This appendix outlines the process used to develop our draft Design Principles, which identified 136 response themes from stakeholder feedback. As shown in the table below 122 response themes were taken forward and those not carried forward are detailed in Section 5 of our Step 1B Design Principle Report.

Line no.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
1	Safety is the highest priority	The airspace design must have safety as the highest priority and take precedence over all other factors	1	All stakeholder groups consistently cited safety as their highest priority, and this was noted in feedback across all questions. There was strong feedback derived from responses to question 10 – meeting requirements, and throughout responses to other questions, that any changes must minimise risk to aircraft and communities on the ground. The priority element is therefore reflected in our shortlisted draft design principle S (Safety).	Safety (S)	Safety is our highest priority, our routes must be safe, and must comply with national and international industry standards and regulations.
2	Overflying built up areas increases the risk	The airspace design must have safety as the highest priority and take precedence over all other factors	1	All stakeholder groups consistently cited safety as their highest priority, and this was noted in feedback across all questions. There was strong feedback derived from responses to question 10 – meeting requirements, and throughout responses to other questions, that any changes must minimise risk to aircraft and communities on the ground. The priority element is therefore reflected in our shortlisted draft design principle S (Safety).	Safety (S)	Safety is our highest priority, our routes must be safe, and must comply with national and international industry standards and regulations.
3	Spreading out flights increases the risk	The airspace design must have safety as the highest priority and take precedence over all other factors	1	All stakeholder groups consistently cited safety as their highest priority, and this was noted in feedback across all questions. There was strong feedback derived from responses to question 10 – meeting requirements, and throughout responses to other questions, that any changes must minimise risk to aircraft and communities on the ground. The priority element is therefore reflected in our shortlisted draft design principle S (Safety).	Safety (S)	Safety is our highest priority, our routes must be safe, and must comply with national and international industry standards and regulations.
4	Should flight paths be changed, consider safety aspects relating to Bird Hazard Management	The airspace design must have safety as the highest priority and take precedence over all other factors	1	All stakeholder groups consistently cited safety as their highest priority, and this was noted in feedback across all questions. There was strong feedback derived from responses to question 10 – meeting requirements, and throughout responses to other questions, that any changes must minimise risk to aircraft and communities on the ground. The priority element is therefore reflected in our shortlisted draft design principle S (Safety).	Safety (S)	Safety is our highest priority, our routes must be safe, and must comply with national and international industry standards and regulations.
5	Agree with the mandated requirements outlined	The airspace design must comply with Regulations and Industry Standards	2	The requirement to comply with the appropriate regulations was supported by all stakeholder groups in response to question 10. Therefore, we believe this was a strong design principle to be shortlisted. This has been combined with longlist design principle 1 to create the shortlisted draft design principle S (Safety).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.

Line no.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
6	Design out route inefficiencies and conflicts with other airports within the overall Airspace Modernisation Strategy	Airspace design must align with the broader Airspace Modernisation Strategy and the Future Airspace Strategy Implementation South and consider the needs of other change sponsors including other airports	3	There is strong support for the potential benefits offered by the future airspace programme across all stakeholder groups. Respondents recognised that the wider airspace modernisation programme represents an opportunity to take a fresh look at airspace design. There is also an understanding that Stansted airspace needs to integrate into the wider national network and throughout the design process, work closely with neighbouring airports as part of the FASI-S programme to ensure overall efficiency. We are also mindful that our regulator, the CAA, requires this approach from us. This was seen as a strong principle and taken forward as our shortlisted draft design principle P (Policy).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.
7	Design out route inefficiencies and conflicts with other airports	Airspace design must align with the broader Airspace Modernisation Strategy and the Future Airspace Strategy Implementation South and consider the needs of other change sponsors including other airports	3	There is strong support for the potential benefits offered by the future airspace programme across all stakeholder groups. Respondents recognised that the wider airspace modernisation programme represents an opportunity to take a fresh look at airspace design. There is also an understanding that Stansted airspace needs to integrate into the wider national network and throughout the design process, work closely with neighbouring airports as part of the FASI-S programme to ensure overall efficiency. We are also mindful that our regulator, the CAA, requires this approach from us. This was seen as a strong principle and taken forward as our shortlisted draft design principle P (Policy).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.
8	Consider the impact of noise and the property value of those newly overflown	Any changes to existing flight paths should consider the impacts of those newly overflown, the property value and any potential new housing developments	4	Many respondents raised concern around the impact on those potentially newly overflown and often cited the impact on property value. We believe this feedback is emphasised in our shortlisted draft design principle C (Change) which seeks to ensure that new flight paths must be seen to deliver demonstrable benefit to justify change. Reference to new housing development has not been taken forward in this principle as the CAP1616 process requires that future development is considered during the detailed design stage (Stage 2) and so this aspect is already captured. In addition, we have not carried forward impact on property prices into our draft design principles as any effect is complex, impractical to objectively assess and by considering other issues such as overflight and noise any impact on property prices will also be considered. With regard to impact on property, our mitigation schemes will be reviewed in light of any changes to future flight paths. In line with Government policy and other legal requirements, we will continue to offer support to those most affected by noise from our operations.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
9	House value impacts should be considered	Any changes to existing flight paths should consider the impacts of those newly overflown, the property value and any potential new housing developments	4	Many respondents raised concern around the impact on those potentially newly overflown and often cited the impact on property value. We believe this feedback is emphasised in our shortlisted draft design principle C (Change) which seeks to ensure that new flight paths must be seen to deliver demonstrable benefit to justify change. Reference to new housing development has not been taken forward in this principle as the CAP1616 process requires that future development is considered during the detailed design stage (Stage 2) and so this aspect is already captured. In addition, we have not carried forward impact on property prices into our draft design principles as any effect is complex, impractical to objectively assess and by considering other issues such as overflight and noise any impact on property prices will also be considered. With regard to impact on property, our mitigation schemes will be reviewed in light of any changes to future flight paths. In line with Government policy and other legal requirements, we will continue to offer support to those most affected by noise from our operations.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
10	Keep existing routes to minimise effects on property value	Any changes to existing flight paths should consider the impacts of those newly overflown, the property value and any potential new housing developments	4	Many respondents raised concern around the impact on those potentially newly overflown and often cited the impact on property value. We believe this feedback is emphasised in our shortlisted draft design principle C (Change) which seeks to ensure that new flight paths must be seen to deliver demonstrable benefit to justify change. Reference to new housing development has not been taken forward in this principle as the CAP1616 process requires that future development is considered during the detailed design stage (Stage 2) and so this aspect is already captured. In addition, we have not carried forward impact on property prices into our draft design principles as any effect is complex, impractical to objectively assess and by considering other issues such as overflight and noise any impact on property prices will also be considered. With regard to impact on property, our mitigation schemes will be reviewed in light of any changes to future flight paths. In line with Government policy and other legal requirements, we will continue to offer support to those most affected by noise from our operations.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
11	Clean sheet approach , but be mindful of the impacts on communities potentially affected by multiple routes	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations even if this means overflying areas that currently have few or no flights	18	The majority of stakeholders agreed that the airspace design should seek to minimise the environmental impacts and recognised that the current system is outdated. Whilst they understood this may affect those currently not overflown, they felt that reducing emission and noise was a priority. Therefore, we believe this element is taken forward in our shortlisted draft design principle C (Change) which seeks to allow for the most efficient route designs as long as there is demonstrable benefit.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
12	Consider the environmental impacts of any changes	The airspace design should be the most efficient to minimise the environmental impacts.	9	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe it important that our flight path designs strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
13	Consider alternative measures to mitigate impacts on noise sensitive buildings	Consider design options to minimise impacts on noise sensitive buildings	6	Stakeholder feedback stressed the importance of designing the best possible routes but were clear that local factors should be fully considered and where appropriate, routes modified on a case by case basis to take account of location specific factors. We believe this element is incorporated in our shortlisted draft design principle N3 (Noise).	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
14	Local solutions are best depending on the location	The airspace design should avoid overflying new areas unless there is a compelling case to change	8	Stakeholders were overall keen to take the opportunity to design the best possible routes. However, many noted the impact on those newly overflown and felt that on balance those currently overflown would have become accustomed to it over the years. Therefore, some felt that unless there is a strong argument, changes should be kept to a minimum. We believe this is emphasised in our shortlisted draft design principle C (Change)	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
15	Keep existing routes	The airspace design should avoid overflying new areas unless there is a compelling case to change	8	Stakeholders were overall keen to take the opportunity to design the best possible routes. However, many noted the impact on those newly overflown and felt that on balance those currently overflown would have become accustomed to it over the years. Therefore, some felt that unless there is a strong argument, changes should be kept to a minimum. We believe this is emphasised in our shortlisted draft design principle C (Change)	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
61	Minimise environmental impacts	The airspace design should be the most efficient to minimise the environmental impacts.	9	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe it important that our flight path designs strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
16	Aircraft design technology will improve noise, so this is less of an issue	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
17	Focus on utilising new technology to implement the most direct routes	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
18	Utilising the latest technology should be the priority	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
19	Latest technology should be utilised for emissions reduction	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
20	Latest technology should be utilised to improve safety for all users	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
21	Latest technology should be utilised for noise reduction	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
22	Latest technology should be utilised for the most efficient operation	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
23	Ensure most efficient operation for climb and descent	Latest technology should be utilised to provide options for the most efficient operation to reduce noise and emissions even it means disadvantaging some aircraft	10	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
24	Latest technology should be utilised for the most efficient operation to expedite the phasing out of older less efficient aircraft	We will consider providing alternative routes for the less efficient operations to minimise noise impacts	20	Stakeholders were clear that new routes should be designed with new technology in mind, this would ensure that the potential benefits were fully realised. However, there was also feedback that allowances should be made for aircraft that are unable to utilise new technology and that these aircraft should also operate in the least impactful way. This element is captured by our shortlisted draft design principle A (Alternatives).	Alternatives (A)	Where the adoption of modern navigation standards and/or flight profiles mean that some aircraft cannot fly the new routes, we will seek to minimise the environmental impacts from those aircraft.
25	Areas with considerable background noise will find flight noise a lot less intrusive	Our flight paths should seek to minimise overall noise impacts	11	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
26	Built up areas are already noisy, aircraft would be less noticeable	Our flight paths should seek to minimise overall noise impacts	11	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
27	Minimise the number of people affected by noise	Our flight paths should seek to minimise overall noise impacts	11	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
28	Noise is the greater challenge	Our flight paths should seek to minimise overall noise impacts	11	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
29	Prioritise reducing noise impact	Our flight paths should seek to minimise overall noise impacts	11	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
30	Minimise disturbance from cargo flights at night	Our flight paths should seek to minimise overall noise impacts at night	12	Noise impact at night was raised as a concern by some stakeholders. While this element has not been taken forward explicitly, our shortlisted draft design principle N2 (Noise 2) addresses this point by considering multiple routes and other forms of respite for different time periods. In addition, operations during the night period are subject to specific restrictions as set by the Department for Transport.	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
31	Minimise noise impacts of night flights	Our flight paths should seek to minimise overall noise impacts at night	12	Noise impact at night was raised as a concern by some stakeholders. While this element has not been taken forward explicitly, our shortlisted draft design principle N2 (Noise 2) addresses this point by considering multiple routes and other forms of respite for different time periods. In addition, operations during the night period are subject to specific restrictions as set by the Department for Transport.	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
32	Minimise the impact of night operations over urban areas	Our flight paths should seek to minimise overall noise impacts at night	12	Noise impact at night was raised as a concern by some stakeholders. While this element has not been taken forward explicitly, our shortlisted draft design principle N2 (Noise 2) addresses this point by considering multiple routes and other forms of respite for different time periods. In addition, operations during the night period are subject to specific restrictions as set by the Department for Transport.	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
33	Reduce night flights and prioritise routing night flights to minimise disruption	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
34	Different flight paths would provide respite and reduce impact.	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
35	Provide respite for different time of the day, between urban and rural areas	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
36	Provide respite for different time of the day, between urban and rural areas whilst eliminating night flights	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
37	Provide respite for different times of the day	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
38	Reduce / limit the number of night flights and seek respite for these	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
39	Keep existing routes unless there is compelling evidence to support change	The airspace design should avoid overflying new areas unless there is a compelling case to change	8	Stakeholders were overall keen to take the opportunity to design the best possible routes. However, many noted the impact on those newly overflown and felt that on balance those currently overflown would have become accustomed to it over the years. Therefore, some felt that unless there is a strong argument, changes should be kept to a minimum. We believe this is emphasised in our shortlisted draft design principle C (Change)	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
40	Consider noise impacts of larger aircraft	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods.	13	A number of stakeholder groups agreed that multiple routes should be considered to share the impact of noise. This may provide respite to those current impacted and some stakeholders mentioned the need to alter routes at different time periods to relieve and share the noise burden. We believe this feedback is captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
41	Design routes for the most efficient aircraft and potentially have separate routes for less efficient aircraft	We will consider providing alternative routes for the less efficient operations to minimise noise impacts	13	Stakeholders were clear that new routes should be designed with new technology in mind, this would ensure that the potential benefits were fully realised. However, there was also feedback that allowances should be made for aircraft that are unable to utilise new technology and that these aircraft should also operate in the least impactful way. This element is captured by our shortlisted draft design principle A (Alternatives).	Alternatives (A)	Where the adoption of modern navigation standards and/or flight profiles mean that some aircraft cannot fly the new routes, we will seek to minimise the environmental impacts from those aircraft.
42	Different routes for different aircraft performance types	We will consider providing alternative routes for the less efficient operations to minimise noise impacts	13	Stakeholders were clear that new routes should be designed with new technology in mind, this would ensure that the potential benefits were fully realised. However, there was also feedback that allowances should be made for aircraft that are unable to utilise new technology and that these aircraft should also operate in the least impactful way. This element is captured by our shortlisted draft design principle A (Alternatives).	Alternatives (A)	Where the adoption of modern navigation standards and/or flight profiles mean that some aircraft cannot fly the new routes, we will seek to minimise the environmental impacts from those aircraft.
43	Varying the use of flight paths would provide respite and reduce impact.	The airspace design will consider multiple routes to facilitate respite appropriate for local circumstances and at differing time periods	14	Some stakeholders noted that the benefit of modernising airspace was that operations can be more systemised and efficient, reducing the conflicts and interactions with other airports. They felt it important that these benefits were realised. We believe this was emphasised in our shortlisted draft design principle P (Policy).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.
44	Keep aircraft higher for longer,	The airspace design should be prioritised for the most efficient Stansted operation and have minimal interactions with other airports routes	14	Some stakeholders noted that the benefit of modernising airspace was that operations can be more systemised and efficient, reducing the conflicts and interactions with other airports. They felt it important that these benefits were realised. We believe this was emphasised in our shortlisted draft design principle P (Policy).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.
45	Design out route inefficiencies and conflicts with other airports and CDA to both runways	The airspace design should be prioritised for the most efficient Stansted operation and have minimal interactions with other airports routes	14	Some stakeholders noted that the benefit of modernising airspace was that operations can be more systemised and efficient, reducing the conflicts and interactions with other airports. They felt it important that these benefits were realised. We believe this was emphasised in our shortlisted draft design principle P (Policy).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
46	Design out route inefficiencies and conflicts with other airports to eliminate the need for controller vectoring for improved safety	The airspace design should be prioritised for the most efficient Stansted operation and have minimal interactions with other airports routes	14	Some stakeholders noted that the benefit of modernising airspace was that operations can be more systemised and efficient, reducing the conflicts and interactions with other airports. They felt it important that these benefits were realised. We believe this was emphasised in our shortlisted draft design principle P (Policy).	Policy (P)	Any changes must be consistent with CAA's strategy for Airspace Modernisation and the FASI-S programme, taking into account the needs of other change sponsors and airspace users.
47	The airport should use Class E airspace to allow more flexibility for other users	The airspace design should use the minimum of controlled airspace to facilitate a safe operation and to free up more areas of uncontrolled airspace for other airspace users	15	Making efficient use of airspace was raised by stakeholders as an important element throughout feedback. This feedback is therefore incorporated in both our shortlisted design principle S (Safety) and our shortlisted draft design principle E (Efficiency).	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
48	The design should utilise the minimum amount of controlled airspace	The airspace design should use the minimum of controlled airspace to facilitate a safe operation and to free up more areas of uncontrolled airspace for other airspace users	15	Making efficient use of airspace was raised by stakeholders as an important element throughout feedback. This feedback is therefore incorporated in both our shortlisted design principle S (Safety) and our shortlisted draft design principle E (Efficiency).	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
49	The most efficient design would reduce controlled airspace and free up additional areas for other airspace users	The airspace design should use the minimum of controlled airspace to facilitate a safe operation and to free up more areas of uncontrolled airspace for other airspace users	15	Making efficient use of airspace was raised by stakeholders as an important element throughout feedback. This feedback is therefore incorporated in both our shortlisted design principle S (Safety) and our shortlisted draft design principle E (Efficiency).	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
111	Prioritise reducing overflight of rural areas	The airspace design should minimise the environmental impacts on rural areas	16	There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations and whether noise or emissions should be prioritised. We believe it important that our flight paths strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2),N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
112	Minimise environmental impact on rural areas	The airspace design should minimise the environmental impacts on rural areas	16	There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations and whether noise or emissions should be prioritised. We believe it important that our flight paths strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2),N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
50	Consider Climate Change Commission guidance and WHO noise guidance	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operation	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
51	Design out route inefficiencies for improved safety, noise and emissions	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operation	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
52	New routes may have a negative impact on the environment.	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
53	Prioritise noise and emissions reduction	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
54	Prioritise reducing environmental and noise impact	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
55	Prioritise reducing environmental impact	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
56	Reducing the impact of health should be considered	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations	17	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe this is captured in our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
57	Clean sheet approach to get the best routes possible	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations even if this means overflying areas that currently have few or no flights	18	The majority of stakeholders agreed that the airspace design should seek to minimise the environmental impacts and recognised that the current system is outdated. Whilst they understood this may affect those currently not overflown, they felt that reducing emission and noise was a priority. Therefore, we believe this element is taken forward in our shortlisted draft design principle C (Change) which seeks to allow for the most efficient route designs as long as there is demonstrable benefit.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
58	Clean sheet approach to prioritise efficiency (reducing noise and emissions)	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations even if this means overflying areas that currently have few or no flights	18	The majority of stakeholders agreed that the airspace design should seek to minimise the environmental impacts and recognised that the current system is outdated. Whilst they understood this may affect those currently not overflown, they felt that reducing emission and noise was a priority. Therefore, we believe this element is taken forward in our shortlisted draft design principle C (Change) which seeks to allow for the most efficient route designs as long as there is demonstrable benefit.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
59	Designing the most efficient routes that limit noise and emissions	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations even if this means overflying areas that currently have few or no flights	18	The majority of stakeholders agreed that the airspace design should seek to minimise the environmental impacts and recognised that the current system is outdated. Whilst they understood this may affect those currently not overflown, they felt that reducing emission and noise was a priority. Therefore, we believe this element is taken forward in our shortlisted draft design principle C (Change) which seeks to allow for the most efficient route designs as long as there is demonstrable benefit.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
60	Direct routing to save fuel and emissions	The airspace design should be the most efficient to minimise the environmental impacts (reducing noise and emissions) from aircraft operations even if this means overflying areas that currently have few or no flights	18	The majority of stakeholders agreed that the airspace design should seek to minimise the environmental impacts and recognised that the current system is outdated. Whilst they understood this may affect those currently not overflown, they felt that reducing emission and noise was a priority. Therefore, we believe this element is taken forward in our shortlisted draft design principle C (Change) which seeks to allow for the most efficient route designs as long as there is demonstrable benefit.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
62	Only accept aircraft that meet the best standards for noise and emissions	The airspace design should seek to reduce emissions from aircraft operations.	19	All stakeholder groups emphasised the importance of utilising new technology and embracing the benefits it can provide. To not do so was seen as at odds with the modernisation process. This is therefore incorporated in our shortlisted draft design principle T (Technology). Continuous climb and descent to both ends of the runway is also covered in our shortlisted draft design principle T (Technology) as we know there is also support for this benefit from stakeholders. Whilst a number of stakeholders felt it was fair to disadvantage some aircraft, as they would in time become obsolete and it might hasten the pace of aircraft improvements, several felt it was important to consider and make alternative arrangements for aircraft that may not be able to utilise new technology. Provision for this is made in our shortlisted draft design principle A (Alternatives).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
63	Phase out older inefficient aircraft	The airspace design should seek to reduce emissions from aircraft operations.	19	The majority of stakeholders were keen that modernised airspace brings emissions reduction benefits This is reflected in our shortlisted draft design principle T (Technology) which seeks to achieve this via the use of technology specifically to facilitate continuous climb and descent. Achieving the right balance between noise and emissions is also considered and addressed by our shortlisted design principle B (Balance).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
64	Design routes for the most efficient aircraft	The airspace design should seek to reduce emissions from aircraft operations.	19	The majority of stakeholders were keen that modernised airspace brings emissions reduction benefits This is reflected in our shortlisted draft design principle T (Technology) which seeks to achieve this via the use of technology specifically to facilitate continuous climb and descent. Achieving the right balance between noise and emissions is also considered and addressed by our shortlisted design principle B (Balance).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
65	Avoid overflight of local communities to improve local air quality	The airspace design should seek to reduce emissions from aircraft operations.	19	The majority of stakeholders were keen that modernised airspace brings emissions reduction benefits This is reflected in our shortlisted draft design principle T (Technology) which seeks to achieve this via the use of technology specifically to facilitate continuous climb and descent. Achieving the right balance between noise and emissions is also considered and addressed by our shortlisted design principle B (Balance).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
66	Design should minimise pollution	The airspace design should seek to reduce emissions from aircraft operations.	19	The majority of stakeholders were keen that modernised airspace brings emissions reduction benefits This is reflected in our shortlisted draft design principle T (Technology) which seeks to achieve this via the use of technology specifically to facilitate continuous climb and descent. Achieving the right balance between noise and emissions is also considered and addressed by our shortlisted design principle B (Balance).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
67	Design routes for the most efficient aircraft and potentially have separate routes for older slow climbing aircraft	We will consider providing alternative routes for the less efficient operations to minimise noise impacts	20	Stakeholders were clear that new routes should be designed with new technology in mind, this would ensure that the potential benefits were fully realised. However, there was also feedback that allowances should be made for aircraft that are unable to utilise new technology and that these aircraft should also operate in the least impactful way. This element is captured by our shortlisted draft design principle A (Alternatives).	Alternatives (A)	Where the adoption of modern navigation standards and/or flight profiles mean that some aircraft cannot fly the new routes, we will seek to minimise the environmental impacts from those aircraft.
68	Minimise noise and emissions	The airspace design should be the most efficient to minimise the impacts of noise and emissions	21	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe it important that our flight path designs strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
69	Don't close airspace for GA due to safety implications	The airspace design should safely accommodate General Aviation	22	While most stakeholders agreed that commercial aircraft should be prioritised (with the exception of Emergency aircraft), stakeholders also told us that GA should be accommodated. This is covered by our shortlisted DRAFT design principle E (Efficiency).	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
70	Include specific routes for Helicopters	The airspace design should safely accommodate General Aviation	22	While most stakeholders agreed that commercial aircraft should be prioritised (with the exception of Emergency aircraft), stakeholders also told us that GA should be accommodated. This is covered by our shortlisted DRAFT design principle E (Efficiency).	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
71	Provide for all airspace users, including GA and leisure users	The airspace design should safely accommodate General Aviation	22	While most stakeholders agreed that commercial aircraft should be prioritised (with the exception of Emergency aircraft), stakeholders also told us that GA should be accommodated. This is covered by our shortlisted DRAFT design principle E (Efficiency).	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
72	Avoid built up areas	The airspace design should seek to avoid overflight of built up / urban areas to minimise the number of people affected by noise	23	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
73	Avoid large urban areas close to the airport	The airspace design should seek to avoid overflight of built up / urban areas to minimise the number of people affected by noise	23	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
74	Avoid overflying communities	The airspace design should seek to avoid overflight of built up / urban areas to minimise the number of people affected by noise	23	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
75	Reduce the number of people impacted by noise by spreading flight away from built up areas.	The airspace design should seek to avoid overflight of built up / urban areas to minimise the number of people affected by noise	23	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
76	Avoid overflight of local communities to improve noise and local air quality	The airspace design should seek to balance the environmental impacts of noise and emissions from aircraft operations	24	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe it important that our flight path designs strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1), N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
77	Balance noise impact and emissions	The airspace design should seek to balance the environmental impacts of noise and emissions from aircraft operations	24	Stakeholders felt that noise and emissions were important considerations for our Airspace Change Programme. Assessing noise and emissions is an explicit requirement of the CAP1616 process, so will be ensured at Stage 2. Feedback on whether noise or emissions was the greater priority was balanced. We believe it important that our flight path designs strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1), N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
78	Introduce CDA to runway 04	The airspace design should seek to introduce a Continuous Descent Approach to Runway 04 as a priority to minimise noise and emissions	25	Current airspace arrangements often prevent aircraft landing on runway 04 from achieving a CDA. This has been a long-standing concern for some local stakeholders. This feedback is noted and is addressed in our shortlisted draft design principle T (Technology).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
79	Improve north easterly arrivals	The airspace design should seek to introduce a Continuous Descent Approach to Runway 04 as a priority to minimise noise and emissions	25	Current airspace arrangements often prevent aircraft landing on runway 04 from achieving a CDA. This has been a long-standing concern for some local stakeholders. This feedback is noted and is addressed in our shortlisted draft design principle T (Technology).	Technology (T)	Routes should be designed using the latest widely available navigation technology and facilitate continuous climb and descent to both runways.
80	Routes should prioritise reducing emissions over noise	The airspace design should seek to minimise the number of people affected by emissions	26	Overall feedback on prioritising noise and emissions was balanced. This feedback is encompassed in our shortlisted draft design principle B (Balance) which also references the Government's altitude based priorities.	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
81	Reducing the number of people impacted by noise is the priority	The airspace design should seek to minimise the number of people affected by noise	27	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design draft principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
82	Reducing the number of people impacted is the priority	The airspace design should seek to minimise the number of people directly overflown.	28	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
83	Minimise the number of people overflown	The airspace design should seek to minimise the number of people directly overflown.	28	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
84	Spreading out flights may cause negative effects	The airspace design should seek to minimise the number of people directly overflown.	28	Most stakeholders agreed that minimising the overall impacts of noise should be a high consideration when designing new routes. There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations. Given the differences in view, it is not possible to adopt a design principle that meets the preferences of all stakeholders. Our shortlisted draft design principle N1 (Noise 1) seeks to ensure that each route affects the minimum number of people. This reflects the view of many of the comments received and builds on the approach that has previously been taken, which was previously supported during consultation and has subsequently proven to be an effective noise mitigation.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
85	Preserve locations that are currently unaffected	Each route should be designed in isolation taking into account the specifics nature of any given location	7	Stakeholder feedback stressed the importance of designing the best possible routes but were clear that local factors should be fully considered and where appropriate, routes modified on a case by case basis to take account of location specific factors. We believe this element is incorporated in our shortlisted draft design principle N3 (Noise).	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
86	Preserve areas of tranquillity	The airspace design should seek to preserve areas of tranquillity	29	Whilst most respondents agreed it would not be practical to avoid a large number of specific sites. Many respondents highlighted areas of tranquillity that should be avoided. Our shortlisted draft design principle N3 (Noise) seeks to respond to this feedback. This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
87	Preserve tranquillity in rural areas	The airspace design should seek to preserve areas of tranquillity	29	Whilst most respondents agreed it would not be practical to avoid a large number of specific sites. Many respondents highlighted areas of tranquillity that should be avoided. Our shortlisted draft design principle N3 (Noise) seeks to respond to this feedback. This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
88	Preserve tranquillity in the countryside	The airspace design should seek to preserve areas of tranquillity	29	Whilst most respondents agreed it would not be practical to avoid a large number of specific sites. Many respondents highlighted areas of tranquillity that should be avoided. Our shortlisted draft design principle N3 (Noise) seeks to respond to this feedback. This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
113	Avoid direct overflight of rural villages as noise is more noticeable	The airspace design should be the most efficient to minimise the environmental impacts on rural areas	30	There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations and whether noise or emissions should be prioritised. We believe it important that our flight paths strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
114	Minimise impact on rural areas	The airspace design should be the most efficient to minimise the environmental impacts on rural areas	30	There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations and whether noise or emissions should be prioritised. We believe it important that our flight paths strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
115	Spread flights away from rural areas	The airspace design should be the most efficient to minimise the environmental impacts on rural areas	30	There was a balance of feedback on whether the priority should be to avoid overflight of rural or built up locations and whether noise or emissions should be prioritised. We believe it important that our flight paths strike a balance in this case and this feedback is therefore encompassed in our shortlisted draft design principles N1 (Noise 1),N2 (Noise 2), N3 (Noise 3) and our shortlisted draft design principle B (Balance).	Balance (B)	Our designs will consider both noise and emissions as well as other factors, and seek to strike the best balance. In so doing we will take account of the Government's altitude-based priorities, which emphasise minimising noise below 7,000 feet.
89	Design out route inefficiencies that lead to airborne holding	The airspace design should seek to remove low level airborne holding	31	Stakeholders raised arrival stacking as a concern and something that the modernisation process could address. Our shortlisted draft design principle E (Efficiency) seeks to ensure route designs produce an efficient and systemised operation which would eliminate the need for stacking.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
116	Airspace should be able to accommodate all users	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
117	Airspace needs to continue to accommodate access for Emergency Services	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
118	Commercial air traffic is the priority	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
119	Commercial air traffic is the priority, maintaining access for emergency services	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
120	System requires flexibility to allow for emergencies	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
121	GA are less important factors	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
122	Prioritise commercial air traffic over general aviation	The airspace design will prioritise commercial operations and access for emergency services	32	While most stakeholders agreed that commercial aircraft should be prioritised. There were clear concerns around access for emergency services and the need for this priority to be protected. This is accounted for in our shortlisted draft design principle E (Efficiency), it should be noted that emergency aircraft are already afforded higher priority than commercial aircraft and our proposed design principle would ensure this is continued.	Efficiency (E)	We will seek to minimise the amount of controlled airspace that we require, and our future route designs should ensure an efficient and systemised operation at Stansted, minimising interactions with other airports and maintaining priority access for Emergency Services.
90	Fly over the noisy and busy road network instead of villages	The airspace design should consider options to route aircraft over non residential areas such as the major roads network and industrial areas	33	Some stakeholders proposed that airspace designs could avoid overflight of residential areas by routing over non-residential areas. This specific element is not carried forward as it logistically would not be feasible in the areas surrounding the airport. However, our shortlisted draft design principle N1 (Noise 1) accounts for minimising the number of people overflown.	Noise (N1)	In order to address the effects of aircraft noise, each route should seek to minimise the number of people overflown.
91	Consider existing routes that work well alongside new	We will consider all route options including current routes and only make changes where there is significant demonstrable benefit	34	Whilst stakeholders generally recognised that airspace changes could deliver benefits, such as reducing noise and emissions, or improving the operational efficiency of the airport, there was concern that new areas should only be flown over if it delivered some of these benefits. This approach is reflected in our shortlisted draft design principle C (Change).	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
92	Reverse LAMP phase 1A and use Detling route during the daytime	The airspace design will consider multiple routes to mitigate the noise impact on any particular area	35	Respite was a popular theme with stakeholders and the desire to 'share the burden' to avoid individual areas being too heavily impacted was noted. These themes are captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
93	Share the impact by dispersing routes	The airspace design will consider multiple routes to mitigate the noise impact on any particular area	35	Respite was a popular theme with stakeholders and the desire to 'share the burden' to avoid individual areas being too heavily impacted was noted. These themes are captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
94	Share the impact by dispersing routes to reduce the noise impact	The airspace design will consider multiple routes to mitigate the noise impact on any particular area	35	Respite was a popular theme with stakeholders and the desire to 'share the burden' to avoid individual areas being too heavily impacted was noted. These themes are captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
95	Share the impact by dispersing routes, consider future housing development	The airspace design will consider multiple routes to mitigate the noise impact on any particular area	35	Respite was a popular theme with stakeholders and the desire to 'share the burden' to avoid individual areas being too heavily impacted was noted. These themes are captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
96	Share the impact by dispersing routes, prioritise reducing impact on countryside and rural areas	The airspace design will consider multiple routes to mitigate the noise impact on any particular area	35	Respite was a popular theme with stakeholders and the desire to 'share the burden' to avoid individual areas being too heavily impacted was noted. These themes are captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.
97	Spread flights out rather than multiple routes in the same area	The airspace design will consider multiple routes to mitigate the noise impact on any particular area	35	Respite was a popular theme with stakeholders and the desire to 'share the burden' to avoid individual areas being too heavily impacted was noted. These themes are captured in our shortlisted draft design principle N2 (Noise 2).	Noise (N2)	Where practical, the use of multiple routes and/or other forms of respite, such as different time periods and balanced runway mode when operationally viable, will be considered.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
98	Avoid sensitive sites	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
99	AONB, SSSI, Conservation Areas, Special Protection Areas	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
100	AONB, SSSI, national parks, schools, Churches hospitals and care homes	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
101	Avoid churches, hospitals, wildlife sanctuaries, national parks	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
102	Avoid Hatfield Forest	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
103	Avoid care homes	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
104	Avoid Patmore Heath SSSI	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
105	Avoid Shalford Church	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.

Line No.	Response themes	Longlist Draft Design Principle (LDDP)	LDDP Ref.	Rationale	SDDP Ref.	Shortlist Draft Design Principle (SDDP)
106	Avoid Thaxted, Audley End	We will take account of and seek to minimise noise impacts on sites that are particularly sensitive to aircraft noise, such as Hatfield Forest, AONBs, SSSI and St Elizabeth's and those areas listed in the UKAIP	36	While most stakeholders agreed that it would be impractical and inefficient to avoid a large number of specific areas and sites, many stakeholders did put forward areas of particular concern that they felt should be considered. This is reflected in our shortlisted design principle N3 (Noise 3). This issue will also 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 receptors that we should consider.	Noise (N3)	Where practical, our route designs should avoid, or minimise effects upon, noise sensitive receptors. These may include, designated sites and landscapes (such as SSSI and AONB), cultural or historic assets and sites providing care.
107	Futureproof for planning / capacity	Route designs must ensure the continuation of services offered today and meet any future demand, consistent with national policy, within the limits established by any local planning obligations	37	All stakeholder groups supported the need for the airport to be able to continue the services that it offers today and ensure that it is fit for any future demand within the established limits. Some respondents raised concerns that the central purpose of the programme was to facilitate growth, but in line with our statement of need, this is not the driving factor at London Stansted Airport and our proposed design principle makes clear that any future growth will be within the limits that are imposed through the other mechanisms, including the planning system. This is therefore reflected in our shortlisted design principle D (Demand).	Demand (D)	The airspace design must provide for the utilisation of aircraft movements permitted by planning permissions and within statutory limits in force at the airport.
108	Avoid rural communities that are not currently overflown	The airspace design should avoid overflying new areas	38	Many respondents raised concern around the impact on those newly overflown. We have addressed this feedback in our shortlisted design principle C (Change) which seeks to ensure that new flight paths must be seen to deliver demonstrable benefit to justify change.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
109	Continue with existing arrangements	The airspace design should avoid overflying new areas	38	Many respondents raised concern around the impact on those newly overflown. We have addressed this feedback in our shortlisted design principle C (Change) which seeks to ensure that new flight paths must be seen to deliver demonstrable benefit to justify change.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.
110	Prefer no change but if necessary spread the flights out	The airspace design should avoid overflying new areas	38	Many respondents raised concern around the impact on those newly overflown. We have addressed this feedback in our shortlisted design principle C (Change) which seeks to ensure that new flight paths must be seen to deliver demonstrable benefit to justify change.	Change (C)	Where we choose routes that fly over new areas there will have to be a clear benefit in doing so.