

Ref	Themes							DPs referred	Noise mitigation	Change to DP?	Notes
	Noise general	Emissions/pollution	Noise/Altitude	Volume of flights	Flight Stacking	Night flights	Current narrow corridor/Heathrow flights				
Manual Response STK1	x	x	x	x	x	x		6	A, B, C, D, E, F	In support of DPs refd	
Manual Response STK2		x		x				4, 5		Suggests no capacity increase until CO2 emissions solved. Believes these contradict	
Manual Response STK3	x						x	6	C, D, E	No respite currently	
Manual Response STK4	x	x	x	x				1, 6, 7	D, E	In support of DPs refd	
Manual Response STK5								1, 3, 4, 5, 6, 7, 8	A, D, E	Not in support of DP 3, 4, 5, 8 or B, C, F, G	
Manual Response STK6	x	x	x	x			x	1, 6, 7	B, C, D, E	Not in support of B	Imperative residents are not overflowed by aircraft from more than one airport.
Manual Response STK7	x	x		x				6, 7	D, E	In support of DPs refd	
Manual Response STK8	x	x		x	x			6, 7		In support of DPs refd. Emphasises need to safeguard residential amenity	
Manual Response STK9	x	x		x				4, 6, 7		Not in support of DP 4. Believes DP 6 + 7 should be Tier 1 principles	
Manual Response STK10	x	x						1, 2, 3, 5, 6	A, C, D, E	DP 5 should look to reduce environmental impact by a quantitative target, not just 'minimise.'	
Manual Response STK11	x		x				x	1, 2, 3, 6	A, C, E	In support of DPs refd	
Manual Response STK12	x	x	x	x				6, 7		In support of DPs refd	
Manual Response STK13	x		x				x	3, 6	A, D	Not in support of DP 3. Believes DP 6 should be a Tier 1 principle	Suggests a new noise mitigation to be developed (H): 'Avoid level flight under 4000ft until final decent approach begins 4 miles from landing.'
Manual Response STK14	x	x					x	1, 2, 3	A, C, D, E	In support of DPs refd.	Limit percentage of older gen aircraft.
Manual Response STK15	x	x	x	x			x	1, 6	C, D, E	In support of DP 1, 6, 7 and C, E. Not in support of B	Template response - same as STK7
Manual Response STK16	x						x		C, D, E	In support of Noise Mitigation refd	
Manual Response STK17	x	x	x	x				7		In support of DPs refd	
Manual Response STK18	x			x	x	x	x	6	C, E	In support of DPs refd	
Manual Response STK19	x	x						1, 2, 3, 5, 6	A, C, D, E	DP 5 should look to reduce environmental impact by a quantitative target, not just 'minimise.'	Template response - same as STK11
Manual Response STK20	x	x	x	x			x	1, 6, 7	B, C, D, E	Not in support of B	Template response - same as STK7
Manual Response STK21	x	x	x	x			x	1, 6, 7	B, C, D, E	Not in support of B	Template response - same as STK7
Manual Response STK22	x	x	x	x			x	1, 6, 7	B, C, D, E	Not in support of B	Template response - same as STK7
Manual Response STK23	x	x	x	x			x	1, 6, 7	B, C, D, E	Not in support of B	Template response - same as STK7
Manual Response STK24	x	x					x	1, 7	A, B, C, E, F, G	In support of DP 1, 7 and A, C, E. Not in support of B, C, F, G	- Priority below 7000ft should be to reduce noise rather than cut emissions - Communities should never be overflowed with multiple routes to more than one airport. - Facilitate steeper descents (and ascents).
Manual Response STK25	x		x				x	3, 6	C, E	In support of DPs refd	
Manual Response STK26	x	x	x	x			x	1, 2, 6, 7	B, C, D, E	In support of DP 1, 2, 6, 7 and C, E. Not in support of B	Part template response - similar to STK7. States DP 1 & 2 are rhetorical, where reasonable respondents would always answer yes
Manual Response STK27	x		x				x	6, 7		In support of DPs refd	
Manual Response STK28	x						x	4, 6	A, C, E	Believes DP 4 should be a Tier 2 principle	Arrival routes should follow the Thames Estuary as far as possible to mitigate noise
Manual Response STK29	x						x	4, 6	A, C, E	Believes DP 4 should be a Tier 2 principle	Template response - same as STK29
Manual Response STK30	x		x		x	x	x	6	B, C, D, F	In support of DPs refd	Continuous descent approaches and continuous climb departures to relieve noise impact on residents
Manual Response STK31	x		x	x			x	1, 2, 3, 4, 6	A, D, E	In support of DP 6, E. Not in support of DP 4. Believes DP 6 should be a Tier 1 principle with reference to correcting the current 2000ft arrivals from 20 miles out.	Suggestions are to: - Restore previous flight paths, with a 4km wide arrivals corridor. - Implement ops cooperation between LHR & LCY. - Increase vertical corridors for LHR & LCY and implement CCD & CDA flightpaths (LHR 4000ft over Forest Hill, 3000ft for LCY) - Alternate arrival paths for Easterly ops (3 flightpaths at 2km intervals)
Manual Response STK32	x		x				x	1, 5, 6	B, D, E, F	Believes DP 5, 6 should be Tier 1 principles, DP 4 a Tier 2 principle. Not in support of B, F	
Manual Response STK33	x		x		x	x	x	6	D, C, D, F	In support of DPs refd	Template response - same as STK31
Manual Response STK34	x						x	6	D	In support of DPs refd	
Manual Response STK35	x						x	6		In Support of DPs refd	Tier 1 principle suggestion: To ensure airspace modernisation at LCY does not compromise airspace aspirations/ requirements at other airports. - Also implement CCD & CDA to/from a level of at least 7000ft.
Manual Response STK36	x	x		x				5, 6, 7	A	Believes DP 6 should be a Tier 1 principle	- Newer gen aircraft to reduce noise contours - Maintain current 24 hour airport closure at weekends
Manual Response STK37	x	x	x	x			x	1, 6, 7	B, C, D, E	Not in support of B	Template response - same as STK7