	Stakeholder Feedback	Theme	Question Ref.	Source
2	The airport needs to be sure it doesn't disadvantage itself as many freight aircraft are older and may not have the latest technology	Airport Operations	7	FG - GP
3	The airspace programme should be used as a way of phasing out older technology and aircraft - although you shouldn't just turn the switch off.	Airport Operations	7	FG - GP
4	If there is an opportunity to review current arrangements then this should be taken	Airport Operations	5	FG - ICC
5	All options, old and new, should be put on the table when selecting routes to ensure the best ones are taken forward.	Airport Operations	5	FG - ICC
6	The latest technology should be capitalised to make sure aircraft perform at optimum levels	Airport Operations	7	FG - ICC
7	Airlines should take responsibility for driving efficiencies	Airport Operations	7	FG - ICC
8	Older aircraft should be phased out of the airspace	Airport Operations	7	FG - ICC
9	There should be a cap on routes overflying the most affected areas and computer generated routes should be reviewed and altered to this end if needed.	Airport Operations	8	FG - ICC
10	This is an opportunity to adapt old ways of working and achieve more efficient airport operation, whilst reducing emissions	Airport Operations	n/a	FG - LG&B
11	Going against existing arrangements needs to be clearly justified	Airport Operations	5	FG - Av
12	Support for 5 core principles; concern raised about growth and that commercial considerations should not be prioritised over communities	Airport Operations	10	OP
13	The most efficient flight path should be chosen, irrespective of what it flies over	Efficiency	3	FG - GP
14	Routes should be designed for the future and should be developed 'from scratch' to be the most efficient as possible	Efficiency	1	FG - ICC
15	New routes should be as efficient as possible, but take into account areas that may be disproportionately impacted.	Efficiency	8	FG - ICC
16	All option should be considered, including current arrangements that can also maximise efficiency	Efficiency	5	FG - LG&B
17	Efficiency and simplicity should be favoured	Efficiency	8	FG - Av
18	Routes should be economical and designed to maximise efficiency of getting from A to B.	Efficiency	1	FG - GP
19	New airspace should build on the most efficient existing routes. Evolution not revolution	Efficiency	1	FG - GP
20	Modern technology should be used to deliver the best efficiency and reductions in emissions	Efficiency	7	FG - GP
21	Efficiency should be a priority, providing the impacts to communities are not life changing	Efficiency	1	FG - LG&B
22	Whilst spreading flights is the preferred option, this should not be at the cost of flight times and carbon emissions.	Efficiency, Emissions	2	FG - GP
23	Efforts should be made to improve efficiency and reduce emissions	Efficiency, Emissions	1	FG - Av
24	Efficient and economical routes, that reduce fuel consumption and minimise emissions are a sensible way to proceed.	Efficiency, Emissions	1	OP
25	Any new routes should aim to increase efficiency and reduce emissions.	Efficiency, Emissions	5	OP
26	Routes should maximise efficiency whilst reducing noise and emissions	Efficiency, Emissions, noise	1	FG - ICC
27	Efficiency and emissions reduction are priority, but should not lead to unfair detriment of residents on the ground	Efficiency, Emissions, Noise	8	FG - LG&B
28	Should use this opportunity to harness new technology to improve accuracy and reduce noise	Efficiency, Noise	n/a	FG - LG&B
29	Efficiency is important and will mean shorter journey times, which could attract more businesses. These benefits outweigh any drawbacks in terms of noise	Efficiency, Noise	8	FG - LG&B
30	Modernisation is needed to support up-to-date flying techniques, increase efficiency and reduce noise	Efficiency, Noise, Technology	n/a	FG - Av

31	Spreading out flights paths is fairer, although this should not infringe too much on efficiency	Efficiency, Overflying	2	FG - LG&B
32	Efficiency should take priory over the area that is being overflown	Efficiency, Overflying	3	FG - ICC
33	Direct routes could allow aircraft to climb faster	Efficiency, Overflying	8	FG - Av
34	New technology should be utilised to increase efficiency, reduce noise and environmental impact	Efficiency, Technology, Emissions, Noise	7	OP
35	Priority should be to avoid permanent environmental damage, not trying to reduce temporary noise impact	Emission, Noise	8	FG - GP
36	This review should reduce emissions over urban areas	Emissions	n/a	FG - GP
37	Any detours to avoid communities should be small so they do not compromise emissions reduction	Emissions	4	FG - GP
38	More efficient airport operations must be balanced against emissions	Emissions	n/a	FG - LG&B
39	More direct routes would reduce journey times, cut fuel usage and have a positive impact on emissions	Emissions	4	FG - Av
40	We should not specifically avoid individual locations if it comes at the cost of emissions or efficiency. However, schools, hospitals and tranquil areas are important.	Emissions, Efficiency	9	FG - GP
41	Reducing emissions is key - routes should make this priority over noise and which areas are overflown. Noise is an inconvenience rather than damage to the environment, which is permanent.	Emissions, Noise	4	FG - GP
42	Airspace redesign should reduce noise and pollution	Emissions, Noise	n/a	FG - ICC
43	New routes should aim to protect tranquillity and leave the natural environment unaffected - the countryside is not just used by rural residents but the general public and wildlife	Environment	3	FG - GP
44	Impact on air quality should be considered	Environment	n/a	FG - ICC
45	The airport should take account of its environmental impact, including carbon emissions	Environment	n/a	FG - LG&B
46	Protecting biodiversity should be a key concern and areas of natural beauty (e.g. Sherwood Forest & Attenborough Nature Reserve) should be avoided if possible	Environment	9	FG - LG&B
47	The number of flights should be reduced for environmental reasons	Environment	10	OP
48	Support for the five core principles; safety is the top priority. Environment should also be included alongside a direct mention of noise and community impact. International requirements and policies should also be considered.	Environment, Noise	10	FG - LG&B
49	More should be done to mitigate noise and air pollution	Environment, Noise	n/a	FG - Av
50	Flights should be concentrated in terms of time/day with most flights going in the daytime to avoid night noise	Noise	2	FG - GP
51	The severity of noise impact should be considered - better that more people are less severely impacted than fewer people receiving severe noise.	Noise	2	FG - GP
52	Flight paths should be distributed fairly.	Noise	2	FG - GP
53	Sound proofing and mitigation needs to be available for those people who are impacted by noise.	Noise	2	FG - GP
54	The airport should take the approach that best minimises disruption	Noise	2	FG - GP
55	Whilst noise is less noticeable in urban areas, it should not be increased to the point where it has a negative impact on quality of life	Noise	3	FG - GP
56	Any areas of crossover should be as high as possible	Noise	8	FG - GP
57	Compensation should be made available for new areas overflown	Noise	1	FG - ICC
58	Spreading out routes is fairer and, whilst increases number of people impacted, reduces severity	Noise	2	FG - ICC
59	Consideration should be given to the possible impact on house prices	Noise	3	FG - ICC
60	Consideration should be given to current levels of ambient noise - tranquillity should be protected	Noise	3	FG - ICC
61	Moving routes towards urban areas would address some of the existing issues.	Noise	3	FG - ICC
62	Should alternate routes based on time of day - e.g. fly over urban in the day and rural at night	Noise	3	FG - ICC

63	New routes should relieve the burden of noise faced by communities	Noise	4	FG - ICC
64	Reducing noise at night is a priority	Noise	7	FG - ICC
65	Intervention on the ground may be more affective than avoiding flying over locations	Noise	9	FG - ICC
66	Agreed to five core areas; although noise should be factored into these requirements. Day/night impacts should also be considered.	Noise	10	FG - ICC
67	Consideration should be given to time of day/night	Noise	2	FG - LG&B
68	Flying over rural areas impacts fewer people & could be a good compromise at night	Noise	3	FG - LG&B
69	Preserving tranquillity of rural areas is important	Noise	3	FG - LG&B
70	The most appropriate routes should be designed for efficiency and reducing emissions, although they should also factor in time of day and peoples work/leisure patterns	Noise	3	FG - LG&B
71	The final routes have to be reasonable in relation to noise , impact should be sense checked where multiple routes overlap	Noise	8	FG - LG&B
72	Ambient noise in urban areas is higher	Noise	3	FG - Av
73	Night flights over built up areas could be disruptive, so this should be accounted for in plans	Noise	3	FG - Av
74	Rural areas should be protected as there is less background noise and so aircraft would cause greater disruption.	Noise	3	OP
75	Avoid overflying built-up areas at night because there are more people and the background noise is not as high	Noise	3	OP
76	Vary day and night routes to minimise impacts	Noise	10	OP
77	Noise should take priority over emissions	Noise, Emissions	4	FG - ICC
78	Preference should be to cut emissions, but if not substantial, swing the balance in favour of reducing noise	Noise, Emissions	4	FG - LG&B
79	This process should remove current inefficiencies in existing flight paths that could lead to higher noise and emissions	Noise, Emissions	n/a	FG - Av
80	Small turns could be used in order to minimise noise impact and would only have a negligible impact on emissions	Noise, Emissions	4	FG - Av
81	Avoid flying over communities - noise reduction is more of a priority than reducing emissions. Emissions should also be mitigated over time due to new technology	Noise, Emissions	4	OP
82	Fly the most direct routes - environmental protection is priority and noise should be mitigated in time due to new technology	Noise, Emissions	4	OP
83	Everything should be done to reduce noise and emissions, creating the greenest option possible	Noise, Emissions	8	OP
84	Spreading routes is fairer and reduces the severity of noise and reduces environmental effects on impacted areas	Noise, Environment	2	OP
85	Concentrating routes is fairer as it affects the fewest people. It could also be more efficient and less environmentally impactful	Noise, Environment	2	OP
86	Impact of noise pollution should be spread more widely	Nosie	n/a	FG - GP
87	Noise and emissions are key, even if that means an unfair impact on other airspace users. Smaller aircraft are seen as being less environmentally friendly.	Other users	6	FG - GP
88	Passenger aircraft should take priority over leisure aircraft	Other users	6	FG - GP
89	Fairness for airspace users should be considered - larger airlines should not have a monopoly on the sky	Other users	6	FG - GP
90	The air ambulance should take priority over other aircraft	Other users	6	FG - GP
91	Fairness should be considered - smaller airlines and leisure aircraft may not be able to afford the latest tech	Other users	7	FG - GP
92	Air ambulance and military need to maintain access	Other users	6	FG - ICC
93	Aircraft flying to and from EMA should take priority, but other users should not be entirely overlooked	Other users	6	FG - LG&B
94	Air ambulance and military need to maintain access	Other users	6	FG - LG&B
95	Avoid reducing uncontrolled airspace	Other users	n/a	FG - Av
96	New flight paths should not restrict airspace for GA traffic	Other users	1	FG - Av
97	Air ambulance and military need to maintain access	Other users	6	FG - Av

98	Airspace should be shared fairly without greatly disadvantaging either party	Other users	6	FG - Av
99	Airport traffic takes precedent, but other users must be considered	Other users	6	FG - Av
100	Air ambulance and military need to maintain access	Other users	6	OP
101	GA should not have a disproportionate influence over the main airport users	Other users	6	OP
102	Reasonable access should be given to all airspace users - it should not be monopolised by any one user	Other users	6	OP
103	Older aircraft should be phased out of the airspace and targeted with restrictions to force this process through	Other users	7	OP
104	Minimising impact on other airspace users could limit the ability to reduce noise and emissions	Other users, Noise, Emissions	6	FG - LG&B
105	Design the best routes possible (efficiency and emissions) but avoid significant impacts on communities and GA	Other users, Overflying	1	FG - Av
106	Spreading flights would impact more people overall, reduce space for GA traffic and could increase room for error. However, if the spread is small, this could be managed.	Other users, safety, Overflying	2	FG - Av
107	New routes shouldn't negatively impact quality of life in rural areas	Overflying	3	FG - GP
108	It would be unfair to suddenly impose new flight paths on those currently unaffected and could impact house prices.	Overflying	1	FG - GP
109	Historical sites & tranquil areas should be avoided if possible (Calke Abbey, Melbourne Hall)	Overflying	9	FG - ICC
110	Respite is required for those overflown and could make night flights more tolerable	Overflying	2	FG - LG&B
111	Need to consider suburban areas and lower populations in industrial areas - not just urban/rural	Overflying	3	FG - LG&B
112	The most efficient flight path should be chosen, irrespective of what it flies over	Overflying	9	FG - LG&B
113	Care homes, hospitals and schools are important, although it is impractical to avoid them	Overflying	9	FG - LG&B
114	Avoid aircraft overflying new areas to minimise pushback from local communities	Overflying	1	FG - Av
115	All options are worth exploring, but those that cause heavy disruption to communities should be adapted to minimise impact	Overflying	5	FG - Av
116	Mitigation should be considered for communities where avoiding areas entirely is unfeasible	Overflying	9	FG - Av
117	Avoid overflying people who are not currently impacted and consider detrimental impact on house prices, noise and air pollution	Overflying	1	OP
118	New housing developments should be considered - routes need to be flexible to respond to ever changing development	Overflying	5	OP
119	Priority should be given to airport traffic - making these routes as considerate to communities as possible	Overflying	6	OP
120	Multiple locations should share the load	Overflying	8	OP
121	Residential areas, parks, reserves, schools, hospitals, care homes, churches, places of reflection, community buildings and areas important to wildlife should be avoided if possible.	Overflying	9	OP
122	Minimise the impact on the greatest number of people, flying over rural areas would impact a smaller population.	Overflying, Noise	3	FG - Av
123	A review of airspace is needed to make sure airspace is appropriate for modern air travel	Programme	n/a	FG - GP
124	Routes should be dynamic and the airport should not stand still - change is needed.	Programme	1	FG - GP
125	Change is needed, but we shouldn't burn the rule book - rather we should carefully review every page an delete as appropriate. Why remove what is already efficient?	Programme	5	FG - GP
126	Options should be balanced and take into account the needs of residents and other factors - compromise may be needed.	Programme	8	FG - GP
127	Airspace needs to be fit-for-purpose for the future	Programme	n/a	FG - ICC
128	The needs of all stakeholder groups should be considered equally	Programme	n/a	FG - ICC
129	Stakeholders should be able to comment on flight paths	Programme	1	FG - ICC
130	Routes in the west should be concentrated, whereas in the East they should be spread out - a flexible approach	Programme	2	FG - ICC

131	The benefits of new routes should be great enough to justify change	Programme	5	FG - LG&B
132	Change must be joined up with neighbouring and international airspace as well as in keeping with legislation and regulation to maximise potential in the redesign.	Programme	n/a	FG - Av
133	New routes require thinking from a blank slate	Programme	1	OP
134	Change is needed to deliver the best possible outcome - reducing emissions and pollution is seen as being more important than noise	Programme, emissions, noise	5	FG - GP
135	There is concern that flying over built-up areas could greatly increase the risk of incidents	Safety	3	FG - GP
136	Older, potentially unsafe aircraft, should be discouraged from using the airspace as safety is a priority	Safety	7	FG - GP
137	Multiple routes over the same area cannot compromise safety in any way	Safety	8	FG - GP
138	The 5 priority areas are correct; safety is the top priority. International standards should also be considered.	Safety	10	FG - GP
139	Should try to avoid areas where birds roost (like quarries)	Safety	9	FG - ICC
140	Safety should be prioritised above avoiding individual locations	Safety	9	FG - ICC
141	Concentration would minimise the chance of error	Safety	2	FG - LG&B
142	It is safer to fly over rural areas	Safety	3	FG - LG&B
143	Concentrated flight paths are safer as they are more predictable and so reduce risk	Safety	2	FG - Av
144	Consistently overflying built-up areas increases risk if something goes wrong	Safety	3	FG - Av
145	Support for the five core principles; safety is the top priority. Working with other airports is key.	Safety	10	FG - Av
146	Overflying built-up areas increases the level of risk	Safety	3	OP
147	Commercial aircraft should take priority on the grounds of safety and noise reduction.	Safety, noise	6	FG - ICC
148	Concentrated controlled airspace would minimise disruption to GA flights and reduce risk of infringement	Safety, Other users	2	FG - Av
149	New technology should be used to improve accuracy, reduce emissions and mitigate noise	Technology	n/a	FG - LG&B
150	Technology should be utilised and incentivised, where possible, to reduce noise and emissions	Technology	7	FG - LG&B
151	New technology should be embraced wherever possible	Technology	7	FG - Av

Stakeholder Feedback	Theme	Line Ref.	Source					Draft Design Principle	Notes
			General Public	ICC	Aviation	Business	Online Portal		
Efficiency is important but it can't come at the detriment of residents quality of life	Efficiency	15, 22, 28		√		√		Flight paths must maximise efficiency whilst minimising disruption to communities.	We believe this point was encompassed in Design Principles F and G
Efforts should be made to improve efficiency and reduce emissions	Efficiency, Emissions	24, 25, 26, 23,	√		√		√	Flight paths must maximise efficiency and minimise emissions.	We believe this point was encompassed in Design Principle G
New technology and flying techniques should be used to improve accuracy, reduce noise and reduce emissions	Technology	29, 34, 21, 31, 149, 150, 6	√	√	√	√	√	The latest navigational technology and most modern flying techniques should be utilised to improve route accuracy, reduce noise and reduce emissions.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups.
New technology should be embraced wherever possible	Technology	151			√				
Emissions and noise impact should be reduced	Emissions, Noise	27, 42, 45, 49, 36, 84, 38	√	√	√	√	√	Emissions and noise should be reduced.	We believe this point was encompassed in Design Principles F, G, H and K.
The most efficient flight paths should be chosen, irrespective of what it flies over and noise impact.	Efficiency, Noise	13, 40, 32, 30, 112	√	√		√		Flight paths must be designed to maximise efficiency wherever possible.	We believe this point was encompassed in Design Principle G. Rather than disregarding any noise impacts or areas which a proposed route may fly over, we have proposed design principles which address these points. The final design principles will then be used in the round as a framework for the evaluation of the substantive design during Stage 2 of CAP1616, so as to ensure a balanced approach.
Routes should be designed to maximise efficiency.	Efficiency	19, 18, 10	√		√	√			

All options should be considered. However, the most efficient current arrangements shouldn't be automatically discounted. Changes must be justified	Efficiency	17, 20, 125, 11, 5, 131		√	√	√	√			Flight paths should be designed to futureproof our airspace. They cannot be bound or constrained by existing arrangements, although current ways of flying should be assessed and, where appropriate, retained.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups.
Routes should be developed 'from scratch'	Programme	14, 133			√			√			
A review of airspace is needed. It needs to be fit-for the future.	Programme	123, 124, 127, 4		√	√						
Routes in the west should be concentrated, whereas in the East they should be spread out - a flexible approach	Efficiency, Noise	130			√					Flight paths to the West must be concentrated and routes to the East dispersed.	We believe this point was too specific to be a Design Principle on its own and would hinder exploration of the best possible routes. However, we feel Design Principles D, E and F allow for a flexible and dynamic approach that to address specific considerations during Stage 2 of the CAP1616 process. In addition, this issue will be captured through our ongoing engagement, including Consultation at Stage 3.
Joining up with neighbouring and international airspace is important, as is sticking to legislation and regulation	Programme	48, 132, 138, 145,		√		√	√			Any changes must align with the broader national airspace modernisation strategy, comply with national, international and industry regulations and legislation, and align with current and future ACPs in the FASI-North and FASI-South areas.	We believe this was a strong Design Principle and should be shortlisted as all stakeholder groups overwhelmingly agreed with the five mandatory areas we suggested.
Flying over built-up areas could greatly increase the risk and impact of any incidents.	Safety	135, 142, 144, 146		√		√	√	√		Safety must take precedence over all other factors. Flight paths must be safe and cannot increase risk to airspace users, the airport or communities on the ground.	We believe this was a strong Design Principle and should be shortlisted as all stakeholder groups consistently and continuously cited safety as the highest priority.
Avoid areas where birds roost (like quarries)	Safety	139			√						
Safety should be prioritised above avoiding individual locations	Safety	140			√						

Multiple routes over the same area cannot compromise safety in any way	Safety	137		√							
Concentrating flight paths is safer as it increases predictability and reduces the chance of errors.	Safety	141, 143				√	√				
Older, potentially unsafe aircraft, should be discouraged from using airspace. Safety is a priority	Safety	136, 104		√				√			
It would be unfair to suddenly impose new flight paths on those currently unaffected and could impact house prices.	Noise, Overflying	108, 114, 117, 60		√	√	√		√		Flight paths must avoid overflying new areas.	We believe that, on balance, the majority view was that reducing emissions, ensuring efficiency and reducing noise were given priority over overflying new areas and so we have not taken this Design Principle forward. However, we feel Design Principle F provides assurance on this point. In later stages, we will demonstrate a clear cost-benefit analysis, including metrics on noise and other environmental factors.
Avoid heavy disruption to communities	Noise	115				√				Flight paths should seek to limit and, where possible, reduce noise disruption to communities - especially at night.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups. The design will be developed in line with our Statement of Need and government policy regarding making best use of runway capacity. As such, while night-time traffic will not be discounted, [night-time traffic is limited by our Noise Action Plan and]this Design Principle recognises the impact of night-noise, and looks to limit it where possible for residential areas.
Disruption should be reduced for communities	Noise	55, 64, 80, 82, 83, 122		√	√	√		√			
Respite is required for those overflown and could make night flights more bearable	Noise	110					√				
Alternate routes based on time of day - e.g. fly over built-up in the day and rural at night	Noise	63, 69, 74, 76			√	√	√	√			
Reduce night noise	Noise	65			√						
Fly in the day not the night	Noise	51, 67, 68, 71, 77,		√	√		√	√			

Noise must be reasonable where routes overlap	Noise	72					√				
Residential areas, parks, reserves, schools, hospitals, care homes, churches, places of reflection, community buildings and areas important to wildlife should be avoided if possible.	Overflying	121						√		Flight paths should, where practical, avoid areas that are especially sensitive to noise.	The majority of respondents said that it would not be practical to avoid overflight of all individual areas. However a number of locations have been mentioned as areas that should be avoided if it is practical to do so. These areas will be captured through our ongoing engagement, including Consultation at Stage 3 of the CAP1616 process, where we will find out more about any local characteristics or noise sensitive areas that we should consider.
Avoiding permanent damage to the environment is more important than temporary nuisance of noise	Environment	35, 41, 134		√						The most sustainable flight paths that limit and, where possible, reduce emissions and impact on the environment should be implemented.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups and encompasses the specific points made by stakeholders within an overarching principle
Biodiversity should be protected	Environment	46					√				
Direct routes are better as they reduce emissions and allow aircraft to climb faster. Any detours should be small to minimise impact	Emissions	33, 37, 39, 40		√		√					
Small turns could be used to minimise noise impact and would only have a negligible impact on emissions	Noise, Emissions	81				√					
Impact on air quality should be considered	Emissions	44			√						
Aircraft flying to and from EMA should take priority, but other users should not be entirely overlooked	Other Users	89, 94, 100, 102, 119, 147		√	√	√	√	√		Our airspace should be open to all users; however, priority will be given to airport air traffic over other airspace users, except for emergency aircraft.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups.
Reasonable access should be given to all airspace users - it should not be monopolised by any one user	Other Users	90, 92, 99, 103,		√		√		√			

Avoid significant impact on communities and GA.	Noise, Other Users	106			√					
The amount of controlled airspace should be kept to a minimum to reduce the risk of errors and infringements by GA users.	Safety, Other Users	148, 107			√					
Avoid reducing uncontrolled airspace or restricting GA traffic	Other Users	96, 97			√					
Air ambulance and military aircraft should have priority.	Other Users	91, 101, 93, 95, 98	√	√	√	√	√			
Noise and emissions reduction is key, even if it has a detrimental impact on other airspace users	Noise, Emissions	88, 105	√			√		Flight paths that limit and, where possible, reduce noise and emissions from aircraft using the airport should be prioritised, appreciating this may limit some routes available to other airspace users.	The consideration of noise and emissions impacts is encompassed in Design Principles F, G, H and J.
Spreading out routes is fairer as it increased the number of people impacted, but the severity of noise impact is reduced	Noise	16, 52, 53, 59, 85, 87, 120	√	√		√	√	Flight paths should, where possible, be spread out to avoid undue concentration of aircraft activity and share any noise impacts.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups.
Flying over built-up areas will be less noticeable due to higher background noise. However, it should not be increased to a point where it has a negative impact on quality of life.	Noise	56, 62, 73, 75	√	√	√		√	Where flight paths have to overfly communities, we will consider existing noise in the local area; and will avoid flying over areas with relatively low ambient noise where it is practical to do so.	We believe this was a strong Design Principle and should be shortlisted as it speaks to the views of all stakeholder groups.
New routes shouldn't negatively impact quality of life in rural areas	Overflying	50	√						
Suburban areas and industrial areas should be considered, not just urban/rural	Overflying	111				√			

Tranquil areas should be avoided	Noise	109, 61, 70, 43		√	√		√			
Noise should take priority over emissions	Noise, Emissions	78			√				Reducing the impact of noise should take priority over reducing emissions	Design Principles G and H address both noise and emissions impacts.
The five priority areas are correct		12, 48, 67, 138, 145		√	√	√	√	√	New flight paths must ensure the continuation of services offered today and meet any future demand, in keeping with local and national planning policy, and the Government's policy on 'making best use' of airport capacity.	We believe this was a strong Design Principle and should be shortlisted as all stakeholder groups overwhelmingly agreed with the five mandatory areas we suggested.
Concentrating routes is fairer as it impacts fewer people	Overflying	86						√	Flight paths must be concentrated to reduce the number of people impacted.	The balance of views was in favour of spreading out flight paths, as expressed in Design Principle E and sharing any impact of noise. This feedback is from the aviation community, who felt concentration is a less complex approach that makes airspace simpler.
Number of flights should be reduced to cut emissions	Emissions	47						√	n/a	We believe this fell outside the scope of the Future Airspace Programme.
Cutting emissions should be priority, although if impact is not substantial then focus on reducing noise instead	Noise, Emissions	79					√		n/a	This comment will be addressed by the evaluation of detailed designs against the final design principles during Stage 2 of the CAP1616 process..
Older aircraft and technology should be phased out by the future airspace programme	Technology, Other Users	3, 8		√	√				n/a	This is not proposed as a design principle because it is outside the scope of the airspace change process.
As a major freight hub, the airport should not disadvantage itself as many freight aircraft are older and may not have the latest technology	Airport Operations	2		√					n/a	This is not proposed as a design principle because it is outside the scope of the airspace change process. However, we will take account of all stakeholders' views, including freight operators, during Stage 3 of the Cap1616 process.
Airlines should take responsibility for driving efficiencies	Airport Operations	7			√				n/a	This is not proposed as a design principle because it is outside the scope of the airspace change process.

There should be a cap on routes that overfly the most affected areas	Overflying	9			√					n/a	The principle of spreading routes to avoid a concentration of aircraft activity is addressed in Design Principle E. We do not believe it appropriate to include an explicit cap because it is impossible to avoid some areas local to the runway ends.
Commercial considerations should not be prioritised over communities	Airport Operations	12							√	n/a	The design will be developed in line with our Statement of Need and government policy regarding making best use of runway capacity. We will take account of all stakeholders' views, including freight operators, during Stage 3 of the Cap1616 process
New housing should be considered and routes should be flexible to respond to ever changing development	Overflying	118							√	n/a	This consideration is inherent in the CAP1616 process, which requires that future development is considered during the detailed design stage (Stage 2).
It is impractical to avoid specific locations.	Overflying	113						√		n/a	We feel this comment is addressed in Design Principle K.
Mitigation and soundproofing should be offered for affected communities	Noise	116, 54, 58, 66		√	√	√				n/a	This issue relates to mitigation, rather than design and as such does not translate into a Design Principle. However, our approach to sound insulation and mitigation schemes will be reviewed in light of future flight paths. The scheme in place at East Midlands Airport is one of the most generous in the country and this would be extended to any newly impacted properties. In line with Government policy and other legal requirements, we will continue to offer support to those people living in the noisiest areas. This will include offering sound insulation, help in moving to a quieter area or in the worst cases, we will consider offering to buy the affected property.
Comments and needs of stakeholders should be taken equally into account.	Programme	126, 128, 129		√	√					n/a	The requirement for the views of all stakeholders to be taken into account is inherent in the CAP1616 process and the public consultation that is required under it.
Environment should be a mandatory requirement	Environment	48						√		n/a	We believe Design Principle G addresses this point.