	19
	2%	21%	1%	10%	1%	-	-	9%	-	-	3%	-	11%	8%	6%
		bcdefhi	i	bdefhi	i			befhi			b		c		
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 2 or more	212	70	3	119	14	-	-	6	-	-	207	5	87	29	96
	11%	63%	5%	54%	21%	-	-	22%	-	-	12%	1%	39%	32%	29%
		bdefghi	efi	bdefghi	befhi			befhi			b		c		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 30 miles

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1089	523	565	295	348	447	935	130	24	619	104	366	659	366	64	557	511	6
	54%	53%	56%	52%	51%	59%	55%	51%	49%	53%	53%	57%	57%	48%	66%	61%	49%	25%
						ab							b	b	b	b	b	
1	555	258	296	149	191	215	494	55	6	300	67	188	332	201	22	253	288	2
	28%	26%	29%	26%	28%	28%	29%	22%	12%	26%	34%	29%	29%	26%	22%	27%	28%	10%
							bc				a							
2	68	34	34	27	22	20	59	10	-	49	4	15	40	28	1	26	42	-
	3%	3%	3%	5%	3%	3%	3%	4%	-	4%	2%	2%	3%	4%	1%	3%	4%	-
				c						c								
3	118	56	62	37	40	41	102	14	2	67	15	36	56	56	6	38	74	5
	6%	6%	6%	6%	6%	5%	6%	6%	3%	6%	7%	6%	5%	7%	6%	4%	7%	22%
											a			a		a	a	
4	133	86	46	48	59	26	85	35	13	96	7	30	50	78	5	35	91	4
	7%	9%	5%	8%	9%	3%	5%	14%	26%	8%	3%	5%	4%	10%	5%	4%	9%	18%
		b		c	c			a	ab	bc				a			a	
5	46	33	12	14	21	10	32	9	4	41	1	4	12	34	-	11	29	6
	2%	3%	1%	2%	3%	1%	2%	4%	9%	3%	*	1%	1%	4%	-	1%	3%	25%
		b			c			a		bc				a			a	
Net: 2 or more	365	209	153	125	142	97	277	69	19	253	26	86	158	195	11	110	236	15
	18%	21%	15%	22%	21%	13%	16%	27%	38%	22%	13%	13%	14%	26%	11%	12%	23%	65%
		b		c	c			a	a	bc				ac			a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 30 miles

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1089	608	456	25	269	317	174	321	342	780	1089	-	-	-
	54%	56%	53%	41%	48%	54%	54%	63%	49%	56%	80%	-	-	-
		c				a		abc		a	bcd			
1	555	290	245	20	143	178	103	124	204	382	260	295	295	-
	28%	27%	28%	33%	25%	30%	32%	24%	29%	27%	19%	46%	69%	-
						d	ad				d	ad	abd	
2	68	32	31	6	24	18	8	19	25	47	20	48	40	8
	3%	3%	4%	10%	4%	3%	2%	4%	4%	3%	1%	7%	9%	4%
				ab								a	ad	
3	118	63	49	5	45	31	15	26	36	81	-	118	38	80
	6%	6%	6%	9%	8%	5%	5%	5%	5%	6%	-	18%	9%	38%
					b							ac	a	abc
4	133	73	56	4	63	35	22	13	67	74	-	133	49	84
	7%	7%	6%	7%	11%	6%	7%	3%	10%	5%	-	21%	11%	40%
					bcd	d	d		b			ac	a	abc
5	46	21	24	1	20	15	3	7	22	25	-	46	5	40
	2%	2%	3%	1%	4%	2%	1%	1%	3%	2%	-	7%	1%	19%
					cd							ac	a	abc
Net: 2 or more	365	189	159	16	152	98	48	66	150	227	20	344	132	212
	18%	17%	18%	26%	27%	16%	15%	13%	22%	16%	1%	54%	31%	100%
					bcd				b			ac	a	abc

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 30 miles

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0	1089	-	-	-	-	-	-	-	-	1089	-	-	-	-	-	-	-	-	1089	
	54%	-	-	-	-	-	-	-	-	64%	-	-	-	-	-	-	-	-	80%	
										acf									acdefh	
1	555	-	-	-	5	20	36	1	20	474	2	11	1	16	97	121	6	41	260	
	28%	-	-	-	18%	100%	100%	25%	100%	28%	2%	43%	*	31%	100%	100%	39%	100%	19%	
										ac				aci	acdi	acdi		acdi	ac	
2	68	-	2	3	3	-	-	1	-	60	19	7	11	9	-	-	2	-	20	
	3%	-	24%	2%	12%	-	-	28%	-	4%	19%	29%	6%	18%	-	-	12%	-	1%	
										cefhi			efi	cefhi						
3	118	22	5	37	8	-	-	1	-	44	42	7	48	16	-	-	5	-	-	
	6%	46%	76%	24%	32%	-	-	47%	-	3%	41%	28%	26%	31%	-	-	31%	-	-	
		cfi		fi						cefhi			efhi	efhi						
4	133	26	-	68	9	-	-	-	-	29	39	-	80	10	-	-	3	-	-	
	7%	54%	-	45%	37%	-	-	-	-	2%	39%	-	43%	20%	-	-	17%	-	-	
		fi		fi						defhi			defhi	efhi						
5	46	-	-	44	-	-	-	-	-	2	-	-	46	-	-	-	-	-	-	
	2%	-	-	29%	-	-	-	-	-	*	-	-	25%	-	-	-	-	-	-	
				afi									adefhi							
Net: 2 or more	365	49	7	151	21	-	-	2	-	135	100	15	185	35	-	-	10	-	20	
	18%	100%	100%	100%	82%	-	-	75%	-	8%	98%	57%	100%	69%	-	-	61%	-	1%	
		fi		fi						defhi			defhi	efhi						



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Count of airports within 30 miles

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	1089	-	-	-	-	-	-	-	-	1089	860	229	-	-	-
	54%	-	-	-	-	-	-	-	-	100%	52%	67%	-	-	-
										abcdefgh		a			
1	555	8	45	23	31	182	174	19	73	-	464	91	87	46	162
	28%	7%	68%	10%	47%	100%	100%	64%	100%	-	28%	26%	40%	50%	49%
		i	acdi	i	aci	abcdgi	abcdgi	aci	abcdgi						a
2	68	22	14	21	9	-	-	3	-	-	52	17	19	4	24
	3%	20%	21%	10%	14%	-	-	9%	-	-	3%	5%	9%	5%	7%
		cefhi	cefhi	efhi	efhi			efhi							
3	118	42	7	48	16	-	-	5	-	-	111	7	38	10	69
	6%	38%	11%	22%	24%	-	-	17%	-	-	7%	2%	17%	11%	21%
		bcefghi	efhi	efhi	efhi			efhi			b				
4	133	39	-	80	10	-	-	3	-	-	132	1	51	20	62
	7%	36%	-	37%	16%	-	-	9%	-	-	8%	*	23%	22%	19%
		bdefghi		bdefghi	befhi			befhi			b				
5	46	-	-	46	-	-	-	-	-	-	46	-	23	11	11
	2%	-	-	21%	-	-	-	-	-	-	3%	-	11%	12%	3%
				abdefghi							b		c	c	
Net: 2 or more	365	103	21	195	35	-	-	10	-	-	340	24	132	46	166
	18%	93%	32%	90%	53%	-	-	36%	-	-	20%	7%	60%	50%	51%
		bdefghi	efhi	bdefghi	befhi			efhi			b		c		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Heathrow Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	49	30	19	17	21	11	39	9	1	31	4	14	24	23	2	17	26	6
	2%	3%	2%	3%	3%	1%	2%	4%	2%	3%	2%	2%	2%	3%	2%	2%	3%	26%
					c													
11-20 miles	179	106	71	61	78	41	127	39	13	130	15	34	67	108	5	48	124	5
	9%	11%	7%	11%	11%	5%	7%	15%	26%	11%	8%	5%	6%	14%	5%	5%	12%	24%
		b		c	c			a	a	c				ac			a	
21-30 miles	94	55	39	30	35	29	71	18	5	64	5	26	40	50	4	34	54	4
	5%	6%	4%	5%	5%	4%	4%	7%	10%	5%	2%	4%	3%	7%	4%	4%	5%	15%
								a						a				
Net: 0-20 miles	228	137	89	77	99	52	166	48	14	161	19	47	91	131	6	65	151	11
	11%	14%	9%	14%	14%	7%	10%	19%	28%	14%	10%	7%	8%	17%	6%	7%	15%	50%
		b		c	c			a	a	c				ac			a	
Net: 0-30 miles	322	192	128	107	134	81	237	66	19	225	24	73	130	181	11	99	205	15
	16%	19%	13%	19%	20%	11%	14%	26%	38%	19%	12%	11%	11%	24%	11%	11%	20%	65%
		b		c	c			a	a	bc				ac			a	
Not within 30 miles	1687	799	887	462	547	678	1470	187	31	948	173	567	1019	582	87	822	831	8
	84%	81%	87%	81%	80%	89%	86%	74%	62%	81%	88%	89%	89%	76%	89%	89%	80%	35%
			a			ab	bc				a	a	b		b	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Heathrow Airport

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	49 2%	28 3%	19 2%	2 3%	16 3%	13 2%	8 3%	11 2%	21 3%	30 2%	- -	49 8% ac	17 4% a	32 15% abc
11-20 miles	179 9%	95 9%	75 9%	9 14%	81 14% bcd	40 7%	22 7%	35 7%	84 12% b	104 8%	- -	179 28% ac	16 4% a	163 77% abc
21-30 miles	94 5%	50 5%	44 5%	- -	38 7% cd	33 6% d	11 3%	11 2%	35 5%	58 4%	13 1%	81 13% ad	76 18% abd	5 3%
Net: 0-20 miles	228 11%	124 11%	94 11%	10 17%	97 17% bcd	54 9%	30 9%	46 9%	104 15% b	134 10%	- -	228 36% ac	32 8% a	195 92% abc
Net: 0-30 miles	322 16%	173 16%	138 16%	10 17%	135 24% bcd	87 15%	42 13%	57 11%	140 20% b	192 14%	13 1%	309 48% ac	108 25% a	201 95% abc
Not within 30 miles	1687 84%	914 84%	722 84%	51 83%	429 76%	506 85% a	284 87% a	454 89% a	556 80%	1197 86% a	1357 99% bcd	330 52% d	319 75% bd	11 5%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Heathrow Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	49	49	-	-	-	-	-	-	-	-	49	-	-	-	-	-	-	-	-	
	2%	100%	-	-	-	-	-	-	-	-	48%	-	-	-	-	-	-	-	-	
		cfi									cdefhi									
11-20 miles	179	-	1	93	4	-	-	-	-	81	53	3	115	8	-	-	-	-	-	
	9%	-	15%	62%	15%	-	-	-	-	5%	52%	12%	62%	16%	-	-	-	-	-	
			afi	afi							defhi		defhi	efhi						
21-30 miles	94	-	5	55	13	-	-	-	-	21	-	6	60	13	-	-	3	-	13	
	5%	-	76%	37%	51%	-	-	-	-	1%	-	24%	32%	25%	-	-	17%	-	1%	
			afi	afi								aefhi	aefhi							
Net: 0-20 miles	228	49	1	93	4	-	-	-	-	81	102	3	115	8	-	-	-	-	-	
	11%	100%	15%	62%	15%	-	-	-	-	5%	100%	12%	62%	16%	-	-	-	-	-	
		cfi		fi							cdefhi		defhi	efhi						
Net: 0-30 miles	322	49	6	148	17	-	-	-	-	102	102	9	174	21	-	-	3	-	13	
	16%	100%	91%	98%	66%	-	-	-	-	6%	100%	36%	94%	41%	-	-	17%	-	1%	
		fi		fi							cdefhi		defhi	efhi						
Not within 30 miles	1687	-	1	3	9	20	36	3	20	1597	-	17	11	30	97	121	13	41	1357	
	84%	-	9%	2%	34%	100%	100%	100%	100%	94%	-	64%	6%	59%	100%	100%	83%	100%	99%	
						ac				ac			a	ac	acd	acd		acd	acd	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Heathrow Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	49 2%	49 44%	-	-	-	-	-	-	-	-	48 3%	1 *	20 9%	7 7%	23 7%
		bcdefghi									b		c		
11-20 miles	179 9%	53 48%	3 5%	115 53%	8 12%	-	-	-	-	-	173 10%	6 2%	77 35%	23 25%	78 24%
		bdefghi		efi		bdefghi		efghi		b					
21-30 miles	94 5%	9 8%	10 15%	60 27%	13 20%	-	-	3 9%	-	-	84 5%	10 3%	24 11%	14 15%	43 13%
		efhi		efhi		aefghi		aefhi		efhi		c			
Net: 0-20 miles	228 11%	102 92%	3 5%	115 53%	8 12%	-	-	-	-	-	221 13%	7 2%	97 44%	30 32%	101 31%
		bcdefghi		efi		bdefghi		efghi		b					
Net: 0-30 miles	322 16%	111 100%	13 20%	174 80%	21 32%	-	-	3 9%	-	-	305 18%	17 5%	121 55%	44 48%	144 44%
		bcdefghi		efhi		bdefghi		efghi		efhi		c			
Not within 30 miles	1687 84%	-	53 80%	44 20%	45 68%	182 100%	174 100%	27 91%	73 100%	1089 100%	1360 82%	327 95%	98 45%	48 52%	184 56%
		ac		a		ac		abcdg		abcdg		acd		abcdg	
												a		a	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Gatwick Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	7	4	3	2	2	3	7	-	-	4	-	3	3	3	-	3	4	-
	*	*	*	*	*	*	*	-	-	*	-	*	*	*	-	*	*	-
11-20 miles	62	24	38	20	18	23	56	5	1	31	18	13	33	28	1	24	30	3
	3%	2%	4%	3%	3%	3%	3%	2%	2%	3%	9%	2%	3%	4%	1%	3%	3%	14%
											ac							
21-30 miles	208	130	76	74	84	51	143	51	15	151	13	45	82	121	6	50	144	12
	10%	13%	8%	13%	12%	7%	8%	20%	30%	13%	6%	7%	7%	16%	6%	5%	14%	51%
		b	c	c	c			a	a	bc				ac			a	
Net: 0-20 miles	69	28	41	22	20	26	63	5	1	35	18	16	37	31	1	27	34	3
	3%	3%	4%	4%	3%	3%	4%	2%	2%	3%	9%	3%	3%	4%	1%	3%	3%	14%
											ac							
Net: 0-30 miles	277	158	117	96	104	77	205	56	16	186	30	61	118	152	6	77	179	15
	14%	16%	12%	17%	15%	10%	12%	22%	32%	16%	15%	10%	10%	20%	6%	8%	17%	65%
		b	c	c	c			a	a	c	c			ac			a	
Not within 30 miles	1732	833	897	473	577	682	1501	198	34	987	166	579	1031	610	91	843	857	8
	86%	84%	88%	83%	85%	90%	88%	78%	68%	84%	85%	90%	90%	80%	94%	92%	83%	35%
			a			ab	bc					ab	b	b		b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Gatwick Airport

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	7 *	5 *	2 *	- -	2 *	3 1%	1 *	1 *	4 1%	3 *	- -	7 1% a	6 1% a	1 1% a
11-20 miles	62 3%	38 3%	22 3%	2 4%	18 3%	19 3%	9 3%	15 3%	17 2%	45 3%	- -	62 10% ac	17 4% a	45 21% abc
21-30 miles	208 10%	103 9%	98 11%	7 12%	87 15% bcd	53 9%	35 11% d	33 6%	92 13% b	125 9%	41 3%	167 26% ac	51 12% a	116 55% abc
Net: 0-20 miles	69 3%	42 4%	24 3%	2 4%	20 3%	22 4%	10 3%	16 3%	20 3%	48 3%	- -	69 11% ac	23 5% a	46 22% abc
Net: 0-30 miles	277 14%	145 13%	122 14%	9 15%	107 19% bd	75 13%	45 14% d	48 9%	113 16% b	173 12%	41 3%	236 37% ac	74 17% a	162 76% abc
Not within 30 miles	1732 86%	942 87%	738 86%	52 85%	458 81%	517 87% a	280 86%	462 91% ac	583 84%	1215 88% a	1329 97% bcd	403 63% d	353 83% bd	50 24%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Gatwick Airport

BASE: All respondents

	10 miles of airport										20 miles of airport								
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																			
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	7	-	7	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-
	*	-	100%	-	-	-	-	-	-	-	-	27%	-	-	-	-	-	-	-
11-20 miles	62	9	-	8	-	-	-	-	-	44	23	19	20	-	-	-	-	-	-
	3%	19%	-	5%	-	-	-	-	-	3%	23%	73%	11%	-	-	-	-	-	-
		cfi									cdefhi		defhi						
21-30 miles	208	32	-	111	-	-	-	-	-	65	49	-	119	-	-	-	-	-	41
	10%	65%	-	73%	-	-	-	-	-	4%	48%	-	64%	-	-	-	-	-	3%
		fi		fi							defhi		adefhi						
Net: 0-20 miles	69	9	7	8	-	-	-	-	-	44	23	26	20	-	-	-	-	-	-
	3%	19%	100%	5%	-	-	-	-	-	3%	23%	100%	11%	-	-	-	-	-	-
		cfi									cdefhi		defhi						
Net: 0-30 miles	277	41	7	119	-	-	-	-	-	110	72	26	138	-	-	-	-	-	41
	14%	84%	100%	79%	-	-	-	-	-	6%	71%	100%	75%	-	-	-	-	-	3%
		fi		fi							defhi		defhi						
Not within 30 miles	1732	8	-	32	25	20	36	3	20	1589	30	-	47	51	97	121	16	41	1329
	86%	16%	-	21%	100%	100%	100%	100%	100%	94%	29%	-	25%	100%	100%	100%	100%	100%	97%
							ac			ac			ac	ac	ac	ac	ac	ac	ac



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Gatwick Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	7	-	7	-	-	-	-	-	-	-	4	3	2	1	4
	*	-	11%	-	-	-	-	-	-	-	*	1%	1%	1%	1%
			acdefghi												
11-20 miles	62	23	19	20	-	-	-	-	-	-	51	11	23	13	26
	3%	21%	29%	9%	-	-	-	-	-	-	3%	3%	10%	15%	8%
		cdefghi	cdefghi	defghi											
21-30 miles	208	49	40	119	-	-	-	-	-	-	198	10	68	24	75
	10%	44%	61%	55%	-	-	-	-	-	-	12%	3%	31%	26%	23%
		defghi	acdefghi	defghi							b		c		
Net: 0-20 miles	69	23	26	20	-	-	-	-	-	-	55	14	24	15	30
	3%	21%	39%	9%	-	-	-	-	-	-	3%	4%	11%	16%	9%
		cdefghi	acdefghi	defghi											
Net: 0-30 miles	277	73	66	139	-	-	-	-	-	-	253	24	92	39	105
	14%	65%	100%	64%	-	-	-	-	-	-	15%	7%	42%	42%	32%
		defghi	acdefghi	defghi							b		c		
Not within 30 miles	1732	38	-	79	66	182	174	29	73	1089	1412	320	127	54	223
	86%	35%	-	36%	100%	100%	100%	100%	100%	100%	85%	93%	58%	58%	68%
		b		b	abc	abc	abc	abc	abc	abc		a			a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from London City Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	151	101	49	53	68	30	98	38	15	117	10	25	52	98	1	43	98	9
	8%	10%	5%	9%	10%	4%	6%	15%	31%	10%	5%	4%	5%	13%	1%	5%	9%	39%
		b		c	c			a	ab	bc				ac			a	
11-20 miles	93	51	41	35	34	24	76	15	3	59	3	31	44	45	4	24	65	3
	5%	5%	4%	6%	5%	3%	4%	6%	6%	5%	2%	5%	4%	6%	4%	3%	6%	13%
				c						b		b		a			a	
21-30 miles	104	42	61	26	36	41	94	9	1	61	12	30	57	40	6	38	62	3
	5%	4%	6%	5%	5%	5%	6%	3%	1%	5%	6%	5%	5%	5%	6%	4%	6%	13%
Net: 0-20 miles	244	152	90	88	103	54	174	52	18	176	13	56	96	144	5	67	163	12
	12%	15%	9%	15%	15%	7%	10%	21%	37%	15%	6%	9%	8%	19%	5%	7%	16%	52%
		b		c	c			a	ab	bc				ac			a	
Net: 0-30 miles	348	194	151	114	139	95	268	61	19	237	25	86	153	184	11	105	224	15
	17%	20%	15%	20%	20%	13%	16%	24%	38%	20%	13%	13%	13%	24%	11%	11%	22%	65%
		b		c	c			a	ab	bc				ac			a	
Not within 30 miles	1661	796	863	455	542	664	1438	192	31	936	171	554	996	579	86	815	811	8
	83%	80%	85%	80%	80%	87%	84%	76%	62%	80%	87%	87%	87%	76%	89%	89%	78%	35%
			a			ab	bc	c			a	a	b		b	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from London City Airport

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	151 8%	74 7%	70 8%	8 13%	73 13% bcd	39 7%	16 5%	23 5%	67 10% b	90 6%	- -	151 24% ac	58 14% a	93 44% abc
11-20 miles	93 5%	56 5%	35 4%	2 4%	33 6%	26 4%	17 5%	17 3%	42 6% b	56 4%	- -	93 15% ac	9 2% a	85 40% abc
21-30 miles	104 5%	56 5%	44 5%	3 5%	42 7% d	30 5%	18 5%	14 3%	37 5%	69 5%	36 3%	67 11% a	39 9% a	29 14% a
Net: 0-20 miles	244 12%	130 12%	105 12%	10 17%	105 19% bcd	65 11%	33 10%	40 8%	109 16% b	146 10%	- -	244 38% ac	66 16% a	178 84% abc
Net: 0-30 miles	348 17%	186 17%	149 17%	13 22%	147 26% bcd	95 16% d	51 16% d	54 11%	146 21% b	215 15%	36 3%	312 49% ac	105 25% a	207 97% abc
Not within 30 miles	1661 83%	901 83%	711 83%	48 78%	417 74%	497 84% a	274 84% a	456 89% abc	550 79%	1174 85% a	1334 97% bcd	327 51% d	322 75% bd	5 3%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from London City Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	151	-	-	151	-	-	-	-	-	-	-	-	151	-	-	-	-	-	-	
	8%	-	-	100%	-	-	-	-	-	-	-	-	82%	-	-	-	-	-	-	
				afi									adephi							
11-20 miles	93	29	-	-	-	-	-	-	-	64	52	1	34	1	-	-	6	-	-	
	5%	60%	-	-	-	-	-	-	-	4%	51%	2%	18%	2%	-	-	37%	-	-	
		cfi								c	cdefhi		defhi	i						
21-30 miles	104	20	6	-	15	-	-	1	-	61	29	12	-	23	-	-	3	-	36	
	5%	40%	85%	-	61%	-	-	47%	-	4%	29%	46%	-	45%	-	-	19%	-	3%	
		cfi								c	cefhi			acefhi						
Net: 0-20 miles	244	29	-	151	-	-	-	-	-	64	52	1	185	1	-	-	6	-	-	
	12%	60%	-	100%	-	-	-	-	-	4%	51%	2%	100%	2%	-	-	37%	-	-	
		fi		afi							defhi		adephi	i						
Net: 0-30 miles	348	49	6	151	15	-	-	1	-	126	81	13	185	24	-	-	9	-	36	
	17%	100%	85%	100%	61%	-	-	47%	-	7%	80%	49%	100%	47%	-	-	56%	-	3%	
		fi		fi							defhi		adephi	efhi						
Not within 30 miles	1661	-	1	-	10	20	36	1	20	1573	21	13	-	27	97	121	7	41	1334	
	83%	-	15%	-	39%	100%	100%	53%	100%	93%	20%	51%	-	53%	100%	100%	44%	100%	97%	
							ac		ac		c		ac	acd	acd		acd	acd		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from London City Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	151	-	-	151	-	-	-	-	-	-	151	1	63	22	66
	8%	-	-	69%	-	-	-	-	-	-	9%	*	29%	24%	20%
				abdefghi							b		c		
11-20 miles	93	52	1	34	1	-	-	6	-	-	90	3	35	13	46
	5%	47%	1%	16%	1%	-	-	20%	-	-	5%	1%	16%	14%	14%
		bcdefghi	i	bdefhi	i			bdefhi			b				
21-30 miles	104	29	15	33	23	-	-	4	-	-	94	10	19	7	41
	5%	26%	22%	15%	35%	-	-	13%	-	-	6%	3%	9%	8%	13%
		cefhi	efhi	efhi	cefghi			efhi			b				
Net: 0-20 miles	244	52	1	185	1	-	-	6	-	-	241	3	98	35	112
	12%	47%	1%	85%	1%	-	-	20%	-	-	14%	1%	44%	38%	34%
		bdefghi	i	abdefghi	i			bdefhi			b		c		
Net: 0-30 miles	348	81	15	218	24	-	-	10	-	-	335	13	117	42	153
	17%	73%	23%	100%	36%	-	-	33%	-	-	20%	4%	53%	46%	47%
		bdefghi	efhi	abdefghi	efhi			efhi			b				
Not within 30 miles	1661	30	50	-	42	182	174	20	73	1089	1330	331	103	50	175
	83%	27%	77%	-	64%	100%	100%	67%	100%	100%	80%	96%	47%	54%	53%
		c	ac		ac	abcdg	abcdg	ac	abcdg	abcdg	a				

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Luton Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	25 1%	10 1%	16 2%	5 1%	12 2%	8 1%	22 1%	4 1%	-	13 1%	5 2%	8 1%	8 1%	13 2%	4 4% a	11 1%	14 1%	-
11-20 miles	51 3%	25 3%	26 3%	12 2%	14 2%	24 3%	43 3%	7 3%	-	34 3%	2 1%	14 2%	25 2%	25 3%	1 1%	12 1%	38 4% a	-
21-30 miles	176 9%	107 11% b	67 7%	58 10% c	75 11% c	44 6%	122 7%	39 16% a	15 31% ab	132 11% bc	8 4%	36 6%	68 6% a	103 14% ac	5 5%	51 6%	113 11% a	8 33%
Net: 0-20 miles	76 4%	35 4%	41 4%	17 3%	26 4%	32 4%	65 4%	11 4%	-	47 4%	7 4%	22 3%	33 3%	38 5% a	5 5%	22 2%	52 5% a	-
Net: 0-30 miles	252 13%	142 14% b	108 11%	75 13% c	101 15% c	76 10%	187 11%	50 20% a	15 31% a	179 15% bc	15 8%	58 9%	102 9% a	141 18% a	10 10%	73 8%	166 16% a	8 33%
Not within 30 miles	1757 87%	848 86%	907 89% a	494 87%	580 85%	683 90% b	1520 89% bc	203 80%	34 69%	994 85%	181 92% a	582 91% a	1047 91% b	622 82%	87 90%	847 92% b	870 84%	15 67%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Luton Airport

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	25 1%	13 1%	12 1%	- -	9 2%	11 2%	2 1%	3 1%	8 1%	18 1%	- -	25 4% a	20 5% a	5 2% a
11-20 miles	51 3%	28 3%	19 2%	4 6%	25 4% bcd	10 2%	5 2%	11 2%	15 2%	36 3%	- -	51 8% ac	16 4% a	34 16% abc
21-30 miles	176 9%	91 8%	81 9%	5 8%	75 13% bcd	50 9% d	23 7%	28 5%	91 13% b	95 7%	18 1%	159 25% ac	47 11% a	111 53% abc
Net: 0-20 miles	76 4%	41 4%	31 4%	4 6%	34 6% bcd	21 4%	7 2%	14 3%	24 3%	53 4%	- -	76 12% a	36 9% a	39 19% abc
Net: 0-30 miles	252 13%	132 12%	111 13%	8 14%	110 19% bcd	71 12% d	30 9%	41 8%	114 16% b	149 11%	18 1%	235 37% ac	84 20% a	151 71% abc
Not within 30 miles	1757 87%	955 88%	749 87%	53 86%	455 81%	521 88% a	295 91% a	469 92% ab	581 84%	1240 89% a	1352 99% bcd	404 63% d	343 80% bd	61 29%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Luton Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	25 1%	- -	- -	- -	25 100%	- -	- -	- -	- -	- -	- -	- -	25 50%	- -	- -	- -	- -	- -	- -	
													acefhi							
11-20 miles	51 3%	3 7%	- -	- -	- -	- -	- -	- -	- -	47 3%	18 18%	- -	4 2%	25 50%	- -	- -	3 21%	- -	- -	
											cefhi		acefhi							
21-30 miles	176 9%	31 63%	- -	98 65%	- -	- -	- -	2 75%	- -	46 3%	45 44%	- -	109 59%	- -	- -	5 32%	- -	18 1%		
											defhi		adeefhi							
Net: 0-20 miles	76 4%	3 7%	- -	- -	25 100%	- -	- -	- -	- -	47 3%	18 18%	- -	4 2%	51 100%	- -	- -	3 21%	- -	- -	
											cefhi		acefhi							
Net: 0-30 miles	252 13%	34 70%	- -	98 65%	25 100%	- -	- -	2 75%	- -	93 5%	63 62%	- -	112 61%	51 100%	- -	- -	9 53%	- -	18 1%	
											efhi		efhi	acefhi						
Not within 30 miles	1757 87%	15 30%	7 100%	53 35%	- -	20 100%	36 100%	1 25%	20 100%	1606 95%	39 38%	26 100%	73 39%	- -	97 100%	121 100%	7 47%	41 100%	1352 99%	
							ac		ac		d		d	acd	acd		acd	acd	acd	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Luton Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	25	-	-	-	25	-	-	-	-	-	21	4	3	4	18
	1%	-	-	-	38%	-	-	-	-	-	1%	1%	1%	4%	6%
					abcefg										a
11-20 miles	51	18	-	4	25	-	-	3	-	-	47	4	20	7	23
	3%	16%	-	2%	38%	-	-	12%	-	-	3%	1%	9%	7%	7%
		bceghi		i	abcefg			bceghi							
21-30 miles	176	47	-	109	15	-	-	5	-	-	167	10	70	26	64
	9%	43%	-	50%	23%	-	-	17%	-	-	10%	3%	32%	28%	19%
		bdefghi		bdefghi	befhi			befhi			b		c		
Net: 0-20 miles	76	18	-	4	51	-	-	3	-	-	68	8	24	11	42
	4%	16%	-	2%	77%	-	-	12%	-	-	4%	2%	11%	12%	13%
		bceghi		i	abcefg			bceghi							
Net: 0-30 miles	252	65	-	112	66	-	-	9	-	-	235	17	93	36	105
	13%	59%	-	52%	100%	-	-	29%	-	-	14%	5%	43%	39%	32%
		befghi		befghi	abcefg			befhi			b		c		
Not within 30 miles	1757	46	66	106	-	182	174	21	73	1089	1430	327	126	56	222
	87%	41%	100%	48%	-	100%	100%	71%	100%	100%	86%	95%	57%	61%	68%
		d	acd	d		acd	acd	acd	acd	acd		a			a

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Manchester Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	20	10	10	8	8	4	15	4	1	12	-	7	9	11	-	6	14	-
	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	-	1%	1%	1%	1%	1%	1%	-
11-20 miles	77	37	40	21	25	31	73	4	-	41	9	27	50	26	1	41	34	-
	4%	4%	4%	4%	4%	4%	4%	2%	-	4%	4%	4%	4%	3%	1%	4%	3%	-
21-30 miles	85	40	44	24	27	34	80	5	-	43	7	35	42	40	3	33	52	-
	4%	4%	4%	4%	4%	4%	5%	2%	-	4%	4%	5%	4%	5%	3%	4%	5%	-
Net: 0-20 miles	97	47	50	29	33	35	88	9	1	54	9	35	59	37	1	47	48	-
	5%	5%	5%	5%	5%	5%	5%	3%	1%	5%	4%	5%	5%	5%	1%	5%	5%	-
Net: 0-30 miles	182	87	95	53	60	70	168	14	1	97	16	69	101	77	4	80	100	-
	9%	9%	9%	9%	9%	9%	10%	6%	1%	8%	8%	11%	9%	10%	4%	9%	10%	-
							bc											
Not within 30 miles	1827	903	920	517	621	689	1539	239	49	1076	180	571	1048	685	93	841	936	23
	91%	91%	91%	91%	91%	91%	90%	94%	99%	92%	92%	89%	91%	90%	96%	91%	90%	100%
								a	a									

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Manchester Airport

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	20 1%	12 1%	8 1%	- -	5 1%	9 2%	3 1%	3 1%	5 1%	17 1%	- -	20 3% ad	20 5% ad	- -
11-20 miles	77 4%	33 3%	44 5% a	1 1%	16 3%	25 4%	13 4%	24 5%	33 5%	50 4%	- -	77 12% ad	77 18% abd	- -
21-30 miles	85 4%	46 4%	38 4%	2 3%	22 4%	28 5%	12 4%	20 4%	28 4%	61 4%	85 6% bcd	- -	- -	- -
Net: 0-20 miles	97 5%	45 4%	52 6%	1 1%	20 4%	34 6%	16 5%	27 5%	38 5%	67 5%	- -	97 15% ad	97 23% abd	- -
Net: 0-30 miles	182 9%	90 8%	90 10%	2 4%	42 7%	63 11%	28 8%	47 9%	66 9%	129 9%	85 6% d	97 15% ad	97 23% abd	- -
Not within 30 miles	1827 91%	997 92%	771 90%	59 96%	522 93%	530 89%	298 92%	464 91%	630 91%	1260 91%	1285 94% bc	542 85% c	330 77%	212 100% abc

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Manchester Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	20	-	-	-	-	20	-	-	-	-	-	-	-	20	-	-	-	-	-	
	1%	-	-	-	-	100%	-	-	-	-	-	-	-	20%	-	-	-	-	-	
														acdghi						
11-20 miles	77	-	-	-	-	-	-	-	-	77	-	-	-	-	77	-	-	-	-	
	4%	-	-	-	-	-	-	-	-	5%	-	-	-	-	80%	-	-	-	-	
										c				acdghi						
21-30 miles	85	-	-	-	-	-	-	-	-	85	-	-	-	-	-	-	-	-	85	
	4%	-	-	-	-	-	-	-	-	5%	-	-	-	-	-	-	-	-	6%	
										c									acef	
Net: 0-20 miles	97	-	-	-	-	20	-	-	-	77	-	-	-	-	97	-	-	-	-	
	5%	-	-	-	-	100%	-	-	-	5%	-	-	-	-	100%	-	-	-	-	
										c					acdghi					
Net: 0-30 miles	182	-	-	-	-	20	-	-	-	162	-	-	-	-	97	-	-	-	85	
	9%	-	-	-	-	100%	-	-	-	10%	-	-	-	-	100%	-	-	-	6%	
										ac					acdghi				acf	
Not within 30 miles	1827	49	7	151	25	-	36	3	20	1536	102	26	185	51	-	121	16	41	1285	
	91%	100%	100%	100%	100%	-	100%	100%	100%	90%	100%	100%	100%	-	100%	100%	100%	100%	94%	
		i		i							ei		ei	e	ei		e	e	e	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Manchester Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	20	-	-	-	-	20	-	-	-	-	19	1	11	2	7
	1%	-	-	-	-	11%	-	-	-	-	1%	*	5%	2%	2%
						abcdfhi									
11-20 miles	77	-	-	-	-	77	-	-	-	-	62	15	25	13	39
	4%	-	-	-	-	42%	-	-	-	-	4%	4%	12%	14%	12%
						abcdfghi									
21-30 miles	85	-	-	-	-	85	-	-	-	-	71	15	-	-	-
	4%	-	-	-	-	47%	-	-	-	-	4%	4%	-	-	-
						abcdfghi									
Net: 0-20 miles	97	-	-	-	-	97	-	-	-	-	82	16	36	14	47
	5%	-	-	-	-	53%	-	-	-	-	5%	5%	16%	16%	14%
						abcdfghi									
Net: 0-30 miles	182	-	-	-	-	182	-	-	-	-	152	30	36	14	47
	9%	-	-	-	-	100%	-	-	-	-	9%	9%	16%	16%	14%
						abcdfghi									
Not within 30 miles	1827	111	66	218	66	-	174	29	73	1089	1513	314	183	78	281
	91%	100%	100%	100%	100%	-	100%	100%	100%	100%	91%	91%	84%	84%	86%
		e	e	e	e		e	e	e	e					

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Birmingham Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	36 2%	14 1%	22 2%	12 2%	17 3%	7 1%	29 2%	7 3%	1 1%	22 2%	1 1%	12 2%	18 2%	14 2%	3 3%	15 2%	21 2%	- -
11-20 miles	86 4%	43 4%	42 4%	25 4%	21 3%	39 5%	77 4%	7 3%	2 3%	42 4%	12 6%	31 5%	57 5%	22 3%	6 6%	43 5%	41 4%	2 7%
21-30 miles	53 3%	27 3%	26 3%	15 3%	25 4%	12 2%	46 3%	5 2%	2 3%	32 3%	7 3%	15 2%	28 2%	21 3%	4 4%	30 3%	23 2%	1 3%
Net: 0-20 miles	121 6%	58 6%	64 6%	37 6%	38 6%	46 6%	105 6%	14 5%	2 5%	64 5%	14 7%	43 7%	75 7%	37 5%	9 9%	58 6%	62 6%	2 7%
Net: 0-30 miles	174 9%	84 9%	90 9%	52 9%	64 9%	58 8%	151 9%	19 7%	4 8%	96 8%	20 10%	58 9%	103 9%	58 8%	13 14%	87 9%	85 8%	2 10%
Not within 30 miles	1835 91%	906 91%	925 91%	517 91%	618 91%	700 92%	1555 91%	235 93%	46 92%	1077 92%	176 90%	582 91%	1046 91%	705 92%	84 86%	833 91%	951 92%	21 90%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Birmingham Airport

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	36	18	14	4	10	8	7	11	20	23	-	36	36	-
	2%	2%	2%	7% ab	2%	1%	2%	2%	3%	2%	-	6% ad	8% ad	-
11-20 miles	86	36	42	7	20	21	14	27	23	64	-	86	86	-
	4%	3%	5%	12% ab	4%	4%	4%	5%	3%	5%	-	13% ad	20% abd	-
21-30 miles	53	32	21	-	14	14	17	8	23	36	53	-	-	-
	3%	3%	2%	-	2%	2%	5% abd	2%	3%	3%	4% bcd	-	-	-
Net: 0-20 miles	121	54	56	11	30	29	21	37	43	87	-	121	121	-
	6%	5%	7%	18% ab	5%	5%	6%	7%	6%	6%	-	19% ad	28% abd	-
Net: 0-30 miles	174	86	77	11	44	43	38	45	66	124	53	121	121	-
	9%	8%	9%	18% ab	8%	7%	12% b	9%	10%	9%	4% d	19% ad	28% abd	-
Not within 30 miles	1835	1001	783	50	521	550	287	465	629	1265	1317	518	306	212
	91%	92% c	91% c	82%	92%	93% c	88%	91%	90%	91%	96% bc	81% c	72%	100% abc

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Birmingham Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	36	-	-	-	-	-	36	-	-	-	-	-	-	-	-	36	-	-	-	
	2%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	29%	-	-	-	
							aci									acdehi				
11-20 miles	86	-	-	-	-	-	-	-	-	86	-	-	-	-	-	86	-	-	-	
	4%	-	-	-	-	-	-	-	-	5%	-	-	-	-	-	71%	-	-	-	
										c						acdehi				
21-30 miles	53	-	-	-	-	-	-	-	-	53	-	-	-	-	-	-	-	-	53	
	3%	-	-	-	-	-	-	-	-	3%	-	-	-	-	-	-	-	-	4%	
										cef										
Net: 0-20 miles	121	-	-	-	-	-	36	-	-	86	-	-	-	-	-	121	-	-	-	
	6%	-	-	-	-	-	100%	-	-	5%	-	-	-	-	-	100%	-	-	-	
							aci			c						acdehi				
Net: 0-30 miles	174	-	-	-	-	-	36	-	-	138	-	-	-	-	-	121	-	-	53	
	9%	-	-	-	-	-	100%	-	-	8%	-	-	-	-	-	100%	-	-	4%	
							aci			c						acdehi			ce	
Not within 30 miles	1835	49	7	151	25	20	-	3	20	1560	102	26	185	51	97	-	16	41	1317	
	91%	100%	100%	100%	100%	100%	-	100%	100%	92%	100%	100%	100%	100%	-	100%	100%	100%	96%	
		f		fi					f		f	fi	f	fi			f	f		



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Birmingham Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	36 2%	- -	- -	- -	- -	- -	36 21%	- -	- -	- -	34 2%	1 *	14 6%	3 3%	19 6%
							abcdeghi				b				
11-20 miles	86 4%	- -	- -	- -	- -	- -	86 49%	- -	- -	- -	78 5%	8 2%	22 10%	16 17%	48 15%
							abcdeghi				b				
21-30 miles	53 3%	- -	- -	- -	- -	- -	53 30%	- -	- -	- -	41 2%	11 3%	- -	- -	- -
							abcdeghi				b				
Net: 0-20 miles	121 6%	- -	- -	- -	- -	- -	121 70%	- -	- -	- -	112 7%	9 3%	36 16%	19 20%	67 20%
							abcdeghi				b				
Net: 0-30 miles	174 9%	- -	- -	- -	- -	- -	174 100%	- -	- -	- -	154 9%	21 6%	36 16%	19 20%	67 20%
							abcdeghi				b				
Not within 30 miles	1835 91%	111 100%	66 100%	218 100%	66 100%	182 100%	- -	29 100%	73 100%	1089 100%	1511 91%	324 94%	183 84%	74 80%	260 80%
		f	f	f	f	f		f	f	f	a				

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Stansted Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	3	1	1	1	-	1	2	1	-	2	-	1	3	-	-	1	2	-
	*	*	*	*	-	*	*	*	-	*	-	*	*	-	-	*	*	-
11-20 miles	22	8	13	8	3	11	21	1	-	13	1	8	13	9	-	5	17	-
	1%	1%	1%	1%	*	1%	1%	1%	-	1%	*	1%	1%	1%	-	1%	2%	-
				b		b											a	
21-30 miles	152	101	50	51	61	39	113	30	9	112	10	30	70	81	1	49	92	8
	8%	10%	5%	9%	9%	5%	7%	12%	19%	10%	5%	5%	6%	11%	1%	5%	9%	35%
		b		c	c			a	a	bc				ac			a	
Net: 0-20 miles	25	10	14	9	3	13	23	2	-	15	1	9	16	9	-	6	19	-
	1%	1%	1%	2%	*	2%	1%	1%	-	1%	*	1%	1%	1%	-	1%	2%	-
				b		b											a	
Net: 0-30 miles	176	110	65	61	64	52	135	32	9	127	11	39	86	90	1	55	111	8
	9%	11%	6%	11%	9%	7%	8%	13%	19%	11%	5%	6%	7%	12%	1%	6%	11%	35%
		b		c				a	a	bc			c	ac			a	
Not within 30 miles	1833	880	950	509	617	707	1571	221	40	1046	186	601	1063	673	97	865	925	15
	91%	89%	94%	89%	91%	93%	92%	87%	81%	89%	95%	94%	93%	88%	99%	94%	89%	65%
			a			a	bc				a	a	b		ab	b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Stansted Airport

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	3 *	2 *	1 *	- -	1 *	1 *	- -	1 *	1 *	1 *	- -	3 *	3 *	- -
												a	a	
11-20 miles	22 1%	10 1%	12 1%	- -	12 2% cd	8 1%	1 *	2 *	8 1%	15 1%	- -	22 3% a	7 2% a	15 7% abc
21-30 miles	152 8%	73 7%	70 8%	8 13%	62 11% cd	51 9% d	19 6%	20 4%	60 9%	96 7%	23 2%	128 20% a	70 16% a	58 27% abc
Net: 0-20 miles	25 1%	12 1%	13 1%	- -	13 2% cd	8 1%	1 *	3 *	9 1%	16 1%	- -	25 4% a	10 2% a	15 7% ac
Net: 0-30 miles	176 9%	85 8%	83 10%	8 13%	75 13% cd	59 10% cd	20 6%	22 4%	69 10%	112 8%	23 2%	153 24% ac	80 19% a	73 35% abc
Not within 30 miles	1833 91%	1002 92%	777 90%	53 87%	489 87%	534 90%	306 94% ab	488 96% ab	627 90%	1276 92%	1346 98% bcd	486 76% d	347 81% bd	139 65%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Stansted Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	3	-	-	-	-	-	-	3	-	-	-	-	-	-	-	3	-	-		
	*	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	17%	-	-		
11-20 miles	22	-	-	-	2	-	-	-	-	20	-	-	3	6	-	-	13	-		
	1%	-	-	-	6%	-	-	-	-	1%	-	-	1%	12%	-	83%	-	-		
														acefhi						
21-30 miles	152	-	-	89	14	-	-	-	-	48	4	-	103	20	-	-	-	23		
	8%	-	-	59%	56%	-	-	-	-	3%	4%	-	56%	40%	-	-	-	2%		
				afi							ef		aefhi	aefhi						
Net: 0-20 miles	25	-	-	-	2	-	-	3	-	20	-	-	3	6	-	-	16	-		
	1%	-	-	-	6%	-	-	100%	-	1%	-	-	1%	12%	-	100%	-	-		
														acefhi						
Net: 0-30 miles	176	-	-	89	16	-	-	3	-	69	4	-	106	27	-	-	16	23		
	9%	-	-	59%	62%	-	-	100%	-	4%	4%	-	57%	53%	-	100%	-	2%		
				afi							ef		aefhi	aefhi						
Not within 30 miles	1833	49	7	62	10	20	36	-	20	1630	97	26	79	24	97	121	-	41	1346	
	91%	100%	100%	41%	38%	100%	100%	-	100%	96%	96%	100%	43%	47%	100%	100%	-	100%	98%	
		c					c			c	cd			acd	acd		cd	cd		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Stansted Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	3	-	-	-	-	-	-	3	-	-	-	3	1	-	2
	*	-	-	-	-	-	-	9%	-	-	-	1%	*	-	1%
								abcdefhi				a			
11-20 miles	22	-	-	3	6	-	-	13	-	-	20	2	7	3	12
	1%	-	-	1%	9%	-	-	45%	-	-	1%	1%	3%	3%	4%
				i	abcefhi			abcdefhi							
21-30 miles	152	4	-	113	20	-	-	13	-	-	145	7	52	22	54
	8%	4%	-	52%	31%	-	-	46%	-	-	9%	2%	24%	24%	16%
		efi		abdefhi	abefhi			abefhi			b		c		
Net: 0-20 miles	25	-	-	3	6	-	-	16	-	-	20	5	8	3	14
	1%	-	-	1%	9%	-	-	54%	-	-	1%	1%	3%	3%	4%
				i	abcefhi			abcdefhi							
Net: 0-30 miles	176	4	-	116	27	-	-	29	-	-	165	11	60	25	68
	9%	4%	-	53%	40%	-	-	100%	-	-	10%	3%	27%	27%	21%
		efi		abefhi	abefhi			abcdefhi			b				
Not within 30 miles	1833	106	66	102	39	182	174	-	73	1089	1499	333	159	67	259
	91%	96%	100%	47%	60%	100%	100%	-	100%	100%	90%	97%	73%	73%	79%
		cdg	cdg	g	g	acd	acd		cdg	acd		a			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Bristol Airport

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	20	6	14	4	5	11	19	1	-	9	*	11	16	3	1	14	6	-
	1%	1%	1%	1%	1%	2%	1%	1%	-	1%	*	2%	1%	*	1%	2%	1%	-
													b			b		
11-20 miles	21	8	13	1	13	7	19	*	2	15	1	5	11	9	1	7	14	-
	1%	1%	1%	*	2%	1%	1%	*	3%	1%	*	1%	1%	1%	1%	1%	1%	-
					a				b									
21-30 miles	32	20	12	12	15	6	27	5	-	18	6	8	21	9	2	18	14	-
	2%	2%	1%	2%	2%	1%	2%	2%	-	2%	3%	1%	2%	1%	2%	2%	1%	-
				c	c													
Net: 0-20 miles	41	14	27	5	18	18	37	2	2	23	1	16	27	13	2	21	20	-
	2%	1%	3%	1%	3%	2%	2%	1%	3%	2%	1%	3%	2%	2%	2%	2%	2%	-
					a	a												
Net: 0-30 miles	73	34	39	16	33	24	65	7	2	42	7	25	48	22	3	39	34	-
	4%	3%	4%	3%	5%	3%	4%	3%	3%	4%	3%	4%	4%	3%	4%	4%	3%	-
Not within 30 miles	1936	956	976	553	648	735	1641	247	48	1131	190	615	1101	741	94	881	1002	23
	96%	97%	96%	97%	95%	97%	96%	97%	97%	96%	97%	96%	96%	97%	96%	96%	97%	100%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Bristol Airport

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	20	14	6	1	4	3	6	7	6	15	-	20	20	-
	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%	-	3%	5%	-
												ad	ad	
11-20 miles	21	12	8	1	6	13	*	1	5	16	-	21	21	-
	1%	1%	1%	2%	1%	2%	*	*	1%	1%	-	3%	5%	-
						cd						ad	ad	
21-30 miles	32	18	11	4	10	7	10	5	15	18	32	-	-	-
	2%	2%	1%	6%	2%	1%	3%	1%	2%	1%	2%	-	-	-
				ab			d				bcd			
Net: 0-20 miles	41	26	13	2	10	16	6	8	11	31	-	41	41	-
	2%	2%	2%	3%	2%	3%	2%	2%	2%	2%	-	6%	10%	-
												ad	ad	
Net: 0-30 miles	73	44	24	5	20	23	16	14	26	49	32	41	41	-
	4%	4%	3%	9%	4%	4%	5%	3%	4%	4%	2%	6%	10%	-
				b							d	ad	ad	
Not within 30 miles	1936	1044	836	56	544	569	309	497	670	1340	1338	598	386	212
	96%	96%	97%	91%	96%	96%	95%	97%	96%	96%	98%	94%	90%	100%
			c								bc			abc

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Bristol Airport

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
0-10 miles	20	-	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	20	-	
	1%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	49%	-	
																		acdefi		
11-20 miles	21	-	-	-	-	-	-	-	-	21	-	-	-	-	-	-	-	21	-	
	1%	-	-	-	-	-	-	-	-	1%	-	-	-	-	-	-	-	51%	-	
																		acdefi		
21-30 miles	32	-	-	-	-	-	-	-	-	32	-	-	-	-	-	-	-	-	32	
	2%	-	-	-	-	-	-	-	-	2%	-	-	-	-	-	-	-	-	2%	
Net: 0-20 miles	41	-	-	-	-	-	-	-	20	21	-	-	-	-	-	-	-	41	-	
	2%	-	-	-	-	-	-	-	100%	1%	-	-	-	-	-	-	-	100%	-	
																		acdefi		
Net: 0-30 miles	73	-	-	-	-	-	-	-	20	53	-	-	-	-	-	-	-	41	32	
	4%	-	-	-	-	-	-	-	100%	3%	-	-	-	-	-	-	-	100%	2%	
																		acdefi		
Not within 30 miles	1936	49	7	151	25	20	36	3	-	1646	102	26	185	51	97	121	16	-	1338	
	96%	100%	100%	100%	100%	100%	100%	100%	-	97%	100%	100%	100%	100%	100%	100%	100%	-	98%	
											h		h	h	h	h	h		h	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### S1. Distance from Bristol Airport

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0-10 miles	20	-	-	-	-	-	-	-	20	-	15	5	1	2	17
	1%	-	-	-	-	-	-	-	27%	-	1%	2%	1%	2%	5%
									abcdefgi						a
11-20 miles	21	-	-	-	-	-	-	-	21	-	19	2	6	2	13
	1%	-	-	-	-	-	-	-	29%	-	1%	*	3%	2%	4%
									abcdefgi						
21-30 miles	32	-	-	-	-	-	-	-	32	-	25	7	-	-	-
	2%	-	-	-	-	-	-	-	44%	-	1%	2%	-	-	-
									abcdefgi						
Net: 0-20 miles	41	-	-	-	-	-	-	-	41	-	34	7	7	3	30
	2%	-	-	-	-	-	-	-	56%	-	2%	2%	3%	4%	9%
									abcdefgi						a
Net: 0-30 miles	73	-	-	-	-	-	-	-	73	-	59	14	7	3	30
	4%	-	-	-	-	-	-	-	100%	-	4%	4%	3%	4%	9%
									abcdefgi						a
Not within 30 miles	1936	111	66	218	66	182	174	29	-	1089	1606	330	212	89	297
	96%	100%	100%	100%	100%	100%	100%	100%	-	100%	96%	96%	97%	96%	91%
		h	h	h	h	h	h	h		h			c		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D1 How do you identify... ?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Male	990	990	-	287	348	356	791	166	34	625	94	271	531	413	46	439	522	17
	49%	100%	-	50%	51%	47%	46%	65%	69%	53%	48%	42%	46%	54%	48%	48%	50%	74%
		b	-					a	a	c				a				
Female	1015	-	1015	279	333	402	913	87	15	544	102	368	618	347	50	481	510	6
	50%	-	100%	49%	49%	53%	54%	34%	30%	46%	52%	58%	54%	45%	52%	52%	49%	26%
			a				bc					a	b					
I identify in another way	3	-	-	2	-	1	2	-	1	2	-	1	-	2	1	1	2	-
	*	-	-	*	-	*	*	-	2%	*	-	*	-	*	1%	*	*	-
								ab						a				
Prefer not to say	1	-	-	1	-	1	1	1	-	1	-	1	1	1	-	-	1	-
	*	-	-	*	-	*	*	*	-	*	-	*	*	*	-	-	*	-

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D1 How do you identify... ?

BASE: All respondents

Significance Level: 95%

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Male	990 49%	551 51%	409 48%	30 49%	297 53% d	286 48%	168 52%	235 46%	339 49%	680 49%	657 48%	333 52%	212 50%	121 57% a
Female	1015 50%	534 49%	449 52%	31 51%	266 47%	305 51%	156 48%	276 54% a	356 51%	705 51%	711 52% d	304 48%	215 50%	89 42%
I identify in another way	3 *	1 *	1 *	- -	1 *	1 *	1 *	- -	- -	3 *	1 *	2 *	- -	2 1% a
Prefer not to say	1 *	1 *	1 *	- -	1 *	1 *	- -	- -	- -	1 *	1 *	1 *	- -	1 *

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D1 How do you identify... ?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Male	990	30	4	101	10	10	14	1	6	814	62	9	114	22	47	58	8	14	657	
	49%	62%	58%	67%	39%	49%	39%	51%	32%	48%	61%	34%	61%	43%	48%	47%	53%	34%	48%	
				fi							dhi		defhi							
Female	1015	19	3	49	16	10	22	1	14	882	40	17	70	29	50	64	7	27	711	
	50%	38%	42%	32%	61%	51%	61%	49%	68%	52%	39%	66%	38%	57%	52%	53%	43%	66%	52%	
				c			c			c			ac	c	c	c		ac	ac	
I identify in another way	3	-	-	2	-	-	-	-	-	1	-	-	2	-	-	-	-	-	1	
	*	-	-	1%	-	-	-	-	-	*	-	-	1%	-	-	-	-	-	*	
				i									i							
Prefer not to say	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	1	
	*	-	-	-	-	-	-	-	-	*	-	-	-	-	-	-	4%	-	*	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D1 How do you identify... ?

BASE: All respondents

	Total	30 miles of airport									Location		Impact of living near airport		
		Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Male	990	67	25	126	25	87	84	18	34	523	843	147	128	44	161
	49%	60%	38%	58%	39%	48%	48%	63%	47%	48%	51%	43%	59%	48%	49%
		bdei		bdi				bd			b		c		
Female	1015	44	41	91	41	95	90	10	39	565	818	196	90	48	165
	50%	40%	62%	42%	61%	52%	52%	35%	53%	52%	49%	57%	41%	52%	50%
			acg		acg	a				ac	a				a
I identify in another way	3	-	-	2	-	1	-	-	-	1	3	-	1	-	1
	*	-	-	1%	-	*	-	-	-	*	*	-	*	-	*
				i											
Prefer not to say	1	-	-	-	-	-	-	1	-	1	1	1	-	-	1
	*	-	-	-	-	-	-	2%	-	*	*	*	-	-	*
								i							

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D2 Which of the following age groups do you fall into?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
18-24	222	113	108	222	-	-	171	44	7	122	23	78	107	78	37	101	120	1
	11%	11%	11%	39% bc	-	-	10%	17% a	15%	10%	12%	12%	9%	10%	38% ab	11%	12%	2%
25-34	347	175	171	347	-	-	292	43	11	212	36	99	171	164	12	145	194	6
	17%	18%	17%	61% bc	-	-	17%	17%	23%	18%	18%	16%	15%	22% a	12%	16%	19%	27%
35-44	315	163	153	-	315	-	249	49	17	194	36	85	157	154	5	136	173	5
	16%	16%	15%	-	46% ac	-	15%	20% a	35% ab	17%	18%	13%	14% c	20% ac	5%	15%	17%	20%
45-54	366	185	181	-	366	-	308	52	6	210	33	123	227	130	9	158	195	7
	18%	19%	18%	-	54% ac	-	18%	21%	12%	18%	17%	19%	20% c	17%	9%	17%	19%	33%
55-64	303	151	151	-	-	303	271	28	5	179	21	102	204	90	9	150	144	3
	15%	15%	15%	-	-	40% ab	16% b	11%	9%	15%	11%	16%	18% b	12%	9%	16%	14%	12%
65+	456	205	251	-	-	456	416	37	3	256	47	153	284	147	26	230	211	1
	23%	21%	25% a	-	-	60% ab	24% bc	15%	6%	22%	24%	24%	25% b	19%	26%	25% b	20%	5%
Net: 18-34	569	287	279	569	-	-	463	87	19	333	59	177	278	243	49	247	314	7
	28%	29%	28%	100% bc	-	-	27%	34% a	38%	28%	30%	28%	24% a	32% a	50% ab	27%	30%	30%
Net: 35-54	681	348	333	-	681	-	556	102	23	404	69	208	383	284	14	294	368	12
	34%	35%	33%	-	100% ac	-	33%	40% a	47% a	34%	35%	32%	33% c	37% c	14%	32% b	36% b	53%
Net: 55+	759	356	402	-	-	759	687	65	7	435	69	255	488	236	35	380	354	4
	38%	36%	40%	-	-	100% ab	40% bc	26%	15%	37%	35%	40%	42% b	31% b	36% b	41% b	34% b	18%
Base for stats	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
Mean score	47.37	46.82	47.94	26.19	44.35	65.95	48.30	42.87	38.10	47.14	46.44	48.06	49.43	44.95	41.93	48.61	46.06	42.04
				a	ab	bc							bc		b			
Standard Deviation	17.264	17.212	17.294	4.741	5.814	7.202	17.310	16.524	12.665	16.949	18.367	17.489	16.987	16.486	22.321	17.650	16.905	11.837

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D2 Which of the following age groups do you fall into?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
18-24	222 11%	56 5%	132 15% a	35 56% ab	45 8%	88 15% ac	26 8%	59 11% a	46 7%	176 13% a	141 10%	81 13%	49 11%	33 15% a
25-34	347 17%	125 11%	210 24% a	12 20% a	92 16%	100 17%	60 19%	93 18%	197 28% b	149 11%	236 17%	110 17%	71 17%	39 19%
35-44	315 16%	162 15%	149 17% c	5 7%	105 19%	87 15%	50 15%	73 14%	213 31% b	125 9%	203 15%	112 18%	66 15%	46 22% a
45-54	366 18%	201 18% c	161 19% c	3 5%	105 19%	108 18%	63 19%	89 17%	173 25% b	234 17%	240 18%	126 20%	83 19%	43 20%
55-64	303 15%	184 17% bc	117 14% c	1 2%	79 14%	76 13%	56 17%	90 18% b	48 7%	268 19% a	209 15%	94 15%	69 16%	25 12%
65+	456 23%	360 33% bc	91 11%	5 9%	139 25%	134 23%	69 21%	108 21%	18 3%	437 31% a	340 25% bd	116 18%	90 21% d	27 13%
Net: 18-34	569 28%	180 17%	342 40% a	47 76% ab	137 24%	188 32% a	87 27%	151 30% a	243 35% b	325 23%	378 28%	192 30%	120 28%	72 34%
Net: 35-54	681 34%	363 33% c	310 36% c	8 13%	210 37%	195 33%	113 35%	162 32%	386 56% b	359 26%	444 32%	238 37% a	149 35%	89 42% a
Net: 55+	759 38%	544 50% bc	208 24% c	7 11%	218 39%	210 35%	125 38%	198 39%	66 10%	704 51% a	549 40% bd	210 33% d	158 37% d	52 24%
Base for stats	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
Mean score	47.37	52.51 bc	41.96 c	31.97	48.27 b	45.77	48.18 b	47.51	39.73	51.20 a	48.09 bd	45.81 d	47.46 d	42.50
Standard Deviation	17.264	16.193	16.012	20.261	16.904	17.141	16.458	17.626	10.945	18.141	17.403	16.872	17.385	15.296

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D2 Which of the following age groups do you fall into?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
18-24	222	5	2	26	2	5	6	-	2	174	11	2	28	7	15	16	-	2	141	
	11%	11%	26%	17%	7%	25%	17%	-	8%	10%	11%	7%	15%	14%	15%	13%	-	4%	10%	
				i									h							
25-34	347	11	1	26	3	3	5	1	2	294	23	2	35	5	14	21	8	3	236	
	17%	23%	9%	17%	12%	14%	15%	49%	11%	17%	22%	7%	19%	10%	14%	17%	51%	8%	17%	
											h									
35-44	315	8	2	29	7	1	7	-	2	260	16	5	38	10	14	16	1	12	203	
	16%	16%	27%	19%	27%	7%	20%	-	10%	15%	16%	20%	20%	19%	14%	13%	7%	30%	15%	
																		efi		
45-54	366	13	-	39	5	6	10	-	3	288	24	1	44	8	20	22	-	6	240	
	18%	27%	-	26%	22%	33%	29%	-	15%	17%	24%	5%	24%	16%	20%	19%	-	15%	18%	
				i																
55-64	303	5	-	17	2	2	6	1	3	266	12	2	23	7	18	21	5	6	209	
	15%	11%	-	11%	9%	13%	16%	28%	17%	16%	12%	7%	12%	13%	19%	18%	31%	14%	15%	
65+	456	6	3	13	6	2	1	1	8	417	15	14	17	14	17	25	2	12	340	
	23%	12%	38%	9%	24%	8%	3%	23%	40%	25%	15%	54%	9%	28%	18%	20%	11%	30%	25%	
										cf			c		c			ac	ac	
Net: 18-34	569	17	2	53	5	8	12	1	4	468	34	4	63	12	29	37	8	5	378	
	28%	34%	35%	35%	19%	39%	32%	49%	19%	28%	33%	14%	34%	24%	29%	30%	51%	12%	28%	
											h		h		h				h	
Net: 35-54	681	21	2	68	12	8	17	-	5	547	41	6	82	18	33	38	1	18	444	
	34%	43%	27%	45%	48%	40%	49%	-	24%	32%	40%	25%	44%	35%	34%	32%	7%	44%	32%	
				i			i													
Net: 55+	759	11	3	30	8	4	7	1	11	683	27	16	40	21	35	46	7	18	549	
	38%	23%	38%	20%	33%	21%	19%	51%	57%	40%	27%	61%	22%	41%	36%	38%	42%	44%	40%	
										acf			c	c	c			ac	ac	
Base for stats	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
Mean score	47.37	43.29	47.41	41.49	48.02	42.63	41.43	46.61	53.61	48.10	44.31	56.56	42.00	48.44	46.71	47.36	44.43	50.63	48.09	
										cf			c	c	c			ac	ac	
Standard Deviation	17.264	15.375	23.452	14.688	15.475	16.054	13.936	20.134	16.383	17.483	15.885	18.070	14.793	16.826	16.549	19.491	16.231	15.891	17.403	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D2 Which of the following age groups do you fall into?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
18-24	222 11%	12 11%	8 12%	33 15% i	7 11%	25 14%	21 12%	3 12%	7 10%	106 10%	196 12%	26 8%	36 16%	10 11%	35 11%
25-34	347 17%	26 23% d	8 13%	40 19% d	5 8%	28 15%	31 18%	10 35% bcdefhi	9 13%	189 17% d	293 18%	54 16%	47 21% b	10 11%	54 16%
35-44	315 16%	19 17%	6 9%	40 19%	11 16%	28 15%	27 16%	2 6%	21 28% befgi	162 15%	273 16%	42 12%	44 20%	17 19%	51 16%
45-54	366 18%	25 23% b	5 7%	55 25% bi	11 17%	32 18% b	36 21% b	3 10%	12 17%	186 17% b	313 19%	53 15%	44 20%	15 17%	66 20%
55-64	303 15%	13 12%	12 19%	27 12%	8 12%	30 16%	26 15%	8 28% ac	11 15%	168 15%	241 14%	62 18%	33 15%	14 15%	47 14%
65+	456 23%	16 15%	26 40% acefghi	22 10%	24 36% acefgh	40 22% c	32 18% c	3 10%	13 18%	279 26% acfg	349 21%	107 31% a	16 7%	26 28% a	75 23% a
Net: 18-34	569 28%	37 34% d	16 25%	73 34% d	13 19%	53 29%	52 30%	14 46% bdhi	16 23%	295 27%	489 29% b	81 23%	83 38% bc	20 22%	89 27%
Net: 35-54	681 34%	44 40% bg	11 17%	96 44% begi	22 33% b	60 33% bg	64 36% bg	5 15%	33 45% bgi	348 32% bg	586 35% b	95 28%	87 40%	33 36%	117 36%
Net: 55+	759 38%	29 27%	39 59% acefhi	49 22%	32 48% acf	70 38% c	58 34% c	11 38%	24 33%	447 41% ac	590 35%	169 49% a	49 22%	40 43% a	121 37% a
Base for stats	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
Mean score	47.37	44.18	52.97 acefghi	42.74	51.04 acg	46.76 c	46.49 c	43.55	46.35	48.47 ac	46.67	50.75 a	41.27	50.00 a	47.68 a
Standard Deviation	17.264	15.752	18.653	15.382	16.751	16.791	18.236	16.987	15.594	17.515	17.180	17.292	15.008	17.353	17.298

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D3. What is the highest educational level that you have achieved to date?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
No formal education	37 2%	12 1%	24 2%	7 1%	10 2%	20 3%	33 2%	4 1%	1 2%	10 1%	2 1%	25 4% ab	- -	- -	37 38% ab	33 4% b	4 *	- -
Primary school	16 1%	10 1%	6 1%	7 1%	4 1%	4 1%	15 1%	1 *	- -	9 1%	1 1%	6 1%	16 1% b	- -	- -	8 1%	8 1%	- -
Secondary school, high school, 6th form/college, GCSEs, A-Levels, BTEC, NVQ levels 1 to 3.	1133 56%	521 53%	612 60% a	270 48%	379 56% a	483 64% ab	1008 59% bc	114 45% c	11 23%	611 52%	114 58%	408 64% a	1133 99% bc	- -	- -	601 65% b	514 50%	4 16%
University degree or equivalent professional qualification, NVQ level 4.	552 28%	296 30% b	254 25%	180 32% c	195 29% c	177 23%	470 28%	72 28%	11 22%	366 31% c	50 26%	136 21%	- -	552 72% ac	- -	200 22%	334 32% a	6 25%
Master's degree, post-graduate diploma, doctorate, MBA, NVQ level 5.	210 10%	118 12% b	92 9%	62 11%	89 13% c	59 8%	133 8%	55 22% a	22 45% ab	155 13% bc	15 8%	40 6%	- -	210 28% ac	- -	51 6%	144 14% a	14 59%
Still in full time education	38 2%	27 3% b	11 1%	37 6% bc	2 * -	- -	28 2%	6 3%	4 8% ab	15 1%	6 3% a	17 3% a	- -	- -	38 40% ab	13 1%	24 2%	- -
Don't know	2 *	1 *	1 *	1 *	* *	1 *	1 *	1 *	- -	* *	- -	1 *	- -	- -	2 2% ab	1 *	* *	- -
Prefer not to answer	20 1%	6 1%	13 1%	4 1%	1 *	14 2% b	19 1%	1 *	- -	6 *	7 4% ac	7 1%	- -	- -	20 20% ab	13 1% b	6 1%	- -
Net: School Only	1149 57%	531 54%	618 61% a	278 49%	383 56% a	488 64% ab	1022 60% bc	115 46% c	11 23%	620 53%	115 59%	414 65% a	1149 100% bc	- -	- -	608 66% b	522 50%	4 16%
Net: University	763 38%	413 42% b	347 34%	243 43% c	284 42% c	236 31%	603 35%	127 50% a	33 67% ab	522 44% bc	65 33%	176 27%	- -	763 100% ac	- -	251 27%	479 46% a	19 84%
Net: Other	97 5%	46 5%	50 5%	49 9% bc	14 2%	35 5% b	81 5%	11 4%	5 10%	31 3%	16 8%	50 8% a	- -	- -	97 100% ab	61 7% b	35 3%	- -

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D3. What is the highest educational level that you have achieved to date?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
No formal education	37 2%	13 1%	23 3% a	1 2%	2 *	4 1%	4 1%	27 5% abc	6 1%	34 2% a	31 2% b	6 1%	5 1%	1 *
Primary school	16 1%	4 *	7 1%	5 8% ab	- -	2 *	2 1% a	12 2% ab	4 1%	13 1%	7 *	9 1% a	3 1%	6 3% a
Secondary school, high school, 6th form/college, GCSEs, A-Levels, BTEC, NVQ levels 1 to 3.	1133 56%	565 52%	527 61% a	41 67% a	143 25%	337 57% a	248 76% ab	397 78% ab	375 54%	809 58%	814 59% bd	320 50% d	244 57% bd	76 36%
University degree or equivalent professional qualification, NVQ level 4.	552 28%	333 31% bc	214 25% c	6 10%	262 46% bcd	172 29% cd	59 18% d	60 12%	203 29%	363 26%	353 26%	199 31% a	122 29%	77 36% a
Master's degree, post-graduate diploma, doctorate, MBA, NVQ level 5.	210 10%	147 14% b	56 7%	7 11%	143 25% bcd	48 8% cd	7 2%	13 2%	101 15% b	120 9%	121 9%	89 14% ac	41 10%	48 23% abc
Still in full time education	38 2%	16 1%	21 2%	1 2%	9 2% d	25 4% acd	4 1% d	1 *	5 1%	34 2% a	29 2%	9 1%	5 1%	4 2%
Don't know	2 *	1 *	1 *	- -	1 *	- -	- -	1 *	* *	1 *	1 *	1 *	1 *	- -
Prefer not to answer	20 1%	8 1%	12 1%	- -	5 1%	5 1%	2 1%	1 *	2 *	14 1%	13 1%	6 1%	6 1%	1 *
Net: School Only	1149 57%	569 52%	534 62% a	46 75% a	143 25%	338 57% a	250 77% ab	409 80% ab	379 54%	822 59% a	820 60% bd	329 51% d	247 58% bd	81 38%
Net: University	763 38%	480 44% bc	270 31%	13 21%	405 72% bcd	220 37% cd	65 20% d	72 14%	304 44% b	483 35%	475 35%	288 45% ac	163 38%	125 59% abc
Net: Other	97 5%	39 4%	56 6% a	3 4%	17 3%	34 6% a	9 3%	30 6% a	13 2%	83 6% a	75 5%	22 3%	17 4%	5 3%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D3. What is the highest educational level that you have achieved to date?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
No formal education	37 2%	- -	- -	1 1%	- -	- -	3 8% ci	- -	1 3%	33 2%	- -	- -	1 *	- -	- -	4 4%	- -	1 2%	31 2%	
Primary school	16 1%	1 3%	- -	4 2% i	1 2%	- -	- -	- -	- -	10 1%	1 1%	- -	4 2% i	1 1%	1 1%	1 1%	1 4%	- -	7 *	
Secondary school, high school, 6th form/college, GCSEs, A-Levels, BTEC, NVQ levels 1 to 3.	1133 56%	23 46%	3 50%	48 32%	8 31%	9 43%	18 51% c	3 100%	16 80%	1006 59% c	41 40%	17 67%	69 37%	25 49%	57 59% ac	74 61% ac	10 60%	27 65% ac	814 59% ac	
University degree or equivalent professional qualification, NVQ level 4.	552 28%	15 30%	3 43%	52 35%	8 33%	9 48%	10 29%	- -	2 12%	452 27%	45 44% dfi	7 27%	61 33%	13 26%	30 31%	30 24%	3 19%	11 27%	353 26%	
Master's degree, post-graduate diploma, doctorate, MBA, NVQ level 5.	210 10%	9 18% i	* 7%	46 30% fi	4 17%	2 9%	4 12%	- -	1 5%	144 8%	10 10%	1 6%	50 27% aefhi	8 15%	7 7%	7 6%	3 17%	2 5%	121 9%	
Still in full time education	38 2%	1 2%	- -	- -	- -	- -	- -	- -	- -	38 2%	4 4% c	- -	- -	- -	1 1%	4 3% c	- -	1 1%	29 2%	
Don't know	2 *	1 2% i	- -	- -	- -	- -	- -	- -	- -	1 *	1 1%	- -	- -	- -	- -	- -	- -	- -	1 *	
Prefer not to answer	20 1%	- -	- -	- -	4 17%	- -	- -	- -	- -	15 1%	- -	- -	1 * acefi	4 9%	1 1%	1 1%	- -	- -	13 1%	
Net: School Only	1149 57%	24 49%	3 50%	52 34%	8 33%	9 43%	18 51%	3 100%	16 80%	1016 60% c	42 41%	17 67%	73 39%	26 51%	59 61% ac	75 62% ac	10 63%	27 65% ac	820 60% ac	
Net: University	763 38%	23 48%	3 50%	98 65% afi	13 50%	11 57%	14 41%	- -	3 17%	596 35%	55 54% efhi	8 33%	111 60% defhi	21 41%	37 38%	37 30%	6 37%	13 31%	475 35%	
Net: Other	97 5%	2 3%	- -	1 1%	4 17%	- -	3 8% c	- -	1 3%	87 5% c	5 5%	- -	1 1%	4 9% ce	1 1%	9 8% ce	- -	2 4%	75 5% c	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D3. What is the highest educational level that you have achieved to date?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
No formal education	37 2%	- -	- -	1 *	- -	- -	5 3% e	- -	1 1%	31 3% e	29 2%	8 2%	2 1%	- -	4 1%
Primary school	16 1%	1 1%	- -	4 2%	1 1%	1 1%	1 1%	1 2%	- -	7 1%	14 1%	2 *	1 1%	1 1%	7 2%
Secondary school, high school, 6th form/college, GCSEs, A-Levels, BTEC, NVQ levels 1 to 3.	1133 56%	49 44%	37 56%	93 43%	34 51%	99 55% c	101 58% ac	20 69% ac	48 65% ac	652 60% ac	932 56%	201 58%	76 35%	51 55% a	193 59% a
University degree or equivalent professional qualification, NVQ level 4.	552 28%	45 41% fghi	20 31%	68 31%	20 30%	61 33% gi	45 26%	4 15%	17 23%	272 25%	462 28%	90 26%	86 39% c	26 28%	88 27%
Master's degree, post-graduate diploma, doctorate, MBA, NVQ level 5.	210 10%	10 9%	8 13%	52 24% adefhi	8 12%	16 9%	13 8%	3 11%	5 7%	94 9%	183 11%	27 8%	49 22% c	14 16% c	25 8%
Still in full time education	38 2%	4 4% ce	1 1%	- -	- -	1 * ce	7 4% ce	1 2% c	2 3% ce	23 2%	30 2%	8 2%	4 2%	1 1%	4 1%
Don't know	2 *	1 1%	- -	- -	- -	- -	- -	- -	- -	1 *	1 *	1 *	- -	1 1%	- -
Prefer not to answer	20 1%	- -	- -	1 * abcghi	4 7%	4 2%	1 1%	- -	- -	10 1%	12 1%	8 2% a	1 *	- -	6 2%
Net: School Only	1149 57%	51 46%	37 56%	96 44%	34 52%	101 55% c	103 59% ac	21 72% ac	48 65% ac	659 60% ac	947 57%	202 59%	77 35%	51 55% a	200 61% a
Net: University	763 38%	56 50% fghi	29 44%	120 55% efghi	28 42%	77 42% i	58 33%	8 26%	22 30%	366 34%	646 39%	117 34%	135 62% bc	40 43%	113 35%
Net: Other	97 5%	5 4% c	1 1%	1 1%	4 7% c	4 2%	13 8% ce	1 2%	3 5% c	64 6% ce	72 4%	25 7% a	7 3%	1 1%	14 4%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D4 / D5 / D6. SEG

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Net: AB	564	297	266	137	210	218	448	91	25	403	44	117	143	405	17	167	372	15
	28%	30%	26%	24%	31%	29%	26%	36%	50%	34%	22%	18%	12%	53%	17%	18%	36%	65%
					a			a	a	bc				ac			a	
A	127	74	51	33	62	32	68	39	19	100	6	21	17	100	9	40	79	6
	6%	8%	5%	6%	9%	4%	4%	15%	39%	9%	3%	3%	2%	13%	9%	4%	8%	28%
		b			ac			a	ab	bc				a	a		a	
B	438	223	215	104	148	186	380	52	6	303	38	96	126	304	8	127	292	8
	22%	23%	21%	18%	22%	25%	22%	21%	11%	26%	20%	15%	11%	40%	8%	14%	28%	37%
						a				c				ac			a	
C1	593	286	305	188	195	210	513	66	13	357	60	176	338	220	34	239	338	5
	30%	29%	30%	33%	29%	28%	30%	26%	27%	30%	31%	27%	29%	29%	35%	26%	33%	24%
						c											a	
C2	325	168	156	87	113	125	279	41	5	179	29	117	250	65	9	157	162	2
	16%	17%	15%	15%	17%	16%	16%	16%	11%	15%	15%	18%	22%	9%	10%	17%	16%	7%
													bc					
D	230	98	132	78	93	59	204	25	1	113	28	89	193	29	8	140	89	-
	11%	10%	13%	14%	14%	8%	12%	10%	1%	10%	14%	14%	17%	4%	8%	15%	9%	-
			a	c	c		c	c			a	a	b			b		-
E	281	137	144	73	69	138	247	29	5	119	27	135	215	44	22	207	70	1
	14%	14%	14%	13%	10%	18%	14%	11%	9%	10%	14%	21%	19%	6%	22%	22%	7%	4%
						ab						ab	b		b	b		
Net: DE	511	235	276	151	162	198	452	54	5	232	55	223	409	72	30	347	159	1
	25%	24%	27%	27%	24%	26%	26%	21%	11%	20%	28%	35%	36%	9%	30%	38%	15%	4%
							c				a	a	b		b	b		
Prefer not to say	16	4	12	6	1	9	14	1	1	1	8	6	8	-	8	10	6	-
	1%	*	1%	1%	*	1%	1%	*	2%	*	4%	1%	1%	-	8%	1%	1%	-
			a			b				ac		a	b		ab			

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D4 / D5 / D6. SEG

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Net: AB	564 28%	402 37% bc	152 18%	10 17%	564 100% bcd	- -	- -	- -	222 32% b	362 26%	353 26%	211 33% ac	110 26%	101 48% abc
A	127 6%	104 10% bc	22 2%	1 1%	127 22% bcd	- -	- -	- -	59 8% b	77 6%	70 5%	57 9% a	26 6%	30 14% abc
B	438 22%	297 27% bc	131 15%	10 16%	438 78% bcd	- -	- -	- -	163 23%	285 21%	283 21%	155 24%	84 20%	71 33% abc
C1	593 30%	337 31%	239 28%	16 26%	- -	593 100% acd	- -	- -	184 27%	431 31% a	401 29%	192 30%	144 34% d	47 22%
C2	325 16%	177 16%	139 16%	9 15%	- -	- -	325 100% abd	- -	126 18%	216 16%	232 17%	93 15%	69 16%	24 11%
D	230 11%	83 8%	142 17% a	4 7%	- -	- -	- -	230 45% abc	94 14%	148 11%	167 12%	62 10%	47 11%	16 7%
E	281 14%	84 8%	179 21% a	17 28% a	- -	- -	- -	281 55% abc	67 10%	223 16% a	204 15%	77 12%	53 12%	24 11%
Net: DE	511 25%	167 15%	322 37% a	22 36% a	- -	- -	- -	511 100% abc	161 23%	371 27%	371 27% bd	139 22%	100 23%	39 18%
Prefer not to say	16 1%	4 *	8 1%	4 7% ab	- -	- -	- -	- -	3 *	9 1%	12 1%	4 1%	4 1%	* *

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D4 / D5 / D6. SEG

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Net: AB	564	16	2	73	9	5	10	1	4	445	36	5	85	19	20	30	6	10	353	
	28%	33%	23%	48%	37%	23%	29%	53%	19%	26%	36%	18%	46%	37%	21%	25%	39%	24%	26%	
			fi								ei		efhi	e						
A	127	3	-	31	2	*	5	-	1	84	5	1	32	3	2	11	2	2	70	
	6%	7%	-	21%	7%	2%	14%	-	3%	5%	5%	2%	17%	6%	2%	9%	12%	4%	5%	
			ai				i						adehi			e				
B	438	13	2	42	8	4	5	1	3	360	31	4	53	16	19	19	4	8	283	
	22%	26%	23%	28%	30%	21%	14%	53%	17%	21%	31%	16%	29%	32%	19%	15%	26%	20%	21%	
							fi				fi		fi	f						
C1	593	13	3	39	11	9	8	1	3	505	25	15	48	16	34	29	7	16	401	
	30%	28%	43%	26%	42%	46%	23%	25%	17%	30%	25%	57%	26%	32%	35%	24%	45%	40%	29%	
C2	325	8	1	16	2	3	7	-	6	282	20	3	21	6	16	21	1	6	232	
	16%	17%	18%	11%	9%	14%	18%	-	28%	17%	20%	12%	11%	11%	16%	17%	5%	15%	17%	
D	230	5	-	13	1	3	6	-	2	200	7	2	17	5	16	13	1	3	167	
	11%	11%	-	8%	6%	14%	17%	-	11%	12%	7%	7%	9%	9%	16%	11%	4%	6%	12%	
E	281	6	1	10	1	1	5	1	5	251	13	2	14	6	11	24	1	6	204	
	14%	12%	16%	7%	6%	3%	13%	23%	25%	15%	13%	7%	8%	11%	12%	20%	8%	14%	15%	
							c								c					
Net: DE	511	11	1	23	3	3	11	1	7	451	20	4	31	10	27	37	2	8	371	
	25%	23%	16%	15%	12%	17%	30%	23%	35%	27%	20%	14%	17%	20%	28%	31%	11%	21%	27%	
							c							c	c					
Prefer not to say	16	-	-	-	-	-	-	-	-	16	-	-	*	-	-	4	-	-	12	
	1%	-	-	-	-	-	-	-	-	1%	-	-	*	-	-	3%	-	-	1%	
															i					



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D4 / D5 / D6. SEG

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Net: AB	564	39	19	98	26	42	44	8	20	269	456	109	100	18	93	
	28%	35%	29%	45%	39%	23%	25%	26%	27%	25%	27%	32%	46%	20%	28%	
		ei		befghi	efi								bc			
A	127	5	3	32	4	5	13	2	6	57	102	25	34	6	17	
	6%	5%	4%	15%	6%	3%	8%	7%	8%	5%	6%	7%	16%	6%	5%	
				abefi			e		e				bc			
B	438	34	16	67	22	37	31	6	14	212	354	84	66	12	77	
	22%	31%	25%	31%	33%	20%	18%	19%	19%	19%	21%	24%	30%	13%	23%	
		fi		efi	efi								b			
C1	593	27	22	59	23	63	43	15	23	317	507	86	58	45	88	
	30%	24%	33%	27%	34%	34%	25%	52%	32%	29%	30%	25%	27%	49%	27%	
					f			acfi			b		ac			
C2	325	20	14	27	7	28	38	2	16	174	263	62	32	11	50	
	16%	18%	22%	12%	11%	15%	22%	5%	22%	16%	16%	18%	14%	12%	15%	
			g				cg		g							
D	230	10	4	18	5	23	18	3	6	143	196	34	13	9	41	
	11%	9%	6%	8%	7%	13%	10%	10%	9%	13%	12%	10%	6%	10%	12%	
													a		a	
E	281	14	6	15	6	24	27	2	7	179	231	50	17	9	51	
	14%	13%	9%	7%	9%	13%	16%	7%	10%	16%	14%	14%	8%	9%	16%	
							c			c					a	
Net: DE	511	25	10	33	11	47	45	5	14	321	427	83	29	18	92	
	25%	22%	15%	15%	16%	26%	26%	17%	19%	29%	26%	24%	13%	19%	28%	
						c	c			bcdh					a	
Prefer not to say	16	*	1	*	-	3	4	-	-	7	12	4	-	*	4	
	1%	*	1%	*	-	2%	2%	-	-	1%	1%	1%	-	*	1%	
							i									

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D7. Do you have any children?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes, I have children 18 or under	696	339	356	243	386	66	554	112	30	437	65	193	379	304	13	281	390	13
	35%	34%	35%	43%	57%	9%	32%	44%	60%	37%	33%	30%	33%	40%	13%	30%	38%	58%
				c	ac			a	ab	c			c	ac			a	
Yes, I have children aged over 18	706	297	408	16	178	513	636	60	10	397	55	254	473	204	29	344	340	8
	35%	30%	40%	3%	26%	68%	37%	24%	20%	34%	28%	40%	41%	27%	30%	37%	33%	34%
			a		a	ab	bc					ab	b			b		
No, I do not have children	682	383	297	310	181	192	574	95	14	381	76	225	349	279	54	329	341	6
	34%	39%	29%	54%	27%	25%	34%	37%	27%	32%	39%	35%	30%	37%	56%	36%	33%	27%
		b		bc									a	ab				
Prefer not to answer	7	2	6	2	1	5	7	-	1	1	5	2	2	1	5	6	2	-
	*	*	1%	*	*	1%	*	-	1%	*	2%	*	*	*	5%	1%	*	-
											ac			ab				
Net: >18 or none	1389	680	705	325	359	704	1210	155	23	778	132	479	822	483	83	674	681	14
	69%	69%	69%	57%	53%	93%	71%	61%	47%	66%	67%	75%	72%	63%	86%	73%	66%	60%
						ab	bc					ab	b	ab		b		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D7. Do you have any children?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
	a	b	c	a	b	c	d	a	b	a	b	c	d	
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes, I have children 18 or under	696 35%	337 31%	349 41%	10 16%	222 39%	184 31%	126 39%	161 32%	696 100%	83 6%	450 33%	245 38%	151 35%	94 44%
		c	ac		bd		bd		b			a		ac
Yes, I have children aged over 18	706 35%	485 45%	218 25%	4 6%	177 31%	197 33%	140 43%	189 37%	83 12%	706 51%	518 38%	188 29%	135 32%	54 25%
		bc	c				ab	a		a	bcd			
No, I do not have children	682 34%	309 28%	323 38%	50 81%	185 33%	234 40%	76 23%	182 36%	- -	682 49%	446 33%	236 37%	162 38%	74 35%
			a	ab	c	ac		c		a			a	
Prefer not to answer	7 *	5 *	3 *	- -	* *	2 *	1 *	- -	- -	- -	6 *	1 *	1 *	- -
Net: >18 or none	1389 69%	794 73%	542 63%	53 86%	362 64%	431 73%	216 66%	371 73%	83 12%	1389 100%	964 70%	424 66%	297 69%	128 60%
		b		ab		a		a		a	d		d	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D7. Do you have any children?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
	a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i		
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Yes, I have children 18 or under	696	21	4	67	8	5	20	1	6	565	45	5	83	15	38	43	6	11	450	
	35%	42%	53%	44%	33%	23%	56%	49%	29%	33%	44%	18%	45%	29%	39%	36%	38%	26%	33%	
			i				i				i		dhi							
Yes, I have children aged over 18	706	14	3	24	6	5	12	1	11	630	30	11	35	14	38	38	7	15	518	
	35%	29%	38%	16%	23%	25%	34%	28%	56%	37%	29%	44%	19%	28%	40%	31%	47%	36%	38%	
							c			c				c	c		c	c		
No, I do not have children	682	16	1	66	12	12	11	1	4	561	31	10	76	22	29	50	3	16	446	
	34%	33%	9%	44%	46%	61%	30%	23%	18%	33%	30%	38%	41%	44%	29%	41%	19%	39%	33%	
			i										i							
Prefer not to answer	7	-	-	1	-	-	-	-	-	6	-	-	1	-	-	-	-	-	6	
	*	-	-	1%	-	-	-	-	-	*	-	-	1%	-	-	-	-	-	*	
Net: >18 or none	1389	30	3	90	18	17	23	1	15	1192	61	21	110	37	67	87	10	31	964	
	69%	61%	47%	60%	70%	86%	65%	51%	74%	70%	59%	82%	60%	72%	69%	72%	65%	75%	70%	
									c						c			ac		

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D7. Do you have any children?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
		a	b	c	d	e	f	g	h	i	a	b	a	b	c
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Yes, I have children 18 or under	696	52	12	97	22	66	66	13	26	342	589	107	99	30	117
	35%	47%	18%	44%	34%	36%	38%	44%	35%	31%	35%	31%	45%	32%	36%
		bi		bi	b	b	b	b	b	b			c		
Yes, I have children aged over 18	706	32	23	47	21	70	61	12	23	417	559	148	46	38	105
	35%	28%	36%	22%	32%	38%	35%	40%	32%	38%	34%	43%	21%	41%	32%
			c			c	c	c		ac		a		a	a
No, I do not have children	682	31	30	83	23	59	62	5	26	362	582	100	88	27	121
	34%	28%	46%	38%	35%	32%	36%	18%	35%	33%	35%	29%	40%	30%	37%
			agi	g							b				
Prefer not to answer	7	-	-	1	-	-	1	-	-	5	3	4	-	-	1
	*	-	-	*	-	-	1%	-	-	*	*	1%	-	-	*
												a			
Net: >18 or none	1389	63	54	130	44	129	124	17	49	780	1141	248	133	65	226
	69%	57%	82%	60%	67%	71%	71%	58%	67%	72%	69%	72%	61%	70%	69%
			acg			ac	ac			ac					

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D8. Which of the following best describes where you live?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Urban - population over 10,000	822 41%	476 48% b	343 34%	269 47% c	294 43% c	259 34%	645 38%	141 56% a	35 72% ab	489 42% b	66 34%	266 42% b	417 36%	365 48% a	39 41%	332 36%	460 44% a	21 92%
Town and fringe	843 42%	367 37% a	475 47%	220 39% bc	293 43% bc	331 44%	751 44% bc	81 32%	11 23%	499 43%	78 40%	266 42%	529 46% bc	281 37%	33 34%	410 45% b	416 40%	2 8%
Village	316 16%	136 14% a	180 18%	76 13% bc	90 13% bc	151 20% ab	286 17% bc	27 11%	3 5%	169 14%	47 24% ac	99 15%	188 16%	103 13% b	24 25%	163 18% b	146 14%	- -
Hamlet and isolated dwelling	29 1%	11 1%	17 2%	5 1%	5 1%	18 2% ab	24 1%	4 2%	- -	15 1%	5 2%	9 1%	14 1%	14 2%	1 1%	15 2%	14 1%	- -
Net: Urban / Town	1665 83%	843 85% b	818 81%	489 86% c	586 86% c	590 78%	1396 82%	222 88% a	47 95% a	988 84% b	144 73%	532 83% b	947 82%	646 85% c	72 74%	742 81%	876 85% a	23 100%
Net: Village / Rural	344 17%	147 15% a	196 19%	81 14%	95 14%	169 22% ab	310 18% bc	31 12%	3 5%	184 16%	52 27% ac	108 17%	202 18%	117 15%	25 26% b	178 19% b	160 15%	- -

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D8. Which of the following best describes where you live?

BASE: All respondents

	Housing			SEG				Children		Within 20 miles				
	Total	Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Urban - population over 10,000	822 41%	412 38%	386 45% a	23 38%	240 43%	253 43%	130 40%	197 39%	313 45% b	539 39%	470 34%	352 55% ac	191 45% a	161 76% abc
Town and fringe	843 42%	458 42%	355 41%	30 49%	215 38%	254 43%	133 41%	231 45% a	276 40%	602 43%	618 45% bd	225 35% d	179 42% bd	46 22%
Village	316 16%	196 18% b	113 13%	7 11%	94 17%	85 14%	54 17%	77 15%	93 13%	232 17% a	259 19% bcd	57 9% d	52 12% d	5 2%
Hamlet and isolated dwelling	29 1%	21 2% b	6 1%	1 2%	14 3% b	* *	8 2% b	6 1% b	14 2%	16 1%	23 2%	5 1%	5 1%	- -
Net: Urban / Town	1665 83%	870 80%	741 86% a	54 87%	456 81%	507 86% a	263 81%	427 84%	589 85%	1141 82%	1088 79%	577 90% a	370 87% a	207 98% abc
Net: Village / Rural	344 17%	217 20% b	119 14%	8 13%	109 19% b	86 14%	62 19%	83 16%	107 15%	248 18%	282 21% bcd	62 10% d	57 13% d	5 2%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D8. Which of the following best describes where you live?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Urban - population over 10,000	822	39	1	123	8	13	26	-	12	600	67	4	149	17	35	56	1	23	470	
	41%	80%	16%	81%	31%	65%	72%	-	60%	35%	66%	14%	80%	34%	36%	46%	7%	56%	34%	
		i		i			i				defi		adephi			i		dei		
Town and fringe	843	9	3	28	13	6	9	-	3	772	30	10	34	26	47	57	10	11	618	
	42%	19%	43%	19%	53%	32%	24%	-	14%	45%	29%	40%	18%	52%	48%	47%	64%	27%	45%	
		c				acf				acf	c			ach	ach	ach			ach	
Village	316	1	3	1	4	1	1	3	5	298	5	10	3	7	13	9	5	7	259	
	16%	1%	41%	*	16%	3%	4%	100%	26%	18%	5%	37%	1%	14%	13%	7%	28%	17%	19%	
										acf				c	ac	c		ac	acf	
Hamlet and isolated dwelling	29	-	-	-	-	-	-	-	-	29	-	2	-	-	2	1	-	-	23	
	1%	-	-	-	-	-	-	-	-	2%	-	9%	-	-	3%	*	-	-	2%	
Net: Urban / Town	1665	48	4	151	21	19	34	-	15	1372	97	14	183	44	82	112	11	34	1088	
	83%	99%	59%	100%	84%	97%	96%	-	74%	81%	95%	54%	99%	86%	84%	93%	72%	83%	79%	
		i		i			i				ehi		defhi			i				
Net: Village / Rural	344	1	3	1	4	1	1	3	5	327	5	12	3	7	16	9	5	7	282	
	17%	1%	41%	*	16%	3%	4%	100%	26%	19%	5%	46%	1%	14%	16%	7%	28%	17%	21%	
										acf				c	ac	c		ac	acf	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D8. Which of the following best describes where you live?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport			
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither	
		a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%																
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323	
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Urban - population over 10,000	822	69	19	156	21	68	75	5	32	378	822	-	127	45	180	
	41%	62%	29%	71%	32%	37%	43%	16%	44%	35%	49%	-	58%	49%	55%	
		bdefghi		bdefghi		g	gi		g	g	b					
Town and fringe	843	32	29	59	33	84	79	17	27	482	843	-	74	40	111	
	42%	29%	44%	27%	51%	46%	45%	58%	36%	44%	51%	-	34%	44%	34%	
		ac		ac	ac	ac	ac	ach		ac	b					
Village	316	10	15	3	12	28	20	7	13	207	-	316	17	7	33	
	16%	9%	23%	1%	18%	15%	11%	26%	18%	19%	-	92%	8%	7%	10%	
		c	acf		c	c	c	acf	c	acf	a					
Hamlet and isolated dwelling	29	-	2	-	-	2	1	-	1	22	-	29	2	-	3	
	1%	-	4%	-	-	1%	*	-	1%	2%	-	8%	1%	-	1%	
			cf								a					
Net: Urban / Town	1665	101	48	215	54	152	154	22	59	860	1665	-	200	86	291	
	83%	91%	73%	99%	82%	83%	88%	74%	80%	79%	100%	-	91%	93%	89%	
		bghi		abdefghi		bgi					b					
Net: Village / Rural	344	10	18	3	12	30	21	7	14	229	-	344	19	7	37	
	17%	9%	27%	1%	18%	17%	12%	26%	20%	21%	-	100%	9%	7%	11%	
		c	acf		c	c	c	acf	ac	acf	a					

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D9. Which of the following best describes your current housing situation?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	*c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Owned outright - without a mortgage	626 31%	321 32%	304 30%	60 10%	124 18% a	442 58% ab	515 30%	92 36%	20 40%	395 34% bc	52 26%	180 28%	351 31%	246 32%	29 30%	270 29%	329 32%	17 77%
Owned with a mortgage or loan	461 23%	231 23%	230 23%	121 21% c	239 35% ac	101 13%	393 23%	61 24%	7 15%	309 26% bc	37 19%	115 18%	218 19%	234 31% ac	10 10%	155 17%	301 29% a	4 15%
Rented from the council	244 12%	119 12%	124 12%	102 18% bc	86 13% c	56 7%	203 12%	35 14%	6 12%	111 10%	38 19% a	94 15% a	159 14% b	60 8%	25 25% ab	159 17% b	83 8%	- -
Rented from a housing association	243 12%	128 13%	115 11%	91 16% c	85 12% c	67 9%	217 13%	24 9%	2 5%	114 10%	27 14% b	102 16% a	160 14% b	66 9%	18 18% b	143 16% b	99 10%	- -
Rented from someone else	373 19%	162 16%	210 21% a	149 26% bc	139 20% c	85 11%	326 19%	37 15%	9 19%	204 17%	36 19%	133 21%	215 19%	144 19%	13 14%	171 19%	187 18%	1 4%
Rent free	47 2%	22 2%	25 2%	35 6% bc	6 1%	6 1%	38 2%	5 2%	4 9% ab	29 3%	5 2%	13 2%	35 3% b	11 1%	1 1%	20 2%	25 2%	1 4%
Other	15 1%	8 1%	7 1%	12 2% bc	2 * *	1 *	13 1%	1 *	1 1%	10 1%	2 1%	3 *	11 1%	2 *	1 1%	2 * a	12 1% a	- -
Net: Owner	1087 54%	551 56%	534 53%	180 32%	363 53% a	544 72% ab	908 53%	153 60% a	27 54%	704 60% bc	88 45%	295 46%	569 50%	480 63% ac	39 40%	425 46%	630 61% a	21 92%
Net: Renter	860 43%	409 41%	449 44%	342 60% bc	310 46% c	208 27%	747 44%	96 38%	18 36%	429 37%	101 52% a	329 51% a	534 46% b	270 35%	56 57% b	473 51% b	369 36%	1 4%
Net: Other	62 3%	30 3%	31 3%	47 8% bc	8 1%	7 1%	52 3%	5 2%	5 10% ab	39 3%	7 3%	16 2%	46 4% b	13 2%	3 3%	22 2%	37 4%	1 4%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D9. Which of the following best describes your current housing situation?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Owned outright - without a mortgage	626 31%	626 58% bc	- - -	- - -	221 39% bcd	186 31% d	101 31% d	114 22%	110 16%	529 38% a	450 33% bc	176 28%	106 25%	70 33%
Owned with a mortgage or loan	461 23%	461 42% bc	- - -	- - -	180 32% bcd	151 25% d	76 23% d	53 10%	227 33% b	265 19%	313 23%	148 23%	106 25%	42 20%
Rented from the council	244 12%	- -	244 28% ac	- -	34 6%	57 10% a	41 13% a	105 21% abc	103 15% b	153 11%	171 13%	72 11%	45 11%	27 13%
Rented from a housing association	243 12%	- -	243 28% ac	- -	29 5%	78 13% a	32 10% a	103 20% abc	93 13%	157 11%	152 11%	92 14% a	67 16% a	25 12%
Rented from someone else	373 19%	- -	373 43% ac	- -	90 16%	104 18%	65 20%	113 22% a	153 22% b	233 17%	252 18%	121 19%	83 19%	38 18%
Rent free	47 2%	- -	- -	47 76% ab	5 1%	15 3% a	9 3% a	14 3% a	9 1%	40 3% a	27 2%	20 3%	15 4%	5 2%
Other	15 1%	- -	- -	15 24% ab	5 1%	1 *	- -	8 2% bc	1 *	13 1% a	5 *	9 1% a	5 1%	5 2% a
Net: Owner	1087 54%	1087 100% bc	- -	- -	402 71% bcd	337 57% d	177 55% d	167 33%	337 48%	794 57% a	763 56% bc	324 51%	212 50%	112 53%
Net: Renter	860 43%	- -	860 100% ac	- -	152 27%	239 40% a	139 43% a	322 63% abc	349 50% b	542 39%	574 42%	286 45%	195 46%	90 43%
Net: Other	62 3%	- -	- -	62 100% ab	10 2%	16 3%	9 3%	22 4% a	10 1%	53 4% a	32 2%	29 5% a	20 5% a	10 5%

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D9. Which of the following best describes your current housing situation?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%																				
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Owned outright - without a mortgage	626	18	2	52	6	2	7	1	10	528	34	7	62	11	18	25	1	18	450	
	31%	37%	22%	34%	24%	11%	19%	51%	51%	31%	33% ef	29%	33% ef	21%	18%	21%	9%	44% def	33% ef	
Owned with a mortgage or loan	461	10	3	22	7	10	11	1	4	394	31	5	28	12	27	29	8	8	313	
	23%	21%	44%	14%	29%	50%	30% c	25%	18%	23% c	30% c	21%	15%	24%	27% c	24%	52%	19%	23% c	
Rented from the council	244	6	-	20	3	1	8	-	2	203	7	1	24	10	8	15	3	3	171	
	12%	12%	-	13%	14%	3%	23% i	-	11%	12%	7% ae	4%	13%	20% ae	8%	13%	16%	7%	13%	
Rented from a housing association	243	5	1	15	5	3	3	-	1	211	10	8	21	9	14	22	3	5	152	
	12%	11%	8%	10%	20%	14%	8%	-	3%	12%	10%	30%	12%	17%	15%	18% i	16%	13%	11%	
Rented from someone else	373	7	2	35	4	4	3	1	3	315	18	3	41	5	29	19	1	5	252	
	19%	15%	26%	23% f	14%	22%	7%	25%	15%	19%	18%	11%	22%	10%	30% adphi	15%	8%	12%	18%	
Rent free	47	2	-	4	-	-	-	-	1	41	2	1	4	4	1	7	-	2	27	
	2%	3%	-	3%	-	-	-	-	3%	2%	2%	5%	2%	7% ei	1%	6% ei	-	4%	2%	
Other	15	-	-	4	-	-	4	-	-	7	-	-	5	-	-	4	-	-	5	
	1%	-	-	2% i	-	-	11% aci	-	-	* *	-	-	3% i	-	-	3% i	-	-	* *	
Net: Owner	1087	28	5	74	13	12	18	2	14	922	65	13	89	23	45	54	10	26	763	
	54%	58%	66%	49%	53%	61%	50%	75%	69%	54%	64% cdef	49%	48%	45%	46%	45%	60%	63% f	56% f	
Net: Renter	860	19	2	70	12	8	14	1	6	729	35	12	87	24	52	56	6	13	574	
	43%	39%	34%	46%	47%	39%	39%	25%	28%	43%	35%	46%	47%	48%	53% ahi	46%	40%	33%	42%	
Net: Other	62	2	-	8	-	-	4	-	1	48	2	1	9	4	1	11	-	2	32	
	3%	3%	-	5%	-	-	11% i	-	3%	3%	2% ei	5%	5%	7% ei	1%	9% aei	-	4%	2%	

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D9. Which of the following best describes your current housing situation?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Owned outright - without a mortgage	626 31%	35 32% g	22 33% g	70 32% eg	16 25%	41 23%	40 23%	3 9%	26 35% efg	373 34% efg	486 29%	140 41% a	74 34% b	18 20%	85 26%
Owned with a mortgage or loan	461 23%	33 30% c	15 23%	40 18%	15 23%	49 27%	45 26%	11 37% ci	18 25%	235 22%	384 23%	77 22%	56 25%	21 22%	72 22%
Rented from the council	244 12%	10 9%	5 8%	24 11%	12 18%	18 10%	22 12%	7 23% abe	7 9%	140 13%	205 12%	39 11%	9 4%	15 16% a	48 15% a
Rented from a housing association	243 12%	13 12%	11 17%	23 11%	9 14%	25 14%	27 16%	3 11%	9 12%	122 11%	205 12%	38 11%	23 10%	20 21% a	49 15%
Rented from someone else	373 19%	19 17%	11 16%	51 23% h	10 16%	46 25% fhi	28 16%	6 19%	8 11%	195 18%	330 20% b	42 12%	50 23%	19 21%	52 16%
Rent free	47 2%	2 1%	2 3%	4 2%	4 5% e	2 1%	7 4%	- - acei	5 7%	22 2%	40 2%	7 2%	8 4%	- -	12 4%
Other	15 1%	- -	1 1%	6 3% i	- -	1 *	4 2% i	- -	- -	4 *	13 1%	1 *	- -	- -	9 3% a
Net: Owner	1087 54%	68 61%	37 56%	110 50%	31 47%	90 50%	86 49%	14 47%	44 60%	608 56%	870 52%	217 63% a	129 59% bc	39 42%	156 48%
Net: Renter	860 43%	42 37%	27 41%	98 45%	31 47%	90 49% h	77 44%	16 53% h	24 33%	456 42%	741 44% b	119 35%	82 38%	54 58% a	150 46%
Net: Other	62 3%	2 1%	2 4%	10 5%	4 5%	2 1%	11 6%	- - ei	5 7% aei	25 2%	54 3%	8 2%	8 4%	- -	21 7% b

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D10. How many flights have you taken from a UK airport in the last 12 months (i.e. not including flights back to the UK)?

BASE: All respondents

	Gender		Age			Knowledge of AM			Favourability towards AM			Education			Flights in past year			
	Total	Male	Female	18-34	35-54	55+	None	A little	A lot	Favourable	Unfavourable	DK/Neither	School Only	University	Other	None	1 to 10	11+
	a	b	a	b	c	a	b	c	a	b	c	a	b	c	a	b	c	
Significance Level: 95%																		
Unweighted Total	2009	939	1064	547	709	753	1718	243	48	1179	199	631	1167	770	72	937	1021	20
Weighted Total	2009	990	1015	569	681	759	1706	253	49	1173	196	640	1149	763	97	920	1036	23
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 to 5	961 48%	475 48%	483 48%	294 52% c	327 48%	340 45%	795 47%	146 58% ac	20 41%	674 58% bc	63 32%	223 35%	504 44%	423 55% ac	33 34%	-	961 93% a	-
6 to 10	75 4%	47 5% b	27 3%	20 4%	41 6% ac	14 2%	50 3%	22 9% a	3 7%	69 6% bc	4 2% c	2 *	18 2%	56 7% a	2 2%	-	75 7% a	-
11 to 20	18 1%	13 1% b	5 *	4 1%	12 2% c	2 *	7 *	4 2% a	7 15% ab	15 1% c	2 1%	2 *	1 *	18 2% a	-	-	-	18 79%
21 to 30	4 *	4 *	-	2 *	-	1 *	-	4 1% a	-	4 * a	-	-	2 *	1 *	-	-	-	4 15%
31 to 50	1 *	-	1 *	-	1 *	1 *	1 *	1 *	-	1 * a	-	-	1 * a	1 * a	-	-	-	1 5%
51 to 99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 1-10	1036 52%	522 53%	510 50%	314 55% c	368 54% c	354 47%	844 49%	168 66% ac	24 48%	744 63% bc	67 34%	225 35%	522 45%	479 63% ac	35 36%	-	1036 100% a	-
Net: 11+	23 1%	17 2% b	6 1%	7 1%	12 2% c	4 1%	7 *	8 3% a	7 15% ab	19 2% c	2 1%	2 *	4 * a	19 3% a	-	-	-	23 100%
I have not taken any flights from a UK airport in the last 12 months	920 46%	439 44%	481 47%	247 43%	294 43%	380 50% ab	827 48% b	74 29%	18 37%	396 34%	120 61% a	405 63% a	608 53% b	251 33%	61 63% b	920 100% b	-	-
No answer	30 1%	12 1%	18 2%	2 *	7 1%	21 3% ab	27 2%	3 1%	-	14 1% a	8 4% c	8 1%	15 1% a	14 2% a	1 1%	-	-	-
Base for stats	1096	555	538	324	392	380	886	179	31	780	77	239	546	514	36	7	1036	23
Mean score	2.72	2.97	2.47	2.79	2.90	2.48	2.34	4.05	6.09	3.02	2.58	1.81	2.20	3.28	2.70	-	2.49	17.75
Standard Deviation	3.059	3.490	2.517	3.233	3.220	2.708	2.234	4.806	5.530	3.378	2.477	1.618	2.606	3.449	1.928	-	1.859	7.346

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D10. How many flights have you taken from a UK airport in the last 12 months (i.e. not including flights back to the UK)?

BASE: All respondents

	Total	Housing			SEG				Children		Within 20 miles			
		Owner	Renter	Rent free/ Other	AB	C1	C2	DE	<18	>18 or none	No airports	At least one airport	1 airport	2 or more airports
		a	b	c	a	b	c	d	a	b	a	b	c	d
Significance Level: 95%														
Unweighted Total	2009	1069	879	61	571	576	313	535	748	1341	1415	594	426	168
Weighted Total	2009	1087	860	62	564	593	325	511	696	1389	1370	639	427	212
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 to 5	961 48%	574 53% b	350 41%	37 60% b	321 57% cd	322 54% d	159 49% d	152 30%	346 50%	647 47%	623 45%	338 53% a	209 49%	129 61% ac
6 to 10	75 4%	56 5% b	19 2%	- -	50 9% bcd	15 3%	3 1%	7 1%	44 6% b	35 2%	45 3%	30 5%	12 3%	18 8% ac
11 to 20	18 1%	16 1% b	1 *	1 1% b	12 2% cd	5 1%	- -	1 *	11 2%	11 1%	6 *	12 2% a	3 1%	10 5% abc
21 to 30	4 *	4 *	- -	- -	2 *	- -	1 *	- -	1 *	2 *	- -	4 1% a	4 1% a	- -
31 to 50	1 *	1 *	- -	- -	1 *	- -	1 *	- -	1 *	1 *	1 *	1 *	- -	1 *
51 to 99	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100+	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 1-10	1036 52%	630 58% b	369 43%	37 60% b	372 66% bcd	338 57% cd	162 50% d	159 31%	390 56% b	681 49%	668 49%	368 58% a	221 52%	147 69% abc
Net: 11+	23 1%	21 2% b	1 *	1 1% b	15 3% bcd	5 1%	2 1%	1 *	13 2%	14 1%	6 *	16 3% a	6 1% a	10 5% ac
I have not taken any flights from a UK airport in the last 12 months	920 46%	425 39%	473 55% ac	22 36%	167 30%	239 40% a	157 48% ab	347 68% abc	281 40%	674 48% a	675 49% bd	246 38% d	192 45% bd	54 25%
No answer	30 1%	12 1%	17 2%	1 2%	11 2%	11 2%	4 1%	4 1%	11 2%	20 1%	21 2%	10 1%	8 2%	1 1%
Base for stats	1096	668	389	39	399	357	169	165	417	720	701	395	237	158
Mean score	2.72	3.09 b	2.18	1.94	3.50 bcd	2.39 d	2.43 d	1.88	3.00	2.64	2.47	3.17 a	2.72	3.85 ac
Standard Deviation	3.059	3.579	1.848	1.964	3.893	2.083	3.270	1.662	3.479	2.916	2.468	3.855	3.910	3.683

## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D10. How many flights have you taken from a UK airport in the last 12 months (i.e. not including flights back to the UK)?

BASE: All respondents

	10 miles of airport										20 miles of airport									
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	
Significance Level: 95%		a	*b	c	*d	*e	f	*g	*h	i	a	*b	c	d	e	f	*g	h	i	
Unweighted Total	2009	43	11	112	27	20	34	4	18	1740	91	28	150	53	97	114	18	43	1415	
Weighted Total	2009	49	7	151	25	20	36	3	20	1699	102	26	185	51	97	121	16	41	1370	
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
1 to 5	961 48%	23 48%	4 59%	89 59%	13 52%	13 67%	19 52%	2 75%	6 28%	791 47%	56 55%	10 40%	110 60%	29 56%	45 47%	59 49%	10 61%	19 46%	623 45%	
				i									ei							
6 to 10	75 4%	3 6%	- -	8 6%	1 5%	1 5%	2 6%	- -	- -	60 4%	12 11%	- -	8 5%	2 3%	3 3%	3 3%	1 9%	1 3%	45 3%	
											cefi									
11 to 20	18 1%	5 11%	- -	5 4%	- -	- -	- -	- -	- -	7 *	5 5%	- -	5 3%	- -	- -	2 1%	- -	- -	6 *	
				i						*	ei		i						*	
21 to 30	4 *	- -	- -	4 2%	- -	- -	- -	- -	- -	- -	- -	- -	4 2%	- -	- -	- -	- -	- -	- -	
				i									i							
31 to 50	1 *	1 1%	- -	- -	- -	- -	- -	- -	- -	1 *	1 *	- -	- -	- -	- -	- -	- -	- -	1 *	
				i						*	*								*	
51 to 99	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	
100+	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	
Net: 1-10	1036 52%	26 54%	4 59%	98 65%	14 57%	14 72%	21 58%	2 75%	6 28%	850 50%	67 66%	10 40%	119 64%	30 60%	48 49%	62 51%	11 70%	20 49%	668 49%	
				i							efi		efi							
Net: 11+	23 1%	6 12%	- -	9 6%	- -	- -	- -	- -	- -	8 *	6 6%	- -	9 5%	- -	- -	2 1%	- -	- -	6 *	
				i						*	ei		ei						*	
I have not taken any flights from a UK airport in the last 12 months	920 46%	17 34%	3 41%	43 28%	11 43%	6 28%	15 42%	1 25%	14 72%	812 48%	28 27%	11 43%	56 30%	20 40%	47 48%	58 47%	5 30%	21 51%	675 49%	
				c									ac		ac			ac	ac	
No answer	30 1%	- -	- -	2 1%	- -	- -	- -	- -	- -	28 2%	1 1%	4 17%	2 1%	- -	2 3%	- -	- -	- -	21 2%	
Base for stats	1096	32	4	109	14	14	21	2	7	893	74	15	130	30	50	64	11	21	701	
Mean score	2.72	4.80	1.65	4.22	3.20	2.76	2.42	3.40	1.88	2.47	4.10	1.17	3.97	2.54	2.07	2.52	3.39	1.85	2.47	
				i							efi		efi							
Standard Deviation	3.059	5.959	1.527	5.653	1.775	1.691	1.545	1.273	1.539	2.389	4.378	1.266	5.233	1.565	1.557	2.028	2.532	1.543	2.468	



## Future Airspace Tracker (Nat Rep) – Wave 2 September 2019

### D10. How many flights have you taken from a UK airport in the last 12 months (i.e. not including flights back to the UK)?

BASE: All respondents

	30 miles of airport										Location		Impact of living near airport		
	Total	Heathrow	Gatwick	London City	Luton	Manchester	Birmingham	Stansted	Bristol	None of the above	Urban / Town	Village / Rural	Positive	Negative	DK/Neither
	a	b	c	d	e	f	g	h	i	a	b	a	b	c	
Significance Level: 95%															
Unweighted Total	2009	101	62	177	63	179	172	32	78	1145	1642	367	197	74	323
Weighted Total	2009	111	66	218	66	182	174	29	73	1089	1665	344	219	92	327
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1 to 5	961 48%	58 53%	40 61%	129 59%	36 54%	96 53%	81 46%	16 56%	32 43%	472 43%	807 48%	153 45%	132 60%	44 47%	162 49%
			hi	fhi		i							c		
6 to 10	75 4%	12 10%	2 4%	8 4%	2 3%	4 2%	4 2%	1 5%	2 3%	39 4%	69 4%	7 2%	21 9%	* 1%	9 3%
			cefi								b		bc		
11 to 20	18 1%	5 5%	-	5 2%	-	-	2 1%	-	-	5 *	18 1%	-	8 4%	2 2%	3 1%
				ei						*	b		c		
21 to 30	4 *	-	-	4 2%	-	-	-	-	-	-	4 *	-	4 2%	-	-
				i							*		c		
31 to 50	1 *	1 *	-	-	-	-	-	-	-	1 *	1 *	-	1 *	-	-
										*	*		*		
51 to 99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Net: 1-10	1036 52%	70 63%	42 64%	138 63%	38 57%	100 55%	85 49%	18 61%	34 46%	511 47%	876 53%	160 46%	153 70%	44 48%	171 52%
				fhi		i					b		bc		
Net: 11+	23 1%	6 5%	-	9 4%	-	-	2 1%	-	-	6 1%	23 1%	-	12 5%	2 2%	3 1%
				ei						1%	b		c		
I have not taken any flights from a UK airport in the last 12 months	920 46%	34 31%	18 28%	69 32%	24 36%	80 44%	87 50%	12 39%	39 54%	557 51%	742 45%	178 52%	52 24%	42 46%	151 46%
						abc	abc		abcd	abcd		a		a	a
No answer	30 1%	1 1%	5 8%	2 1%	5 7%	2 1%	-	-	-	15 1%	24 1%	6 2%	2 1%	4 5%	3 1%
			acefhi		acefhi					1%	1%	2%	1%	5%	c
Base for stats	1096	77	47	149	42	103	87	18	35	536	930	166	167	50	178
Mean score	2.72	4.00	2.38	3.73	2.23	1.98	2.40	2.88	2.02	2.57	2.82	2.16	4.17	2.31	2.48
		bdefhi		efhi						e	b		bc		
Standard Deviation	3.059	4.321	2.213	4.926	1.653	1.646	2.267	2.096	1.509	2.602	3.239	1.623	5.186	2.784	2.023