

Edinburgh Airport's proposals on our Airspace Change Programme will be submitted to the Civil Aviation Authority (CAA) for its consideration on Thursday 3 August.

As was detailed throughout the consultation process, we will be publishing a full rationale on our decision making and the basis on how we arrived at our choice at the end of this month.

Our submission responds directly to what we learned during that period and the many voices that participated in that consultation and the one preceding it have influenced our thinking and indeed the choices we have had to make.

It is no exaggeration to say that our submission is a collective work, as much designed in community halls as in route design studios. We have actively listened and have been grateful for the levels of engagement we've received. Every submission has been read, assessed and considered as part of our proposal design.

Our task up to this point was to make a case – a case based on balancing our communities' requirements, our operational requirements and the requirements of our regulator.

We believe that we have done this and that the submission that we are putting before the CAA achieves the best balance possible.

The CAA remains the final arbiter on our proposals. We have forwarded all of your submissions to them as promised.

The message from the consultation was clear- the solution put forward did not achieve the balance we wanted and we had to reconsider in light of the feedback from those that who responded.

This was particularly localised in communities that would be newly overflowed.

Equally, it was clear that change was broadly accepted.

Therefore as we analysed the consultation results, considered the new information and reports and examined the trade-offs required to respond meaningfully, our emerging thinking pointed to a phased approach that offered a new structure to our operations.

This is based on the premise that we should only use any new routes when they are required and that we should explain very clearly when that is and why.

We are therefore asking the CAA to consider a phased solution with Phase 1 commencing in Spring 2018 and Phase 2 in Spring 2019.

Our proposals recognise for the first time three distinct operational times where we need to have a different combination of flight paths:

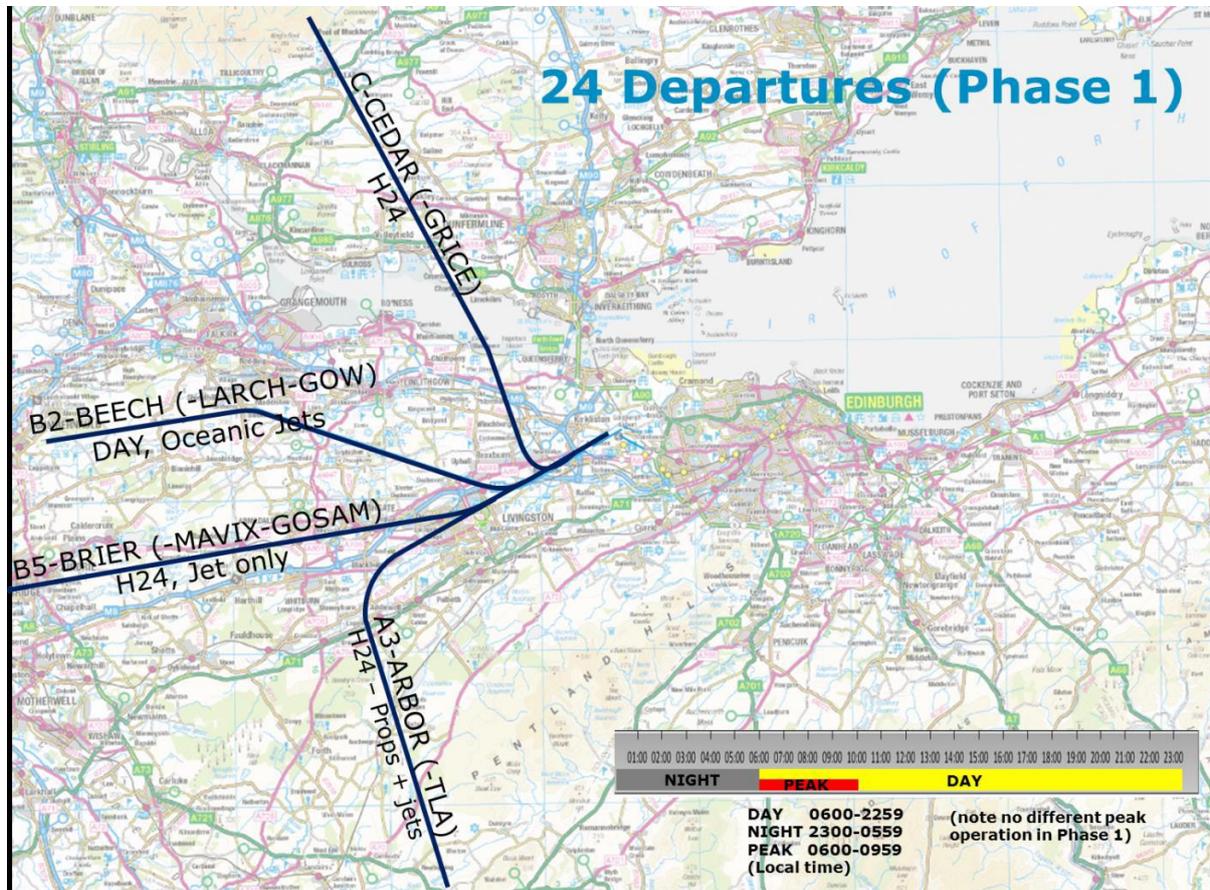
Day: 0600-2259

Night: 2300-0559

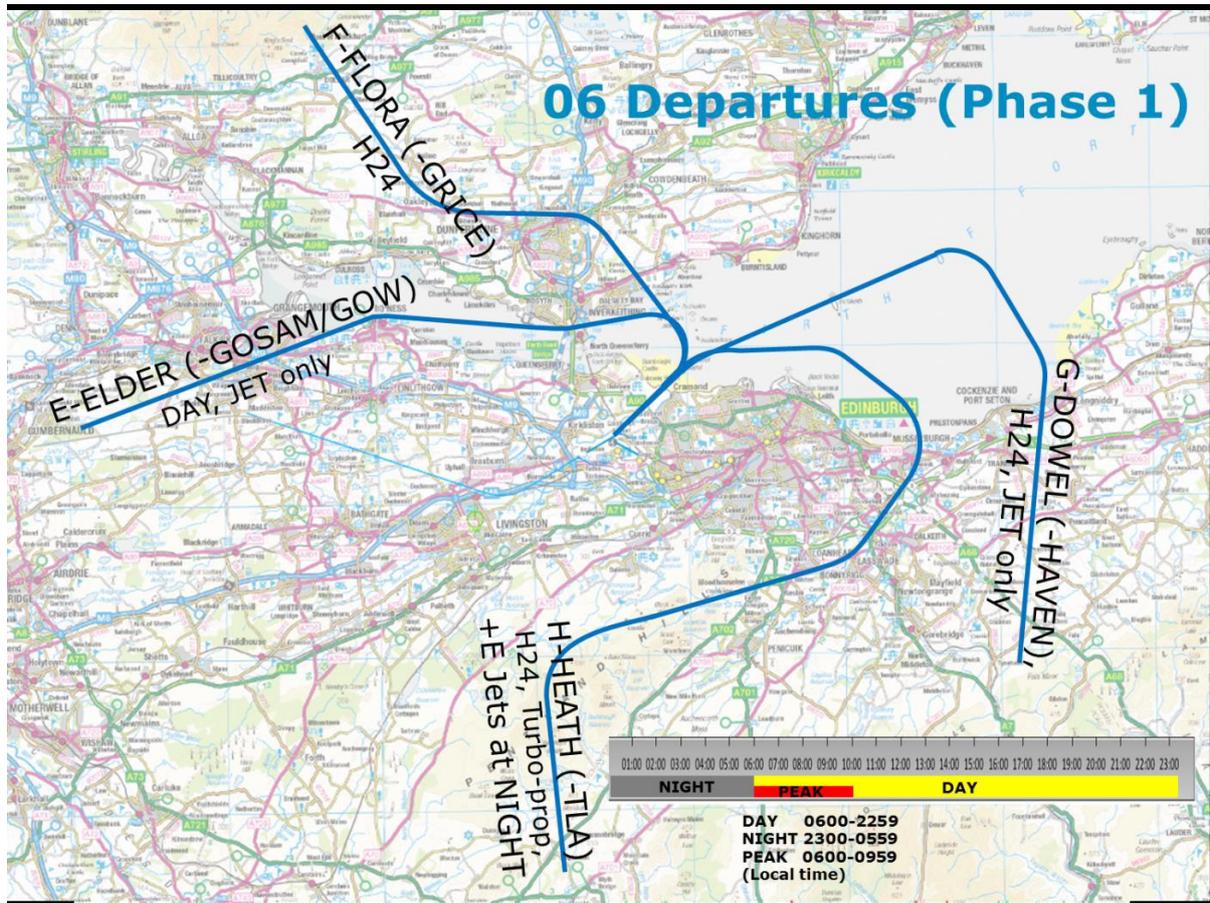
Peak: 0600-0959

Where proposed routes raised concerns from communities, we have restricted their use to the peak, thereby reducing impact whilst delivering the capacity when it is required.

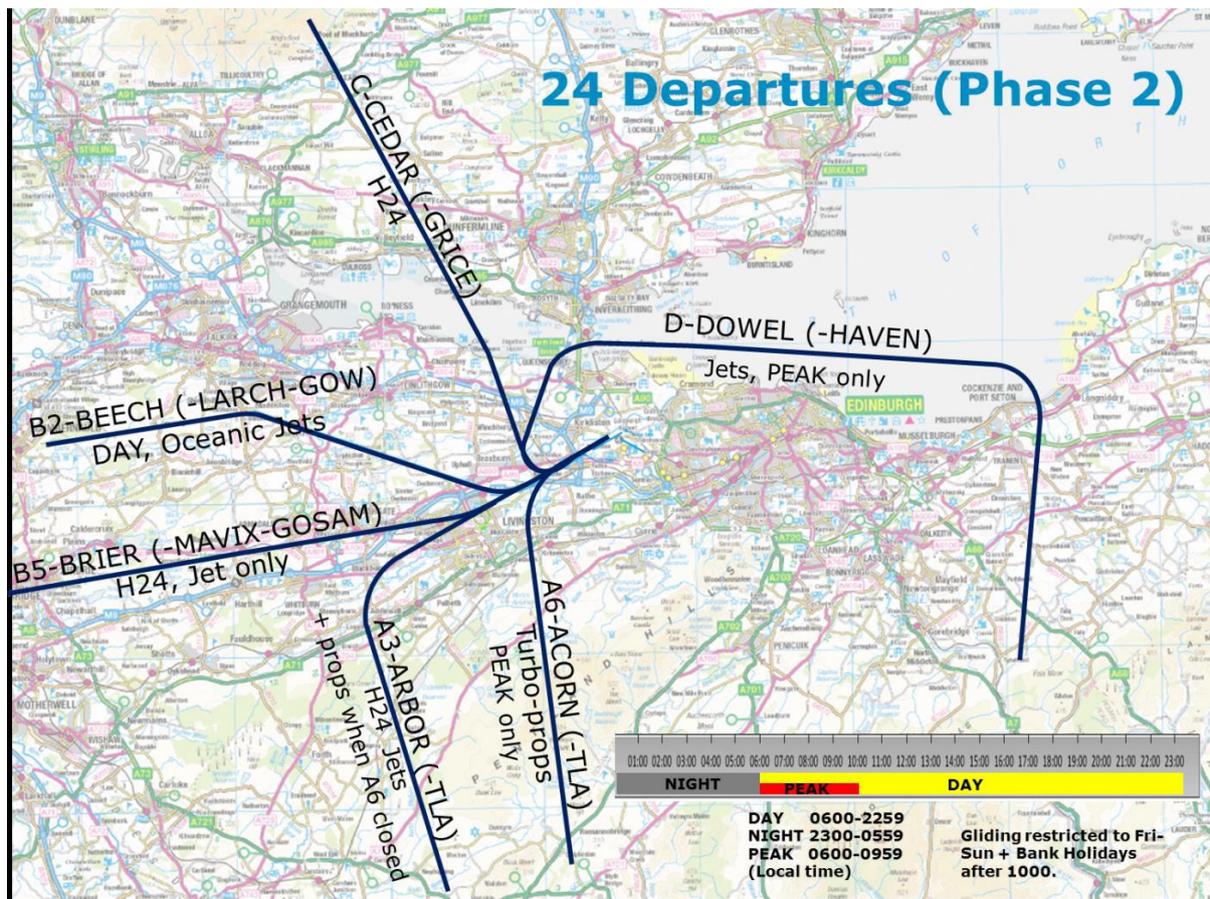
Phase 1 – Spring 2018:



Phase 1 – Spring 2018



Phase 2: Spring 2019



We understand that this may generate further questions and we of course welcome continued dialogue.

Therefore we are committed to ensuring that all those with an interest in this process are kept abreast of developments and informed as milestones are reached.

We are equally committed to answering all questions and making our case robustly, clearly and comprehensively.

We will do that in our forthcoming ACP Rationale Document which will be published later in the summer.

I hope that you recognise our striving for balance and that the consultations undertaken have formed a critical part of our thinking. They have and I believe that we have a better proposal because of them.

Thank you for your ongoing interest in this important project and we look forward to your future involvement.