



Ipsos MORI
Social Research Institute

wood.

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Heathrow Airspace Principles

Consultation 1

Analysis of Findings Report

Ipsos MORI



Heathrow

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Executive Summary

Executive Summary

This *Analysis of Findings* (AoF) report summarises the findings of the *Airspace Principles Consultation* undertaken by Heathrow Airport Ltd (HAL) between 17 January and 28 March 2018. It will form part of a suite of documents submitted to the Civil Aviation Authority (CAA) to demonstrate that Heathrow met its requirements for stakeholder engagement under the CAA's Airspace Change Process. Heathrow will continue to engage with stakeholders through Consultation and other forums as the Airspace Change Process progresses. The scope of the questions in the Airspace Principles Consultation centred around six design principles relating to aspects which Heathrow stakeholders have consistently highlighted as being important which considering airspace design.

Overall, there were 1,834 members of the public and stakeholder organisations¹ that responded to the consultation. This included 97 responses from three organised campaign² groups. The majority of those who responded to the consultation provided their response on the online or paper response form, although others (particularly organisations), chose to respond to the consultation via email or letter in the post.

The 6 principles specifically covered in the consultation were:

- **Principle 1: Flight paths** - three options were presented (minimising the total number of people overflown, minimising the number of people newly overflown, or sharing flight paths over a wider area);
- **Principle 2: Urban and rural areas** - two options were presented (prioritising routing aircraft over urban or rural areas);
- **Principle 3: Urban areas** - two options were presented (prioritising routing aircraft over parks and open spaces or over residential areas);
- **Principle 4: Noise and Emissions** - two options were presented (prioritising the reduction of aircraft noise or reducing fuel burn and emissions);
- **Principle 5: Technology and Innovation** - consultees were asked to comment on a principle of having all aircraft equipped with new technology, to ensure airspace modernisation could be achieved or realised.
- **Principle 6: Night flights** - consultees were asked whether the same principles for day time flights should be applied to night time flights.
- A final question asked whether there were **any other airspace design principles** which should be considered by Heathrow Airport Ltd (HAL).

Most of those who used the response form to provide their comments indicated that they are currently overflown by aircraft to/from Heathrow Airport (1,133 out of 1,433 participants or 79%, including those who sent a campaign response).

¹ Those classified as *stakeholder organisations* include elected representatives, action groups, transport groups, community groups, local government organisations, including county, district, parish and town councils and those responding on behalf of businesses. The number of stakeholder responses is the total across all channels: online response form, paper response form, email and post

² We define an *organised campaign* as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include for example printed response postcards / suggested response text provided on campaign website or leaflets/ reproduced response forms etc

Being overflown or not, appears to have had a strong influence on the views and opinions of those who responded to the consultation in terms of **Principle 1**. Of the 1,065 participants who commented on Principle 1 and who are also overflown, most (60%, or 643 participants) preferred to share flight paths over a wider area (Principle 1: Option C). In contrast, most of those who commented on Principle 1 and who are not overflown (65%, or 158 out of 242 participants), preferred to minimise the number of people newly overflown (Principle 1: Option B). Looking at free-text comments, of those who selected Option A (minimising the total number of people overflown) and gave reasons for their preference, the main reasons were that it was the fairest option, and that the option would result in reduced noise pollution, and impact people less than the other two options. Of those who selected Option B, the main comments were that it would not affect residents not previously overflown, and that it would be the fairest option. For those who selected Option C, and gave reasons for their choice, the main comments were also related to fairness, and that noise disturbance would be spread over a wider area, rather than being concentrated on the same people.

For **Principles 2, 3 and 4**, the balance of opinion was in favour of prioritising aircraft over less populated areas (rural areas or parks) and prioritising the reduction of aircraft noise over climate change objectives. In relation to **Principle 2**, most of those who specifically selected an option via the response form (74%, or 920 out of 1,246 participants)³ favoured the prioritisation of routing aircraft over rural areas (Option B), rather than urban areas (Option A). The main reasons cited for preference of Option B was that noise pollution in urban areas would be reduced. Of those who preferred Option A, the main reasons given were that peace and tranquillity of rural areas would be retained, and that noise would not be as noticeable in urban areas as it would be in rural areas given background noise in urban areas.

Of those who selected a **Principle 3** option via the response form, the majority (76%, or 893 out of 1,172 participants) preferred Option A, which is to prioritise routing aircraft over parks and open spaces rather than residential areas. The main reasons given for a preference for this option were that noise pollution and disturbance in urban areas would be reduced and also that people spend less time in parks than at home, meaning they would be affected less than if Option B was taken forward. For those who preferred Option B, and provided reasons for their preference, the main reason was that parks and open spaces are places to relax in, without aircraft noise.

The majority of those who selected a **Principle 4** option via the response form, preferred Option A (79%, or 979 out of 1,232 participants). This option is for designing flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions. Chief reasons provided for this included that reduction in aircraft noise would be more important than reducing fuel burn and emissions, that advances in aviation technology would allow aircraft to become more fuel efficient anyway, and that local residents' quality of life and well-being would be improved as a result of reduced aircraft noise. Of those who preferred Option B, the main reasons cited for this included that it was important to reduce fuel burn and emissions, and that addressing environmental impact and climate change would be more important than reducing aircraft noise.

In terms of using new technology (**Principle 5**), the balance of opinion was generally positive, particularly in the form of having cleaner, quieter aircraft with more effective navigation systems. This was expected to limit the noise and fuel emissions that affected overflown communities. It also corresponded with suggestions that older, noisier and less efficient aircraft should either be banned or phased out as soon as possible, or that airlines should be incentivised to upgrade and modernise, or to have severe financial penalties imposed for failing to do so. As far as the airlines that took part in the consultation were concerned, British Airways supported the introduction of new ways to mitigate noise, as long as they

³ Only those who took part in the consultation via the paper or online response form were able to explicitly select their preferred option for each design principle (ie via a closed tick box question on the response forms).

met safety, operational and efficiency requirements and delivered a balanced outcome. Virgin Atlantic also made an overall statement of support for this design principle.

The timing of night flights was widely commented on, with the weight of opinion being behind a ban of at least the 6.5 hours as set out in **Principle 6**. A number of individual participants, and organisations representing the public, responded to the question about night time operations by suggesting the effect of night time and early morning flights should be limited as much as possible, for example by banning flights between 11pm and 7am (11%, or 124 out of 1,160 participants who commented on Principle 6). However, a number of those who did provide comments about a proposed night time ban, requested that this ban should be longer than 6.5 hours (8% or 88 out of 1,160 participants), with others suggesting 8 or more hours to limit impact on communities overflowed (5%, or 55 out of 1,160 participants)

While many of those who responded to the consultation indicated a preference at Principles 1-6, others did not. Reasons given for this included that there wasn't enough information provided, or that it would be best left to those communities more directly affected to decide. Others refused to select any options as, by doing so, this could be taken as support for the proposals, or more flights, and/or the expansion of Heathrow Airport. Some participants indicated that they would not select options as they considered that they did not give a real choice, or that some of what was being proposed was deemed to be impractical (e.g. Principle 3: how aircraft could be prioritised to overfly parks and open spaces, but not over residential areas within the urban fabric).

Looking specifically at stakeholder organisations that responded, while many welcomed the consultation and/or believed that airspace modernisation was necessary, there was a call for a balanced approach between operational efficiency and impact on local people and communities. Airlines were particularly keen on modernisation, with both British Airways and Virgin Atlantic anxious to avert anticipated delays that might result from increasing air traffic. A number of other airports that responded advocated airspace modernisation given it would, in their opinion, offer opportunities for both environmental improvement and operational efficiencies. A collaborative approach between airports and other interested parties was suggested as being a prerequisite to ensuring that the future airspace change programme could be successfully implemented (FAS and LAMP 2). Others also welcomed opportunities for further discussion as to how airspace change at Heathrow could be beneficial for them and/or to ensure it didn't have negative consequences for their operations.

As well as providing comments on the six principles, participants also provided comments covering other issues that were beyond the scope of the airspace consultation. These included opposition to expansion of Heathrow Airport, and problems with present day flights to or from the airport. Many comments about the consultation and consultation process were also received. Full details of all comments received are presented in a summary topline contained in Appendix D.

Introduction and Overview

1. Introduction

1.1 Purpose of the report

This *Analysis of Findings* (AoF) report summarises the findings of the *Airspace Principles Consultation* undertaken by Heathrow Airport Ltd (HAL) between 17 January and 28 March 2018. It will form part of a suite of documents submitted to the Civil Aviation Authority (CAA) to demonstrate that Heathrow met its requirements for stakeholder engagement under the CAA's Airspace Change Process (CAP1616⁴).

The Airspace Principles Consultation was run in parallel with the Airport Expansion Consultation which is following a different consenting process known as the Development Consent Order (DCO). This report covers the Airspace Principles Consultation only.

The scope of the questions in the Airspace Principles Consultation was limited to six issues which related to aspects which Heathrow stakeholders have consistently highlighted as being important, and which may involve "local trade-offs". The 6 principles specifically covered in the consultation were:

- **Principle 1: Flight paths** – three options were presented (minimising the total number of people overflown, minimising the number of people newly overflown or sharing flight paths over a wider area);
- **Principle 2: Urban and rural areas** – two options were presented (prioritising routing aircraft over urban or rural areas);
- **Principle 3: Urban areas** - two options were presented (prioritising routing aircraft over parks and open spaces or over residential areas);
- **Principle 4: Noise and Emissions** - two options were presented (prioritising the reduction of aircraft noise or reducing fuel burn and emissions);
- **Principle 5: Technology and Innovation** – consultees were asked to comment on a principle of having all aircraft equipped with new technology, to ensure airspace modernisation could be achieved or realised.
- **Principle 6: Night flights** – consultees were asked whether the same principles for day time flights should be applied to night time flights.
- A final question asked whether there were **any other airspace design principles** which should be considered by HAL.

The consultation was managed by Wood with Ipsos MORI contracted to set up the consultation response channels, to collect/process/analyse the consultation responses, and to prepare an independent report of the consultation findings.

⁴ <https://publicapps.caa.co.uk/docs/33/CAP1616%20Airspace%20Design%20non-interactive.pdf>

Members of the public and stakeholder organisations⁵ were invited to participate in the consultation. The consultation document and associated materials were designed to be as accessible as possible for a non-specialist audience, whilst still providing sufficient detail for the range of participants to be fully informed and engaged.

This report has been compiled by Wood and Ipsos MORI on behalf of Heathrow to provide an overview of the consultation undertaken and an independent and objective analysis of the consultation's responses. The report excludes interpretation and opinion, and instead reports back the views and statements as received from individual members of the public and from stakeholder organisations that chose to take part in the consultation.

1.2 Structure of the report

The 'Consultation Responses' section of this report (ie Chapter 4 onwards), follows the individual sections of the consultation response form. The structure of this report is as follows:-

- Chapter 2 provides a summary of the approach to consultation and the methods adopted. It provides details on the documentation available, the advertising and publicity surrounding the consultation and how participants could take part.
- Chapter 3 sets out the details of how the responses were analysed and reported, setting out how many individuals and stakeholder organisations took part and by what means.
- Chapter 4 sets out a summary of the responses relating to **Principle 1: Flight Paths**.
- Chapter 5 sets out a summary of the responses relating to **Principle 2: Urban and rural areas**.
- Chapter 6 sets out a summary of the responses relating to **Principle 3: Urban areas**.
- Chapter 7 sets out a summary of the responses relating to **Principle 4: Noise and emissions**.
- Chapter 8 sets out a summary of the responses relating to **Principle 5: Technology and innovation**.
- Chapter 9 sets out a summary of the responses relating to **Principle 6: Night flights**.
- Chapter 10 sets out the consultation feedback received to **Question 7** of the consultation form. Question 7 asked for any other comments on the approach to airspace change, and any other design principles that should be considered.
- Chapter 11 summarises each of the **organised campaigns**⁶ that were received during the consultation period.

Each of Chapters 4 to 10 of this report are set out with commentary on responses from members of the public, followed by stakeholder organisation responses. All responses have been analysed, and the comments made by those who responded to the consultation, coded. This includes responses to every question as well as general comments, and comments about how proposals might impact specific areas or places. A separate topline summary document can be found in Appendix D which shows all of the codes produced for all responses.

⁵ Those classified as *stakeholder organisations* include elected representatives, action groups, transport groups, community groups, local government organisations, including county, district, parish and town councils and those responding on behalf of businesses. The number of stakeholder responses is the total across all channels: online response form, paper response form, email and post

⁶ We define an *organised campaign* as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include for example printed response postcards / suggested response text provided on campaign website or leaflets/ reproduced response forms etc

2. Background and consultation overview

2.1 Introduction

In October 2016, the Government announced Heathrow as their preferred option for the expansion of airport capacity in south east England. The airport expansion proposals would involve the construction and operation of a new runway to the north west of the existing airport, together with additional terminal capacity, transport infrastructure and associated development. This would be a Nationally Significant Infrastructure Project (NSIP) that will need to be authorised by a DCO under the Planning Act 2008.

The Project also provides an opportunity to completely redesign the way aircraft arrive and depart from Heathrow. The regulatory process for approval of the way that aircraft use the airspace around the airport is administered by the CAA under the general duties placed on it by the Transport Act 2000. This AoF Report sets out the findings from the Airspace Principles Consultation, which will inform the Airspace Change Proposal Heathrow will submit to the CAA.

2.2 The context

A major airspace modernisation programme is already underway across the UK, and includes the five major airports in the south east of England. The airspace that these airports use was designed for an age when aircraft and navigation was much less sophisticated. Undertaking expansion at Heathrow at the same time as this wider modernisation programme provides an opportunity to modernise and improve the way the airspace above Heathrow is used.

Heathrow are therefore developing an Airspace Change proposal following the CAA process guidance laid out in CAP1616. As part of this process Heathrow must develop a set of design principles to form a framework against which airspace design options can be evaluated. Design principles must be developed through engagement with stakeholders and encompass the safety, environmental and operational criteria and the strategic policy objectives that it seeks to achieve in developing the airspace change proposal.

The airspace around Heathrow must be capable of accommodating all arriving and departing aircraft, safely and efficiently. Additionally, the design of airspace must meet the requirements of the Airports National Policy Statement ⁷ (ANPS) which include (amongst other things) the need to:

- Enable the airport to operate at least an additional 260,000 movements per annum;
- Avoid significant adverse impacts on health and quality of life from noise;
- Mitigate and minimise adverse impacts on health and quality of life from noise, and
- Where possible, contribute to improvements to health and quality of life.

⁷ <https://www.gov.uk/government/publications/airports-national-policy-statement>

2.3 The consultation zone

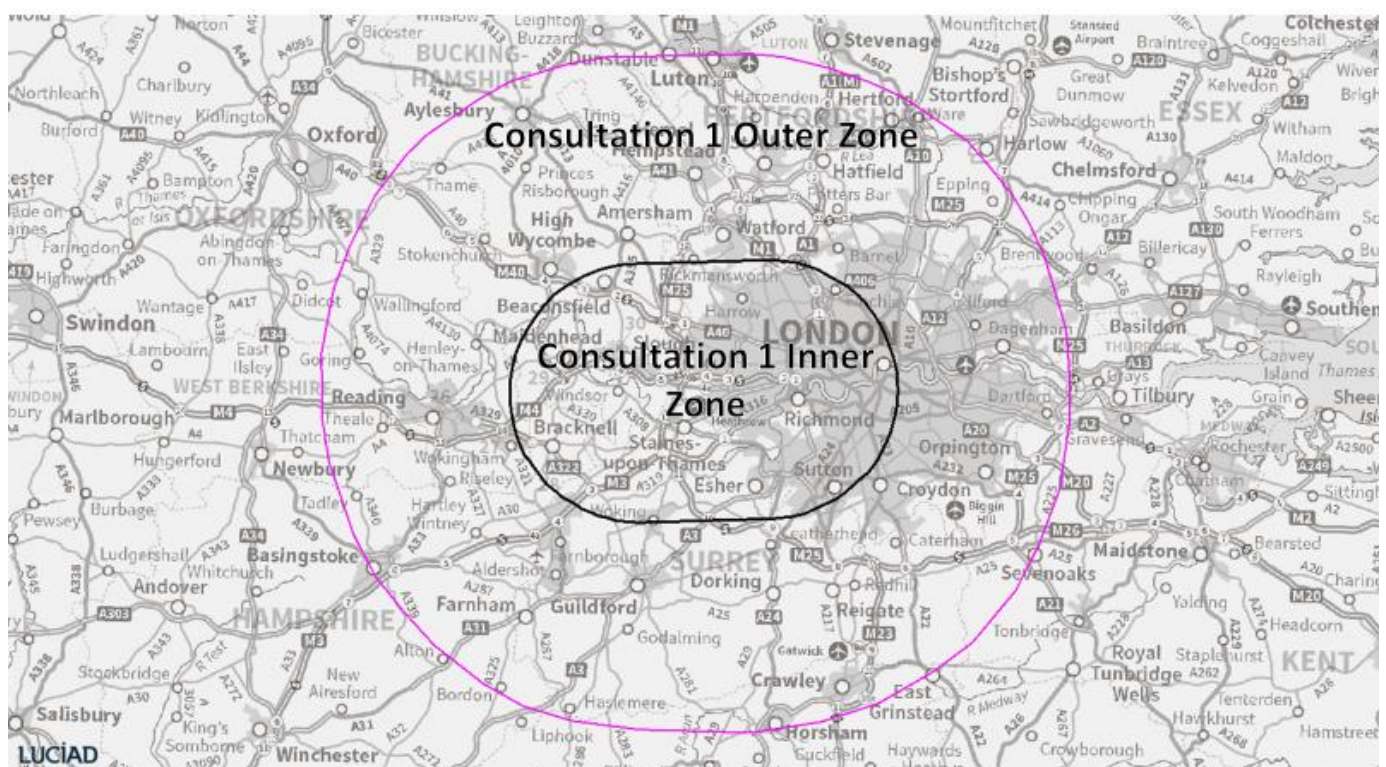
The Airspace Principles Consultation was launched alongside the Airport Expansion Consultation on 17 January 2018. The consultation ran for a 10 week period and closed at 23:55 on 28 March 2018. In accordance with the altitude-based priorities in the Government's Air Navigation Guidance to the CAA a consultation zone covering the area in which new routes and associated flight paths may be positioned at, or below, an altitude of 7,000ft.

The overall consultation zone was then broken down into different zones to allow consultation methods to be tailored to those most affected. The zones used within the Airspace Consultation were inner zone and outer zone. These zones comprised:

- **Inner Zone - Potentially Affected Zone** – all properties within the potential Lowest Observable Adverse Effect Level (LOAEL) noise area⁸. As the proposals were still evolving a buffer around the maximum extents of the potential LOAEL was included to provide flexibility for future changes in the way that aircraft arrive to and depart from the airport. This ensured that all those potentially affected by Expansion at Heathrow had the opportunity to comment on the proposals from the outset.
- **Outer Zone - 7,000ft** - the area within which aircraft arriving to and departing from the airport will be travelling at 7,000ft or less. This area is highlighted by the Department for Transport (DfT) as the area over which consultation on airspace changes should take place.

The consultation zones are presented in Figure 2.1 below.

Figure 2.1: The consultation zones



⁸ Heathrow was unable to define a LOAEL at this early stage of the project, since future flight paths are not yet known

2.4 The Consultation document and website

A 24-page *Airspace Principles Consultation Document*⁹, set out the background to the need for airspace modernisation together with information on the six design principles that HAL were consulting upon. The Consultation also sought to collect other comments about HAL's approach to airspace change and if there were any other additional design principles that should be considered. The consultation documents, along with other supporting materials were made available on Heathrow's dedicated consultation website¹⁰. The website also included: -

- details on the Airspace Change process and Airspace Regulation;
- background information on The Government's *Future Airspace Strategy*;
- a short film¹¹ explaining the principles); and
- further information on the ACP timescales.

A freephone telephone and email helpline was maintained by Portland Communications throughout the consultation period on behalf of HAL. The consultation website included a link to the online response form, which was hosted on a separate website, operated by Ipsos MORI.

To ensure the consultation was accessible, translated, large print and audio versions of the consultation booklet were available on request. During the consultation period requests were received and fulfilled for large copy print and audio versions and Gujarati translated versions of the consultation booklet.

2.5 Publicising the consultation

Consultees were made aware of the consultation through a range of methods including:

- **Letter** - local authorities identified within the consultation zones, known potentially affected landowners were notified of the consultation by letter.
- **Community Information Leaflet** - Over 2.2 million properties and businesses in the potentially affected consultation zone were contacted by post and provided with a copy of the community information leaflet which detailed the time, date and location of the public exhibitions and explained where information could be viewed and how feedback could be provided.
- **Print and online advertising** - advertisements were placed in local and regional publications and websites throughout the consultation zones during the weeks commencing 15 January and 19 February 2018. These advertisements promote and raise awareness of the consultation and dates and directed people to where they could find out about the events and other information. Notice of the consultation as also printed in the Guardian and London Gazette during the week commencing 15 January.
- **Radio, billboard and train station advertising** – Online and print media advertising was supplemented by an 8 week programme of poster advertising in community hubs within the potentially affected zone, for example libraries, town halls, leisure centres, community centres and large supermarkets. A poster campaign in London underground and surface rail stations across the consultation zones, billboard advertising at Heathrow Terminal

⁹ <https://www.heathrowconsultation.com/wp-content/uploads/2018/01/2755-HRW-3R-AIR-Principles-booklet-WEB.pdf>

¹⁰ <https://www.heathrowconsultation.com/>

¹¹ <https://youtu.be/7IU0WFJ4qoY>

5, and advertising on popular London radio stations (*Heart London*, *Smooth London* and *Capital London*) was also undertaken.

- **Social Media** - A social media strategy using Facebook, Twitter, Google adverts¹² and website banner adverts was implemented across the consultation zones to raise awareness of the consultation and direct stakeholders to where they could find out more information and provide feedback.

2.6 Consultation exhibitions and document inspection locations

A total of 40 public exhibitions¹³ took place during the consultation period at venues throughout the potentially affected consultation zone. These were open exhibitions where members of the public could view the proposals, talk to project team representatives and get guidance on completing feedback forms. Venues were primarily chosen on the basis of their suitability as a community facility, their proximity to potentially affected communities, disabled access and availability. Information relating to both the Airspace Principles Consultation and the Heathrow Expansion Consultation was presented at the consultation exhibitions. The location and date of the exhibitions are presented in Table 2.1 below alongside the numbers who attended each event.

Table 2.1 Consultation exhibitions held

Date	Times	Venue	Attendance
30 January 2018	12:00 to 20:00	Hounslow Civic Centre	141
31 January 2018	12:00 to 20:00	Ascot Racecourse	174
1 February 2018	12:00 to 20:00	Grange Bracknell Hotel, Bracknell	153
1 February 2018	12:00 to 20:00	The Hythe Centre, Staines	218
2 February 2018	12:00 to 20:00	Windsor Youth & Community Centre	171
2 February 2018	12:00 to 20:00	Novotel London Heathrow, West Drayton	120
3 February 2018	10:00 to 16:00	Barnet Multicultural Community Centre, Hendon	36
3 February 2018	10:00 to 16:00	Burnham Park Hall, Burnham	149
6 February 2018	12:00 to 20:00	St Giles Hotel Heathrow, Feltham	96
7 February 2018	12:00 to 20:00	Colnbrook Village Hall	172
8 February 2018	12:00 to 20:00	York House, Twickenham	168
8 February 2018	12:00 to 20:00	Sports Able, Braywick Sports Ground, Maidenhead	226
9 February 2018	12:00 to 20:00	Ealing Town Hall	192
9 February 2018	12:00 to 20:00	Imber Court, East Molesey	230
10 February 2018	10:00 to 16:00	The Weybridge Centre, Weybridge	122
10 February 2018	10:00 to 16:00	Heathrow Academy, Hayes	46
13 February 2018	12:00 to 20:00	Thistle Hotel Heathrow, Longford	56
13 February 2018	12:00 to 20:00	Stanwell Village Hall	120
14 February 2018	12:00 to 20:00	The Village Centre, Englefield Green	136
15 February 2018	12:00 to 20:00	Richmond Adult Community College	219
16 February 2018	12:00 to 20:00	Wheatsheaf Community Hall, Lambeth	136
16 February 2018	12:00 to 20:00	Community Church, Putney	148
17 February 2018	10:00 to 16:00	Hayes End Community Centre, Hayes	45

¹² On Facebook, HAL adverts were targeted towards two groups: 18-35 and 35+. This ensured that adverts reached a full spread of people beyond those already engaged through actions groups and other channels. The total number of Facebook impressions during the consultation period was 4,408,497. Alongside using the Twitter account to advertise events, HAL also responded to tweets from users regarding the events and the consultation process as a whole. This included monitoring tweets directed to @HeathrowAirport and @yourHeathrow, as well as the wider Heathrow conversation on Twitter. The total number of Twitter impressions during the consultation period was 3,611,114.

¹³ <https://www.heathrowconsultation.com/consultation-events/>

Date	Times	Venue	Attendance
17 February 2018	10:00 to 16:00	Heathrow Academy, Hayes	48
19 February 2018	12:00 to 20:00	Bourne Hall, Ewell	283
20 February 2018	12:00 to 20:00	Hammersmith Town Hall	186
21 February 2018	12:00 to 20:00	Arlington Conference Centre, Camden	67
22 February 2018	12:00 to 20:00	Antoinette Hotel, Wimbledon	158
24 February 2018	10:00 to 16:00	Heathrow Academy, Hayes	32
27 February 2018	12:00 to 20:00	Holiday Inn Brentford Lock, Brentford	132
28 February 2018	12:00 to 20:00	The Curve, Slough	101
2 March 2018	12:00 to 20:00	Richings Park Sports Hall, Iver	106
3 March 2018	10:00 to 16:00	Wraysbury Village Hall	123
7 March 2018	12:00 to 20:00	H.G.Wells Conference Centre, Woking	132
8 March 2018	12:00 to 20:00	Harrow Leisure Centre	160
9 March 2018	12:00 to 20:00	The Centre Banqueting, Southall	26
9 March 2018	12:00 to 20:00	St Mary's Church, Harmondsworth	118
10 March 2018	10:00 to 16:00	Tringham Hall, Woking	123
10 March 2018	10:00 to 16:00	Heathrow Academy, Hayes	58
12 March 2018	12:00 to 20:00	The Cecil Hepworth Playhouse, Walton-on-Thames	205

In addition, **Inspection copies** of all of the consultation documents were made available to view free of charge from the start of the consultation at 34 locations (set out in Table 2.2 below) across London and the south of England and:

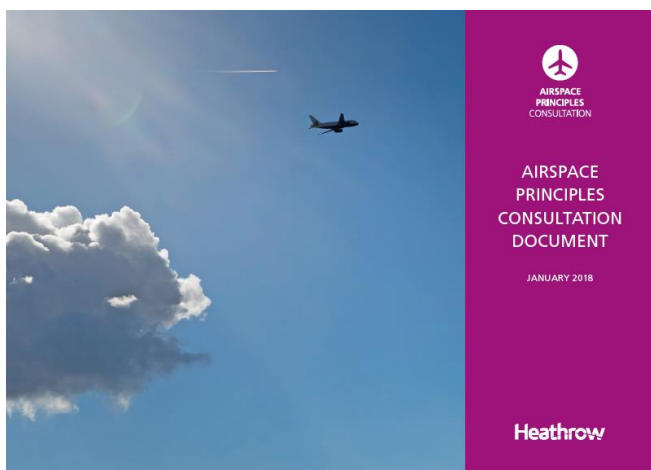
- A series of **Member of Parliament, Local Authority** and **Parish Council** briefings were held
- **Community** briefings were held as well as briefings with the **Heathrow Strategic Planning Group** and the **Heathrow Airport Consultative Committee**.

Table 2.2 Document inspection locations

Location	Address			
Buckinghamshire	Buckinghamshire County Council	County Hall	Walton Street	HP20 1UA
Brent	Brent Civic Centre	Engineers Way	Wembley	HA9 0JF
Bromley	Bromley Civic Centre	Stockwell Close	Bromley	BR1 3UH
Camden	Swiss Cottage Library	88 Avenue Road	London	NW3 3HA
Chiltern	Chiltern District Council	King George V House	King George V Road	HP6 5AW
Croydon	Croydon Council	8 Mint Walk	Croydon	CR0 1EA
City of London	City of London	Barbican Library	Silk Street	EC2Y 8DS
Ealing	Ealing Council	Perceval House	14-16 Uxbridge Road	W5 2SR
Elmbridge	Elmbridge Civic Centre	High Street	Esher	KT10 9SD
Hackney	Hackney Service Centre	1 Hillman Street	London	E8 1DY
Hammersmith and Fulham	Hammersmith Town Hall	1 Riverside Gardens	London	W6 9LE
Harrow	Harrow Council	Civic Centre	Station Road	HA1 2XY
Hertsmere	Civic Offices	Elstree Way		WD6 1WA
Hounslow	Hounslow Civic Centre	Lampton Road	Hounslow	TW3 4DN
Kensington and Chelsea	Kensington Town Hall - Civic Reception	Horton Street	London	W8 7NX
Kingston upon Thames	Kingston Library	Fairfield Road	Kingstone-upon-Thames	KT1 2PS

Merton	Merton Civic Centre	London Road	Morden	SM4 5DX
Mole Valley	Mole Valley District Council	Reigate Road	Pippbrook	RH4 1SJ
Reigate and Banstead	Reigate and Banstead Town Hall	Castlefield Road	Reigate	RH2 0SH
Runnymede	Runnymede Civic Centre	Station Road	Addlestone	TW15 2AF
Rushmoor	Rushmoor Borough Council	Council Offices	Farnborough Road	GU14 7JU
St Albans	St Albans Civic Centre	St Peter's Street	St Albans	AL1 3JE
South Bucks	South Bucks District Council	Capswood	Oxford Road	UB9 4LH
Spelthorne	Spelthorne Borough Council	Knowle Green	Staines-upon-Thames	TW18 1XB
Surrey Heath	Surrey Heath Borough Council	Knoll Road	Camberley	GU15 3HD
Three Rivers	Three Rivers District Council	Northway	Rickmansworth	WD3 1RL
Tower Hamlets	Tower Hamlets Town Hall	5 Clove Crescent	Poplar	E14 2BG
Waltham Forest	Walthamstow Library	High Street	Walthamstow	E17 7JN
Wandsworth	Wandsworth Town Hall	Room 143	Wandsworth High Street	SW18 2PU
Watford	Watford Town Hall	Hempstead Road	Watford	WD17 3EX
Westminster	Charing Cross Library	4 Charing Cross Road		WC2H 0HF
Woking	Woking Borough Council	Civic Offices	Gloucester Square	GU21 6JG
Islington	Islington Borough Council	2 Fieldway Crescent	London	N5 1PF
Windsor and Maidenhead	Town Hall	St Ives Road		SL6 1RF

To ensure that there was a clear distinction between the Airspace Principles and Airport Expansion consultations, a brand identity and colours were used to differentiate between the materials. Consultation documents and feedback forms specific to each of the consultations were published and different response email and Freepost addresses were set up. However, some cross referencing between the consultation materials was necessary to provide coherence around issues that are an integral part of both, for example noise.



2.7 Response channels

There were a number of formal channels through which participants could make known their views on the proposals:

- By completing the questionnaire **online** via the response platform which could be accessed through the Heathrow Airport Consultation website (www.heathrowconsultation.com).
- By completing a **paper version of the response form**. A freepost envelope address was provided with response forms for members of the public and stakeholder organisations to return their completed responses via post;
- Via a **written letter**. A freepost address was provided in the consultation document in order for members of the public and stakeholder organisations to post their response;
- By **email** via a dedicated consultation email address.

As well as collecting views on the design principles, the online and paper forms also collected some demographic information on a voluntary basis about the participant (name, address/postcode, email address, age band, whether the response was on behalf of an organisation or group and whether the participant was currently overflown by aircraft flying to or from Heathrow). This information is presented in Appendix C.

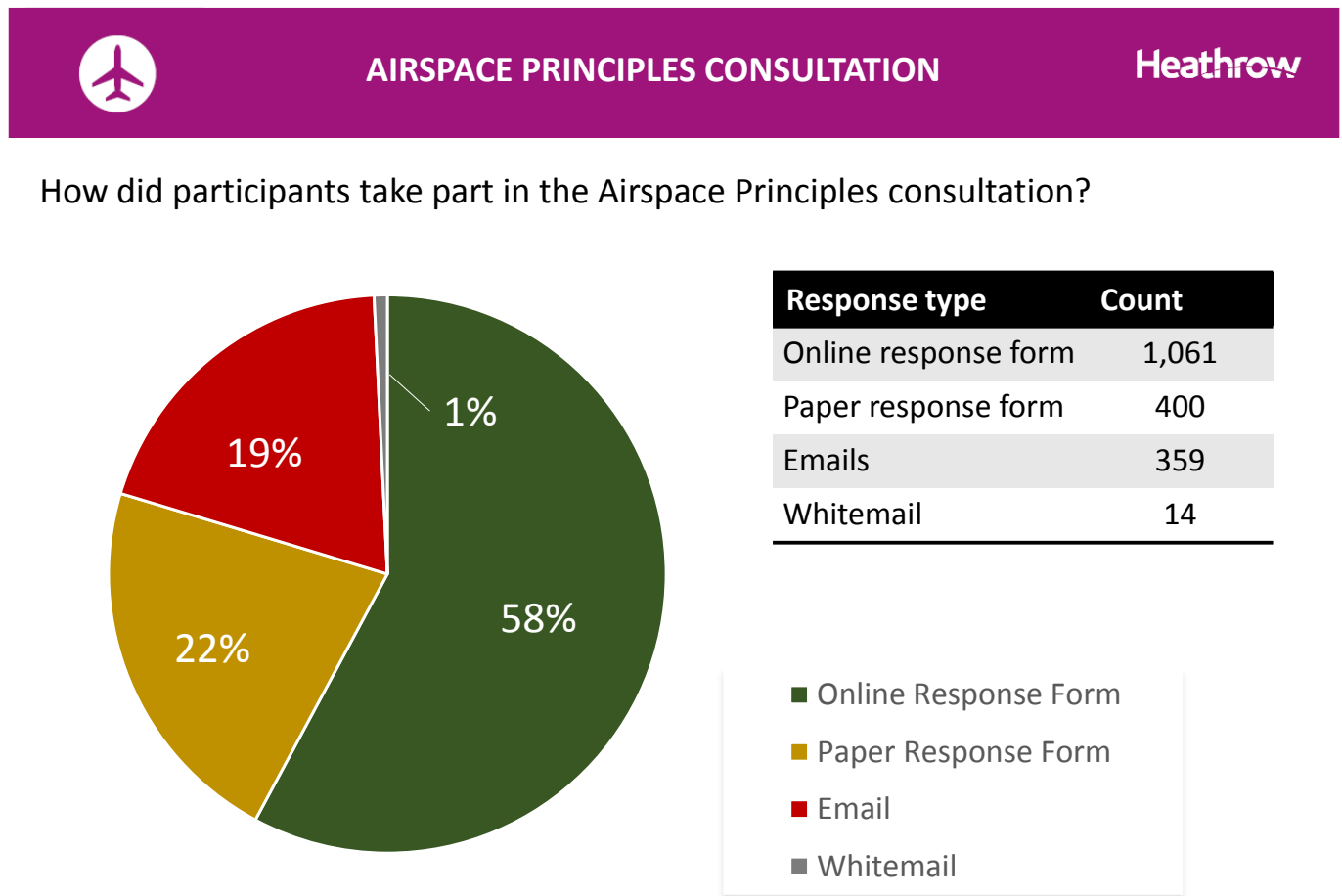
All responses submitted via these formal channels within the consultation period were processed as part of the consultation. In addition, some responses that had been either sent directly to Heathrow, to the consultation email helpline, or forwarded on to Heathrow from third parties was also received. Where such correspondence had been received during the advertised consultation period, it was forwarded to Ipsos MORI by HAL. Any such correspondence received was processed and included within the consultation analysis where relevant.

3. Responses and Analysis

3.1 Number of responses

In total, **1,834 responses** were received. Responses were received via a number of different response channels, the breakdown of which is set out in Figure 3.1 below. The majority of participants took part using the online¹⁴ or paper response form (80% of the total responses) with a further 19% (359 participants) submitting an unstructured email. The remaining 14 responses were made up of whitemail¹⁵.

Figure 3.1: How participants took part in the consultation



Base: 1,834 participants who took part in the consultation via all response channels, between 17 January and 9 April 2018

Of the 1,834 responses received, 107 were received from stakeholder organisations and a further 97 were identified as being associated with an organised campaign. The different campaigns are identified, and the total number of responses attributed to each is set out below in Section 3.3. Summaries of each organised campaign are presented in Chapter 11.

¹⁴ Of the 1,061 online responses, 180 (178 standard responses and 2 campaign responses) had been completed, but the participant had not proceeded to click the *submit* button at the end of the form. Given the forms had been largely completed these responses were included in our analysis.

¹⁵ Responses submitted by post not using the response form structure (letters, reports, maps, memos, legal papers etc).

At the data processing and analysis stage, a number of duplicate responses were identified (where an individual or organisation had submitted more than one identical response via the same response channel). Where these instances were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses.

At the close of the consultation, 199 participants had answered at least one question on the online response form, but the participants had not clicked the "submit" button at the end of the online form. This included those who provided verbatim comments to any of the seven open questions, and/or had checked a box at one or more tick-box questions (Q1-Q4). A decision was made to accept these responses, provided participants had not completed another response form, or submitted their response via a different response channel, such as by email or letter. Of the 199 participants, a total of 19 had completed another/different online response, had made more than one unsubmitted version, or had submitted their response via another response channel. In these cases the unsubmitted online forms were excluded from the dataset, with those who had more than one unsubmitted response, having their latest response (by date and time) taken as their valid response, with the other, earlier versions discounted. The result was that 180 unsubmitted responses were accepted, and included in the dataset as valid responses.

A small number of responses were received just after the close of the consultation. HAL agreed that any response received up until 9 April should be included as valid responses, and incorporated into this report. Any responses received between 29 March and 9 April was classified as "late". Such late responses were coded and analysed in the same way as the responses received during the consultation period and are reported on as valid consultation responses. Full details of all comments received are included in a topline presented in Appendix D.

3.2 Bespoke Responses

Some participants chose not to use the online response form and instead submitted bespoke free text written comments via letter and email. Participants using the online response form were directed to the consultation document and answered specific questions about the proposals being consulted upon. It could not be known to what extent participants were aware of, or had read the consultation document, or whether they were aware of the wording of the questions on the consultation proposals.

3.3 Organised campaign responses

It is common in high profile public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. We define an *organised campaign* as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include for example printed response postcards / suggested response text provided on campaign website or leaflets/ reproduced response forms etc. Where such identical/near identically worded responses have been received these have been treated as organised campaign responses.

The very nature of many campaigns makes submitting a response to a consultation relatively easy, but the use of suggested text does mean that the *individuals* reasoning or opinion behind each response is less certain. Where additional comments are provided in addition to the 'standard' campaign response, these are captured separately.

A total of 97 organised campaign responses were submitted as part of the Airspace Principles Consultation. Table 3.1 provides a breakdown of the type and number of organised campaign responses received. Chapter 11 of this report provides a summary of each of the organised campaigns that were received.

Table 3.1 Organised campaign responses submitted

Campaign name		Online	Email	Total
Campaign 1	Teddington Action Group	23	3	26
Campaign 2	Chiswick Against the Third Runway (CHATR)	58	1	59
Campaign 3	NPS Campaign	0	12	12
Total		81	16	97

3.4 Analysis of responses

Analysis of the responses required coding of the data. Coding is the process by which each individual response is matched against a series of themes that Ipsos MORI compiled, so that the content can be summarised, classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a participant or number of participants in their verbatim responses.

The complete coding frame is comprehensive in representing the whole range of issues or viewpoints given across all the responses. The codes were continually developed throughout the consultation period as further responses were coded to ensure that any new viewpoints that emerged were captured and no nuances lost. Any one response may have had a number of different codes applied to it if a participant made more than one point, or addressed a number of different themes or viewpoints. Comments were coded in the section of the code frame they related to rather than on a question-by-question basis.

The coding and data handling procedures are set out in more detail in Section 3.9 of this report. The same code frame was developed for analysing both response forms and letters/emails from the general public.

The responses from stakeholder organisations tended to be more detailed. Our analysis of these responses was more qualitative in nature. The key themes and issues were drawn out and summarised, rather than being coded into the structured code frame. A full list of the organisations that responded are found in Appendix B. The list excludes those who requested confidentiality or responded anonymously.

3.5 Interpreting the consultation findings

While a consultation exercise is a very valuable way to gather opinions about a wide-ranging topic, there are a number of points to always bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain types of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would generally be the case with a sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. For example, in this consultation it might be expected that those already affected by aircraft noise, in particular those already engaging with Heathrow on issues of noise, are more likely to respond to the consultation than those who are not.

It must be understood, therefore, that the consultation as reflected through this report can only aim to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the proposals. It can never measure in fine detail the exact strength of particular views or concerns amongst members of the public, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of public and business opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Across the different elements of the consultation, participants will have chosen to access differing levels of information about the proposals. Some responses are therefore based on more information than others, and may also reflect differing degrees of interest across participants. The online and paper response form sign-posted relevant chapters of the consultation document for participants, but of course it is not known whether each participant read the document in full.

Where multiple choice questions have been asked, the quantitative results have been fed back to Heathrow; however, it is important to note that the aim of the consultation process is not to gauge the popularity of a proposal per se; rather it is a process for identifying new and relevant information that should be taken into account in the decision-making process. All relevant issues are therefore considered equally whether they are raised by a single participant or a majority; a consultation is not a referendum, for reasons such as those mentioned above.

Heathrow will feed both quantitative and qualitative data from this consultation into the airspace design process. It will be used to generate a list of airspace design principles alongside information received from focus groups and other stakeholder engagement activities. This list of airspace design principles, and the rationale behind them will be submitted to the CAA for approval as part of Stage 1 of the airspace change process.

3.6 Stakeholder organisational responses

Those who responded on behalf of an organisation or group were classified as stakeholder organisational responses. Those classified as stakeholder organisations included statutory agencies, elected representatives, action groups, transport groups, community groups, local government organisations (including county, district, and parish councils), and local/national businesses.

The response form asked participants to indicate whether they were responding on behalf of an organisation or group or as an individual. Participants who said they were responding on behalf of a group or organisation were generally classified as a stakeholder organisation, unless it was clear from their response that they were actually members of the public (for instance, those who stated that the group they represented was their family).

A full list of the organisations that took part (excluding those requesting confidentiality or who responded anonymously) can be found in Appendix B.

3.7 General public responses

Participants who said they were providing their own response in the online and paper response form were generally classified as members of the public, unless it was clear from their response that they were responding on behalf of a group or organisation (ie they self-identified as such on the tick-box question on the response form). Those who responded by email or letter (i.e. not using the online response form) were classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

3.8 Free-text responses

The consultation included a number of free-text questions which were exploratory in nature and allowed participants to feed back their views in their own words. Not all participants chose to answer all questions, as they often had views on certain aspects of the consultation, and made their views on these clear, but left other questions blank. Therefore, there were blank responses to certain questions. The figures in this report are based on all participants commenting on the issues relating to the question (i.e. excluding those who did not answer) and this means that the base size (number of people the results for the question are based on) is different for each question.

A number of verbatim comments are included in this report to illustrate and highlight key issues that were raised. These are included in the report in italics. These quotes have been selected to provide a mix of positive and negative comments and to represent the views of both members of the public and stakeholders.

As our analysis explores the themes which have emerged from what participants wrote in response to the consultation, these numbers need to be considered in that context. Some participants have not necessarily expressed support or opposition to the principles. Where this is the case, it is not possible to infer levels of support or opposition to a particular principle or what their views might be. It is also possible and valid for the same participant to provide positive, negative and neutral comments within a single response. It is also important to note that this report is a summary of the views of participants about the principles being consulted upon. Participant's comments about or interpretations of these principles may themselves be inaccurate or open to question.

3.9 Approach to coding analysing feedback

3.9.1 Receipt and handling of responses

The handling of consultation responses was subject to a rigorous process of checking, logging and confirmation to ensure a full audit trail. All original electronic and hard copy responses remained securely filed, catalogued and serial numbered for future reference.

Stakeholder organisation responses to open questions in the response form, and unstructured responses via email and post were analysed and also coded into the main coded data set.

3.9.2 Development of initial code frame

Coding is the process by which free-text comments, answers and responses are matched against standard codes from a coding frame compiled to allow systematic statistical and tabular analysis. The codes within the coding frame represent an amalgam of responses raised by those registering their view and are comprehensive in representing the range of opinions and themes given.

The Ipsos MORI coding team drew up an initial code frame for each open-ended free-text question using the first 50 responses. An initial set of codes was created by drawing out the common themes and points raised across all response channels by refinement. Each code thus represents a discrete view raised. The draft coding frame was then presented to the Ipsos MORI consultation team and discussed with the Heathrow Project team before the coding process continued. The code frame was continually updated throughout the analysis period to ensure that newly emerging themes within each refinement were captured.

Some of those who answered Question 1 in the response form made comments about other principles or other comments not relevant to Principle 1. To avoid repetition, such comments are included in the relevant chapter of this report (e.g. comments made about Principle 2 at the Principle 1 question are included in the Principle 2 chapter and so on).

3.9.3 Coding using the *Ascribe* coding package

Ipsos MORI used the web-based *Ascribe* coding system to code all open-ended free-text responses found within completed response forms and from the free-form responses (i.e. those that were letters and emails etc.). *Ascribe* is a proven system which has been used on numerous large-scale consultation projects. Responses were uploaded into the *Ascribe* system, where the coding team worked systematically through the verbatim comments and applied a code to each relevant part(s) of the verbatim comment.

The *Ascribe* software has the following key features:

- Accurate monitoring of coding progress across the whole process, from scanned image to the coding of consultation responses.
- An “organic” coding frame that can be continually updated and refreshed; not restricting coding and analysis to initial response issues or “themes” which may change as the consultation progresses.
- Resource management features, allowing comparison across coders and question/issue areas. This is of importance in maintaining high quality coding across the whole coding team and allows early identification of areas where additional training may be required.
- A full audit trail – from verbatim response to codes applied to that response.

Coders were provided with an electronic file of responses to code within *Ascribe*. Their screen was divided, with the left side showing the response along with the unique identifier, while the right side of the screen showed the code frame. The coder attached the relevant code or codes to these as appropriate and, where necessary, alerted the supervisor if they believed an additional code might be required.

If there was other information that the coder wished to add they could do so in the “notes” box on the screen. If a response was difficult to decipher, the coder would get a second opinion from their supervisor or a member of the project management team. As a last resort, any comment that was illegible was coded as such and reviewed by the Coding Manager.

3.9.4 Briefing the coding team and quality checking

A team of coders worked on the project, all of whom were fully briefed and were conversant with the *Ascribe* coding software. This team also worked closely with the Ipsos MORI project management team during the set-up and early stages of code frame development.

The core coding team took a supervisory role throughout and undertook the quality checking of all coding. Using a reliable core team in this way minimises coding variability and thus retains data quality.

To ensure consistent and informed coding of the verbatim comments, all coders were fully briefed on the proposals and the background to the consultation prior to working on this project. The coding manager undertook full briefings and

training with each coding team member. All coding was carefully monitored to ensure data consistency and to ensure that all coders were sufficiently competent to work on the project.

The coder briefing included background information and presentations covering the questions, the consultation process and the issues involved, and discussion of the initial coding frames. The briefing was carried out by Ipsos MORI's executive team along with a representative from Wood.

All those attending the briefings were instructed to read, in advance, the consultation document and go through the response form. Examples of a dummy coding exercise relating to this consultation were carefully selected and used to provide a cross-section of comments across a wide range of issues that may emerge.

Coders worked in close teams, with a more senior coder working alongside the more junior members, which allowed open discussion to decide how to code any open-ended free-text comment. In this way, the coding management team could quickly identify if further training was required or raise any issues with the project management team.

The *Ascribe* package also afforded an effective project management tool, with the coding manager reviewing the work of each individual coder, and having discussions with them where there was variance between the codes entered and those expected by the coding manager.

To check and ensure consistency of coding, a minimum of 10% of coded responses were validated by the coding supervisor team and the executive team, who checked that the correct codes had been applied and identified issues where necessary.

3.9.5 Updating the code frame

An important feature of the *Ascribe* system is the ability to extend the code frame "organically" direct from actual verbatim responses throughout the coding period.

The coding teams raised any new codes during the coding process when it was felt that new issues were being registered. To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage. During the initial stages of the coding process, regular weekly meetings were held between the coding team and Ipsos MORI executive team to ensure that a consistent approach was taken to raising new codes and that all extra codes were appropriate and correctly assigned. In particular, the coding frame sought to capture precise nuances of participants' comments in such a way as to be comprehensive.

3.9.6 Checking the robustness of the datasets

Once coding was complete, and all data streams combined, a series of checks were undertaken to ensure that the data set was comprehensive and complete. The initial check was to match the log files of serial numbers against the resultant data files to ensure that no responses were missing.

In the case of any forms logged that could not be found in the dataset, the original was retrieved from the filed storing boxes, captured then coded and verified as appropriate. A check was then run again to ensure records existed for all logged serial numbers. During this process it was also possible to identify any duplicate free-format responses (e.g. where two cases for the same serial number appeared).

Consultation Responses

4. Analysis of responses to Question 1

4.1 Introduction

This chapter provides a summary of responses to Question 1 on the response form, as well as unstructured responses via email and letter that refer to issues relating to **Principle 1: Flight Path Options**. Participants who completed the online or paper response form were given the opportunity to select one of the Options A, B or C as well as provide any further comments on flight paths. Please note that where percentages are given, these are only based on those who completed the tick box questions on the response form.

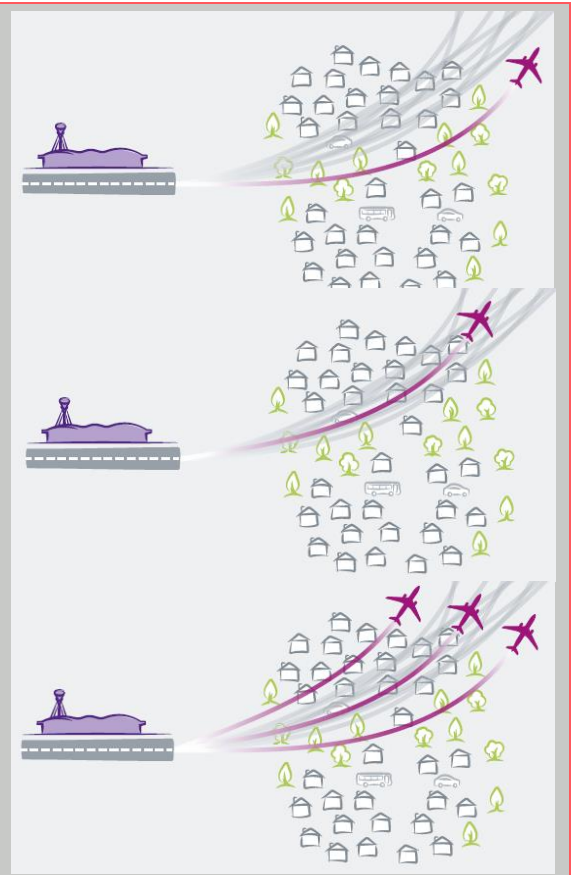
Principle 1: Flight Paths Options

When designing airspace, Heathrow should:

a) Minimise the total number of people overflown, with flight paths designed to impact as few people as possible.

b) Minimise the number of people newly overflown, keeping flight paths close to where they are today, where possible.

c) Share flight paths over a wider area, which might increase the total number of people overflown but would reduce the number of people most affected by the flight paths as the noise will be shared more equally.



4.2 Summary of the findings

Of those taking part in the consultation using the response form, Option C (ie sharing flight paths over a wider area) was the option most frequently selected. Those who stated they are currently overflown were more likely to select this option. Those not overflown were more likely to select Option B (ie keeping close to current flight paths). The anticipated impacts on noise levels, on local people and on the quality of life were the main factors in participants' preferred option, as well as the assessment about which option is generally the best or fairest.

The main reason given for favouring Option C was that it was the fairest, and it has the least impact on surrounding areas (including reducing noise over the widest area, giving respite to those under existing flight paths and affecting fewer people). Those who did not indicate a preference cited reasons such as not enough information to make a choice, that there wasn't a real or genuine choice being offered, or that it would be best left to the communities affected. Others

refused to select any options as, by doing so, this could be taken as support for the proposals, or more flights, and/or the expansion of Heathrow Airport. Some who responded to the consultation would not state a preference because they were against further development or expansion of Heathrow Airport.

4.3 Emerging themes from the consultation responses

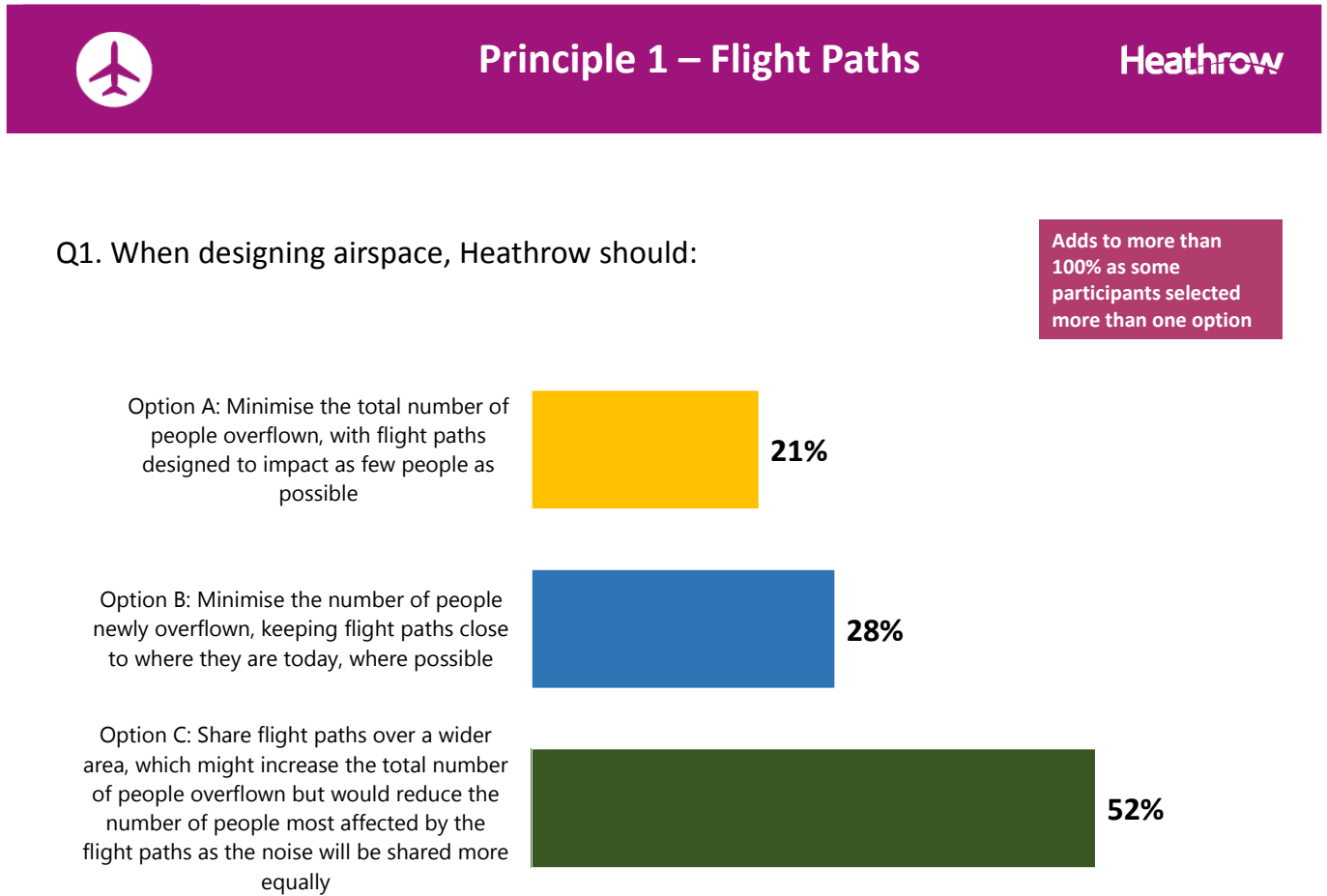
Across both the closed and open-ended parts of Question 1, the balance of opinion was most in favour of Option C, which would spread flight paths over a wider area. Participants were less likely to favour either Option A (minimising the total numbers overflowed) or Option B (minimising the numbers newly overflowed by keeping close to current flight paths).

Looking at the closed-question data, there were 1,375 participants who answered the tick box part of Question 1 on the response form, including campaign submissions sent through the response form¹⁶.

- They were least likely of all to choose Flight Path Option A which would minimise the *total* number of people overflowed (21% or 295 out of 1,375 participants).
- Fewer participants preferred Flight Path Option B which would minimise the number of people *newly* overflowed (28% or 379 out of 1,375 participants).
- More than half of participants who used the response form to take part in the consultation, (52% or 718 out of 1,375 participants) chose Flight Path Option C as their preferred option (sharing flight paths across a wider area).

¹⁶ Some participants selected more than one option.

Figure 4.1: Principle 1 - Responses from the closed questions on the online/paper response forms




Base: 1,375 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

The preferred choice of option depended on whether participants are currently being overflowed ¹⁷.

- Those not overflowed at the moment were distinctly more likely to choose Option B, which would keep flight paths close to their current alignment (65% - 158 out of 242 participants).
- In contrast, those who consider themselves to be overflowed were most likely to prefer Option C, which would spread flights paths over a wider area, and presumably away from where these participants live (60% - 643 out of 1,065 participants).

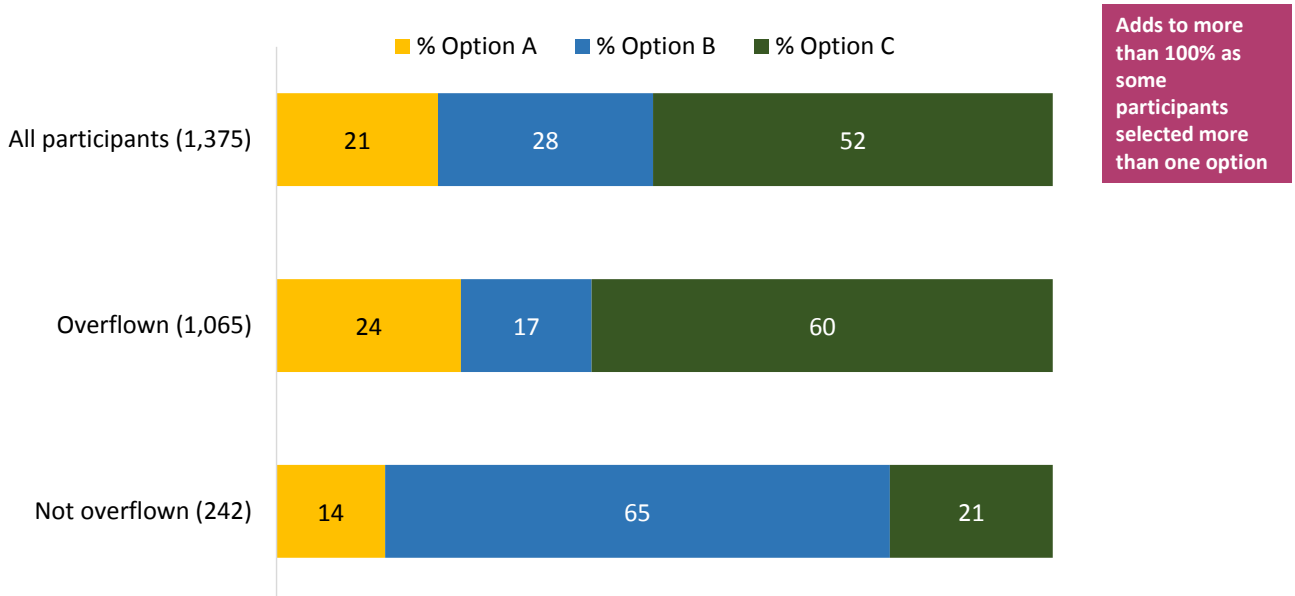
¹⁷ This information was derived from the question asked on the online/paper response form "Are you currently overflowed by aircraft flying to or from Heathrow"

Figure 4.2: Principle 1 - Responses from the closed questions on the online/paper response forms, broken down by whether participants are overflowed or not overflowed

 **Principle 1 – Flight Paths** **Heathrow**

Q1. When designing airspace, Heathrow should:

- Option A: Minimise the total number of people overflowed, with flight paths designed to impact as few people as possible
- Option B: Minimise the number of people newly overflowed, keeping flight paths close to where they are today, where possible
- Option C: Share flight paths over a wider area, which might increase the total number of people overflowed but would reduce the number of people most affected by the flight paths as the noise will be shared more equally

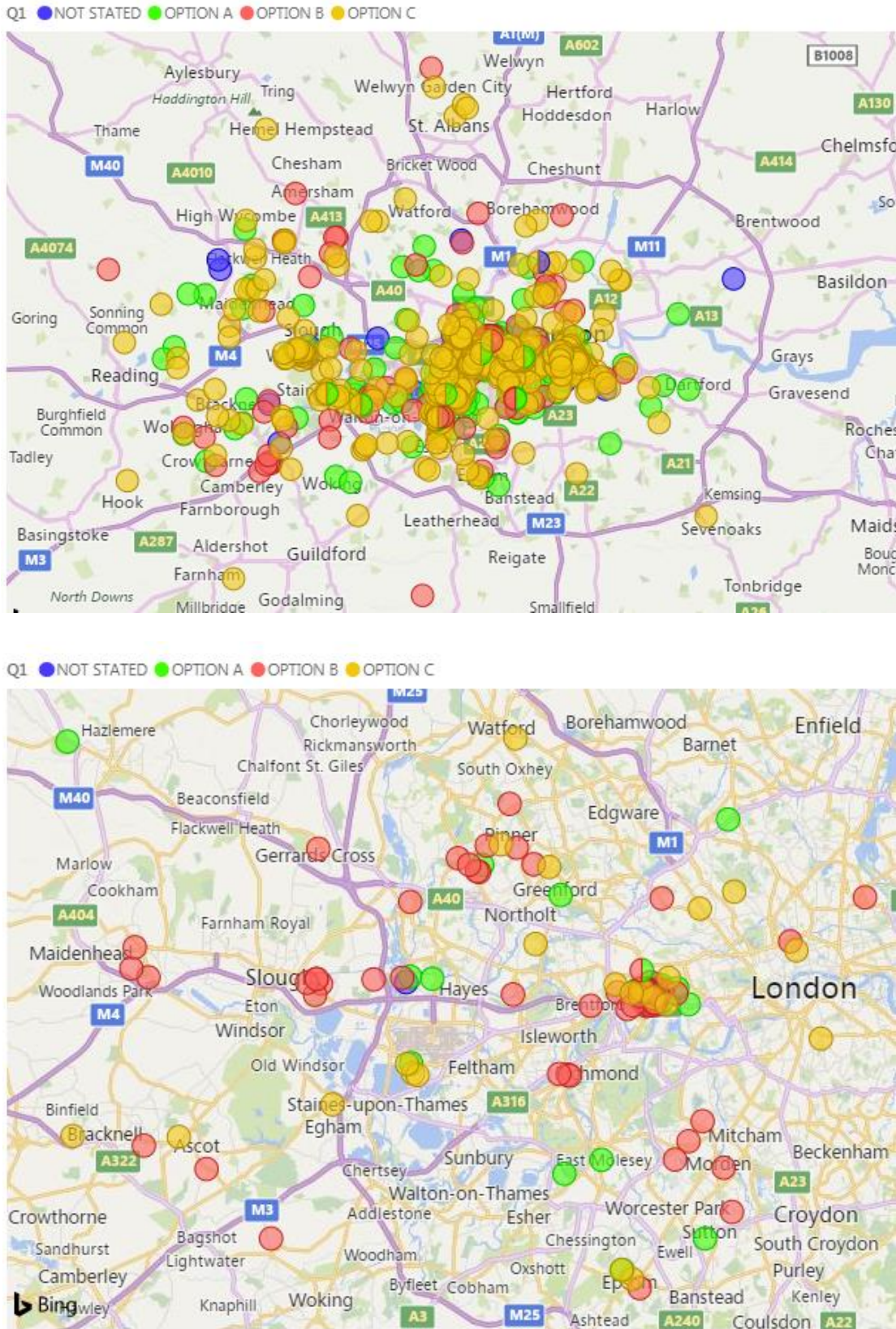


Base: 1,375 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Figure 4.3 shows the geographical distribution of responses for those favouring Options A, B and C¹⁸. The first map depicts those who say they are overflowed by flights to or from Heathrow Airport. The second map is based on those who say they are not currently overflowed. What can be seen from these maps is that the majority of those overflowed are in favour of Option C (60%). Most of those who are not currently overflowed prefer Option B.

¹⁸ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response.


Figure 4.3: Principle 1 – Maps of those who say they are overflow and not overflow showing preference for the three options ¹⁹



¹⁹ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response. Not all responses outside the area are represented within the maps but have been recorded and assessed.

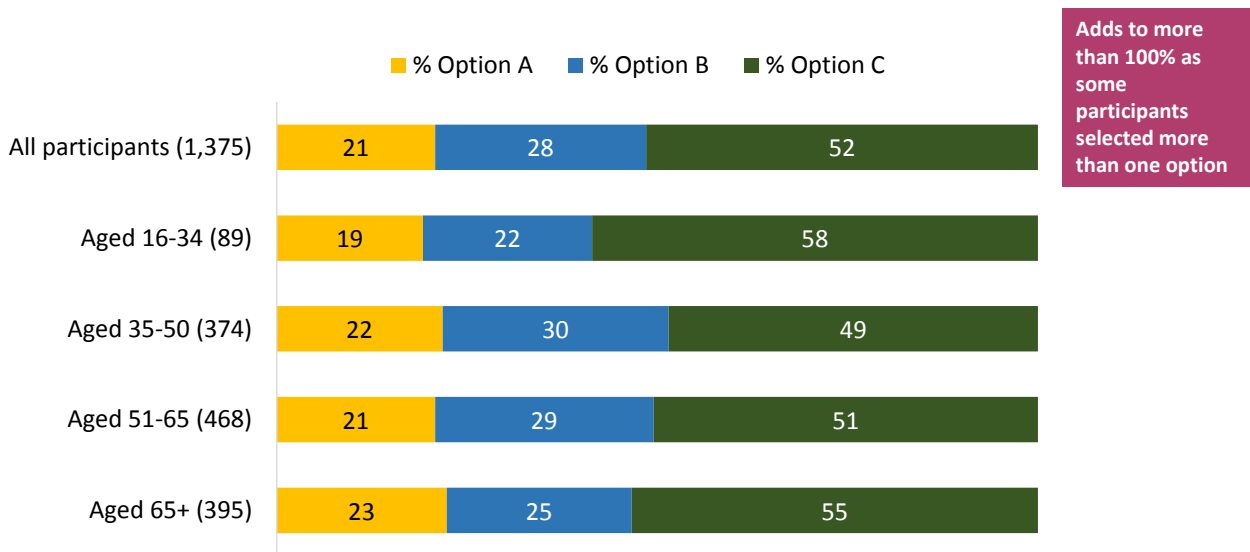
Results by age group showed no clear differences across the options chosen.

Figure 4.4: Principle 1 - Responses from the closed questions on the online/paper response forms, broken down by participant age group

 **Principle 1 – Flight Paths** **Heathrow**

Q1. When designing airspace, Heathrow should:

- Option A: Minimise the total number of people overflown, with flight paths designed to impact as few people as possible
- Option B: Minimise the number of people newly overflown, keeping flight paths close to where they are today, where possible
- Option C: Share flight paths over a wider area, which might increase the total number of people overflown but would reduce the number of people most affected by the flight paths as the noise will be shared more equally




Base: 1,375 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

However, there were some variations by geographical location (see Figure 4.5²⁰):

- Participants living north of the airport were more likely to favour Option B. This was the case for those living northwest of the airport (42% - 27 out of 76 participants), or northeast of it (36% - 115 out of 317 participants).
- Those living southwest of the airport were more likely to favour Option C (58% - 158 out of 273 participants). So too were those living southeast of the airport (56% - 318 out of 570 participants).

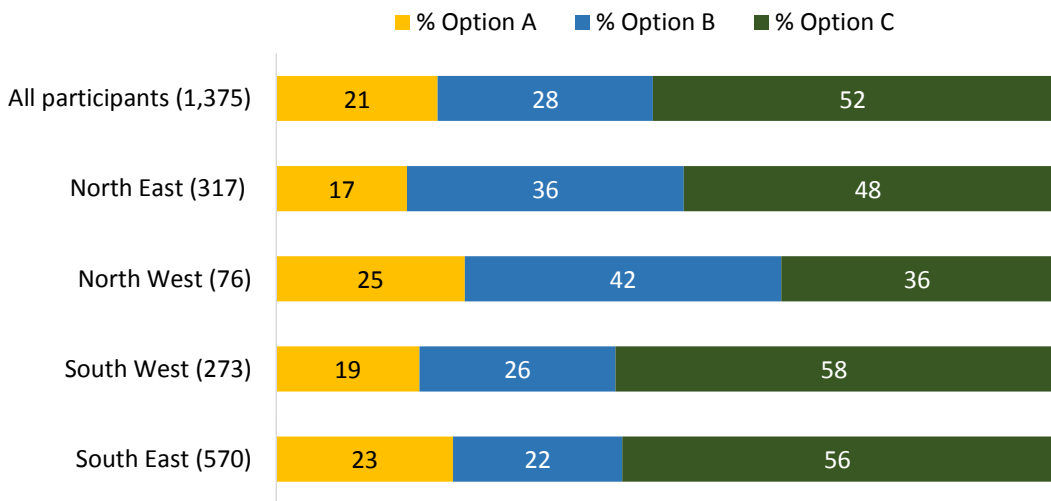
²⁰ Only includes participants that took part in the consultation using the online or paper response form and who provided a valid postcode with their response.

Figure 4.5: Principle 1 - Responses from the closed questions on the online/paper response forms, broken down by geographical location

 **Principle 1 – Flight Paths** **Heathrow**

Q1. When designing airspace, Heathrow should:

- Option A: Minimise the total number of people overflown, with flight paths designed to impact as few people as possible
- Option B: Minimise the number of people newly overflown, keeping flight paths close to where they are today, where possible
- Option C: Share flight paths over a wider area, which might increase the total number of people overflown but would reduce the number of people most affected by the flight paths as the noise will be shared more equally



Adds to more than 100% as some participants selected more than one option

Base: 1,375 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Looking at the open-ended responses, a total of 936 participants made a comment. The anticipated impacts on noise levels, on local people and on the quality of life were the main factors in participants’ preferred option, as well as the assessment about which option is generally the best or fairest. The balance of opinion was also similar to that for the closed-question data

- Option C was the most favoured option, with one in three participants who said it was their preferred choice (331 out of 936). The main reason given for favouring Option C was that it was the fairest one (166 responses). The other main reasons were about this option having least effect on surrounding areas. This included reducing noise over the widest area (104), giving respite to those under existing flight paths (61) and burdening or affecting fewer people (49). It also included reducing the impact on the quality of life (22) and reducing pollution over a wider area (20).
- Only a handful of participants said Option C was their least preferred choice (38 participants). Most often it was because it could lead to more flights (7 responses), was the worst option (6), would have a bad effect on noise levels (5) and would badly affect local people (5).

- Opinion was fairly evenly split between those who said Option A was their most preferred choice (47 participants) and their least preferred (63 participants). The main reasons for favouring Option A were that it was the best/fairest choice (19 responses) or would reduce noise pollution/impact of noise on people (19). The main reasons for not preferring it were that it was the worst/most unfair option (39 responses) and would negatively affect people's quality of life (12).
- Attitudes were also evenly split for Option B, with 94 participants who said it was their most preferred option and 75 who said it was their least preferred. By far the main reasons for favouring Option B were that it would affect fewer people not previously overflowed (41) and was the best/fairest option (34 responses). The main reasons for not favouring Option B were that it was the worst/most unfair option (46 responses) and would increase the impact of noise pollution (12).

In addition, there were 200 participants who made suggestions. Most often, it was about decreasing or at least not increasing the number of flights (19 responses), restricting the number or spread of flight paths (17), having alternate flight paths (15) or compensating residents (14).

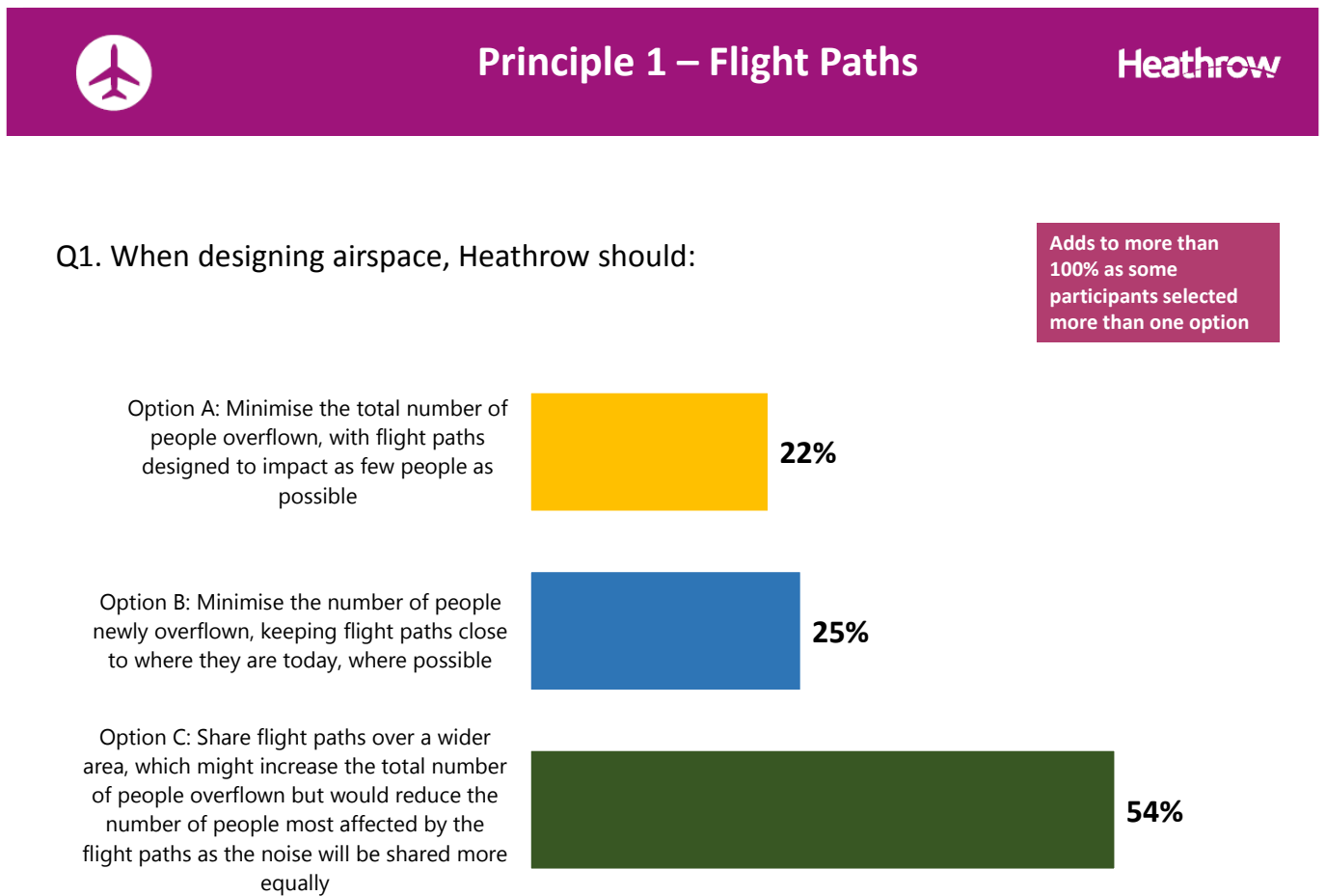
Those who did not indicate a preference to Question 1 cited reasons such as not enough information to make a choice, that there wasn't a real or genuine choice being offered, or that it would be best left to the communities affected. Others refused to select any options as, by doing so, this could be taken as support for the proposals, or more flights, and/or the expansion of Heathrow Airport - which would not have been the intention.

4.4 Community responses

4.4.1 Response form

There were 1,274 individuals who answered Question 1 on the response form. Figure 4.6 shows the responses given by members of the public who answered this question. Among those who answered Question 1, the balance of opinion is a preference for Option C which is to share flight paths over a wider area to reduce the number of people most affected by the flight paths as the noise will be shared more equally.

Figure 4.6: Question 1 responses from individuals



Base: 1,274 individual members of the public (excluding campaign responses) who completed a response form between 17 January and 9 April 2018

4.4.2 Detailed commentary

A total of 565 members of the public made 1,156 comments that related to Principle 1 at Question 1 in the response form, or made comments via email or unstructured letter relating to Principle 1. These comments are summarised in this section of the report.

In summary, the total number of positive and negative comments received for each option was as follows:

- Option A: 42 members of the public made 60 positive comments in support of the option. There were 48 members of the public who provided 56 negative comments about the option.
- Option B: 73 members of the public made 90 positive comments. In contrast, 62 members of the public made 83 negative comments.
- Option C: 300 members of the public made 475 positive comments about this option, and 34 members of the public made 56 negative comments.

Principle 1: Option A

There were 42 members of the public who made positive comments, and 48 made negative or critical comments.

Positive comments

A total of 42 members of the public made positive or supportive comments about **Principle 1 Option A**. The main comments provided included that Option A would be the best or fairest option (17) or that it would serve to keep noise disturbance and noise pollution to a minimum (15), and therefore, impact people less than the other two options.

"I think airspace should be redesigned and flight paths streamlined so less people are affected. Planes need to climb higher so the noise is less intrusive to people, like myself, who live very close to Heathrow."

Member of the public

"Noise pollution is stressful and impacts on mental health, the number of people affected should be minimised."

Member of the public

Other, less frequently cited favourable comments about Option A included that the option would have less impact on people's quality of life (5 comments); that people would not be as affected with air pollution (4); that there would be less impact on people, such as people would be able to have undisturbed sleep, or less impact of health (2); and that there would be less emissions impacting on local people and local communities (2).

"Studies have shown living underneath a flight path is bad for your health, with increased levels of high blood pressure. Heathrow sends many of its planes over populated London areas, increasing this risk. Flights often start early in the morning, disrupting sleep patterns. As few as people as possible should be subjected to this health risk."

Member of the public

There were also nine conditional positive or favourable comments made about Option A, including that the option could be achieved on some days, but not all days; that so long as flight paths did not become narrower or more concentrated

due to Performance-Based Navigation (PBN) it would be okay; or provided that new aircraft would be quieter, meaning that additional air traffic would not increase the overall total noise levels.

"To me, this is all dependent on how the advancement of technology and innovation way into the future will affect choices made now i.e. I might not mind flights closer to me IF the levels of noise and pollution are reduced in the future, but I might seriously mind if they are as they are now."

Member of the public

Negative comments

A total of 48 members of the public made negative comments about Option A. The most frequently cited comment was that this option would be the least preferred, or worst option (32 comments), followed by concerns about impacts on quality of life, health and well-being of local people and communities (11).

"...would be very unfair to those people living under the selected route."

Member of the public

"Noise should be spread as widely as possible so the burden of noise is distributed. Given when anyone flies they are creating an externality on others, it is clearly not right that this externality is concentrated over the same people."

Member of the public

Other, less frequently cited negative comments about Option A included that it was unrealistic, impracticable or difficult, if not impossible to achieve (5 comments); concerns over noise disturbance from aircraft (4); and concerns about the impact on people' sleep (2).

"Option A: in an area like around LHR is difficult to achieve, especially with ever increasing areas used for housing in previously low populated areas."

Member of the public

Principle 1: Option B

There were 73 members of the public who made positive comments about Option B, and 62 members of the public made negative or critical comments.

Positive comments

A total of 73 members of the public made positive or supportive comments about **Principle 1 Option B**. Most of the comments received were about the option being the fairest or best option (27 comments), and/or that local people and communities who do not live under the current flight paths would not be used to aircraft noise, of which the option would maintain the status quo (27).

Some of the participants who responded to this question believed that people who live under current flight paths would be used to aircraft noise, whereas, those who do not live under current flight paths would not be used to aircraft noise. Others argued that those who live close to the airport and/or under existing flight paths should be able to put up with

aircraft noise, given this is part of living near a major airport. The argument being that these people would have known that there would be aircraft noise, and would have made that decision to live there.

"I have chosen B as my answer as it seems to be the only fair one. My house does suffer from aircraft noise, but that's how it always has been, and by covering a wider area, owners who paid a higher price to live in an area with no aircraft noise will see their houses devalued and will have to take on a new disruption to their lives."

Member of the public

There were also nine favourable comments about Option B, dependent if certain conditions could be met, including additional emphasis on quieter aircraft; on provision that any additional flights from the proposed third runway could be accommodated within present flight paths; and that residents should be compensated with sufficient funding for quality noise insulation.

"...in the end I chose Option B...new flight paths should resemble as close to the current flight paths, putting extra emphasis on quieter aircrafts to help minimise the noise pollution."

Member of the public

Negative comments

A total of 62 members of the public made negative comments about Option B. The majority of the comments centred around the option being the most unfair, least preferred, or worst option (41 comments).

"I think (b) is the worst option. The people who are most overflown today have suffered for years and they deserve to be spared any plan which might increase their noise levels."

Member of the public

"The ongoing noise from aircraft in SW14 is appalling and has got steadily worse over the years. So much for claims of quieter aircraft. They start at 4.30am despite claims to the contrary. The only saving grace is the respite periods which alternate weekly. Options a) and b) above will only make things worse which would be completely intolerable."

Member of the public

"Keeping the flight paths as there are (Option B) would mean that we would be blighted more than we already are which is grim at times. Hate the planes. No sleep, dreadful polluting nuisance. Nobody wants them."

Member of the public

Other, less frequently cited comments against Option B included concerns about noise pollution and disturbance (10 comments); about the concentration of flight paths (9); negative impacts on quality of life and well-being of local people and communities (9); and impacts of overhead flights more generally (5).

Principle 1: Option C

There were 300 members of the public who made positive comments about Option C, and 34 members of the public made negative or critical comments.

Positive comments

A total of 300 members of the public made positive or supportive comments about **Principle 1 Option C**. Most of the comments received centred around a view that the option would be the most equitable. Many of those who provided positive or supportive comments did so as they believed the option would be the fairest option (146 comments); and that by sharing routes over a wider area, this would reduce constant noise impact and disturbance for those most affected by current flight paths (95); that it would give relief to those people on existing flight paths (56); and that less people will be overly burdened by overflying aircraft (48).

"My experience over twenty years of living in Kingston, Richmond, and now Windsor is that a wider share of flight paths is in everyone's interest."

Member of the public

"Option C seems by far the fairest. Option A and B will make life a lot more noisy for a smaller number of people, Option C is the only option which attempts to fairly mitigate against the effects of overflying for all people potentially affected."

Member of the public

"Option C is the only possible choice. Either of a) or b)...is unequitable & unfair, where fewer people suffer more for the benefit of others. This cannot happen & should not even be an option for discussion."

Member of the public

Other less frequently cited positive or supportive comments about Option C included that as everyone benefits from the airport, that everyone should share the benefits and the drawbacks (21 comments); that there would be a lower level of pollution given it would be more thinly spread over a wider area (20), and that by sharing flight paths over a wider area, this would reduce negative impacts on quality of life and wellbeing of those who would otherwise be constantly overflowed (18).

Some participants also mentioned that they would prefer or support Option C, provided certain conditions were met (18 comments). This included on provision that flightpath corridors were sufficiently wide enough to ensure the same people are not overflowed; and that aircraft noise is kept to a minimum.

"Sharing the noise more equally would be preferable provided the newly introduced flight paths don't introduce too much flight noise."

Member of the public

Negative comments

While the majority of those who provided comments about Option C were favourable comments, 34 members of the public provided negative comments about the option. A range of issues were raised, including concerns that there could be more routes, and consequently more flights (7 comments); that the option was the worst option (6); concerns about negative impact on local people and communities (5); worries about the impact of aircraft noise (3); and concerns about impact on house prices (2).

"People are used to the current flight paths and so have decided to live there or not and are used to that quality of life. To change this will then affect people who do not want to live in that area and so impact the quality of their lives dramatically...Option C would be my least favoured choice."

Member of the public

Principle 1: Suggestions

A total of 176 members of the public made suggestions about flight paths related to Principle 1. The most frequently cited suggestions included: to decrease rather than increase the number and frequency of flights (18 comments); to not have any new flight paths but to restrict flights to current flight paths (15); to alternate flight paths or routes (14); that residents should be fully compensated if they are overflown or affected by aircraft (14); and for flights to avoid residential areas (10).

"There should be no Heathrow expansion and the total number overflown now should be reduced by restricting current routes and flights."

Member of the public

"No new flight paths should be allowed, and no new noise under or around existing flight paths should be allowed. Steeper take off/landing should be employed to reduce noise."

Member of the public

Other, less frequently made suggestions included that considerations should be given to impacts on people's quality of life, health and well-being (7 comments); to keep current flight paths as they are at present (7); to consider safety and security (5); to ensure that those living under flight paths receive respite (5); and, to move flight paths over rural areas (5).

Principle 1: Other comments

A total of 89 members of the public provided other comments about Principle 1. This included that steeper descent and/or approach would minimise noise disturbance (7 comments); that current aircraft noise is acceptable (5); and a preference of all of the options (2). Several comments were also made about PBN, with reference to flight trials in 2014 being unbearable or bringing misery for people overflown

"I have lived in this area for 20 years and the increase during the trial was completely unacceptable. Very noisy particularly during take-off and this must not be allowed to continue."

Member of the public

Other general comments

A total of 154 members of the public provided other comments at Question 1. The most frequent comment was that people who chose to live close to the airport and/or under existing flight paths should have to accept the consequence of noise from aircraft (60 comments). Other, less frequently cited comments included criticism of Heathrow (9); concern about concentration of flight paths (9); the view that people should be put ahead of profit (4); that people chose to live close to the airport paid less for their property (4); that noise measurements are flawed (2); and that arrivals are more noisy than departing aircraft (2).

"I believe that people who have bought houses in existing flight paths were aware of this situation when they purchased their house. This would not be the case for new flight paths."

Member of the public

A total of 209 members of the public also made comments in the response form at Question 1, about existing problems or issues relating to aircraft flight paths. The main comments were that people already suffer from aircraft noise and don't need any more (55 comments); that there are too many flights (34); that flights start earlier in the mornings than claimed (26); that flights are having consequences for quality of life (23), and disturb sleep (21); and, aircraft cause pollution (17).

"We live directly underneath, and find the noise a constantly maddening phenomena. The worst of this blight is the early morning flights that disturb the household as early as 04.30 some mornings."

Member of the public

A total of 133 members of the public also made comments about the proposed expansion of Heathrow Airport at Question 1 in the response form. Most comments were negative, with the main comments centred around opposition to expansion, including disagreement to expansion (67 comments); and that noise would have a negative impact on local people (17). Some 18 members of the public made positive comments about expansion of the airport, with the main comment being that it would benefit the UK (9).

Some 80 members of the public made comments at Question 1 that related to the consultation itself. The main comments included a dislike of the options being consulted on (27 comments); that there was not enough information about flight paths (13); and a lack of general information (10). Some members of the public also provided comments about other principles at Question 1 in the response form. To avoid repetition, these comments are included at other relevant questions in this report.

4.5 Stakeholder responses

4.5.1 Response form

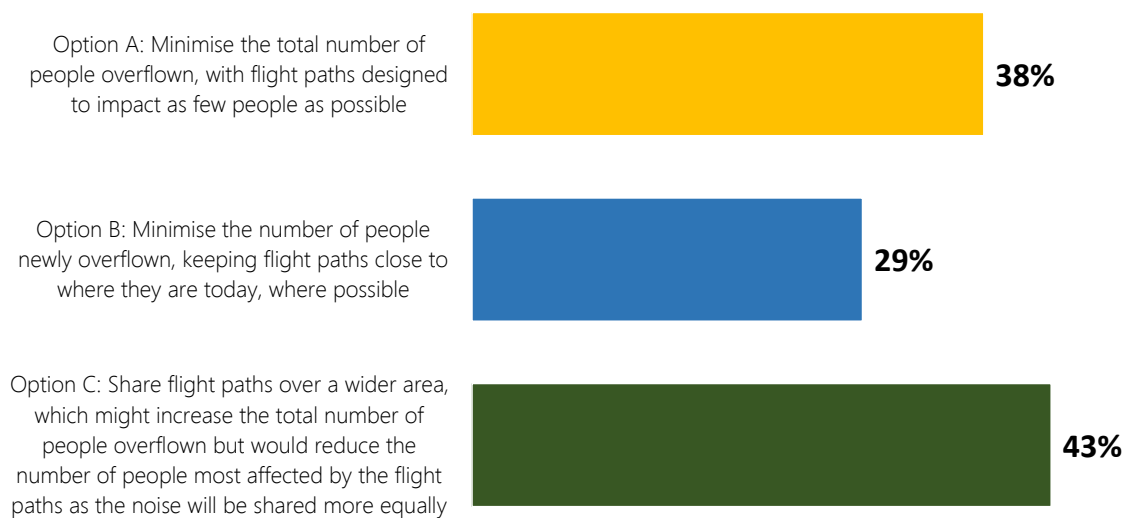
Figure 4.7 shows responses from stakeholder organisations to Question 1 on the response form. The question asked about a preference for one of three principles when designing airspace. A total of 21²¹ organisations answered on the response form. As shown in the chart, opinion was divided, with no single option being more preferred above others.

Figure 4.7: Question 1 responses from stakeholder organisations



Principle 1 – Flight Paths – Stakeholder organisations

Q1. When designing airspace, Heathrow should:



Base: 21 organisations who answered Q1 on the online or paper response form (sums to 23 responses as a small number of organisations selected more than one option)

4.5.2 Overview of responses provided by stakeholder organisations

Of all organisations that responded to the consultation by any response method, 58 provided comments relating to the Principle 1 flight path options:

- Of the 16 organisations that provided comments on **Principle 1 Option A**, five provided positive comments or reasons for their preference, including that it would reduce noise impact on local people and local communities (4 comments); that it would be the fairest option (2); and that minimising the total number of people overflown would be more in line with government policy than the other options (1). A total of 12 organisations provided

²¹ Sums to 23 as one stakeholder organisation ticked all three options

negative comments or raised concerns about the option, which, for most, was their least preferred option. Concerns raised included consequences of narrow or concentrated flight paths (6); that the option would be the worst option generally (4); and concerns about noise pollution and disturbance from overflying aircraft.

- 20 organisations provided comments about **Principle 1 Option B**. Of these, 13 provided positive or supportive comments about this option, while nine provided negative comments or raised concerns or issues about consequences of keeping flight paths close to where they are at present. Positive or supportive comments included that the option was the fairest option (7 comments); and that it would mean that people not used to aircraft noise would remain unaffected (7). The main negative comments raised included that the option was the worst option as it was unfair (3); concerns about noise disturbance (2), and impacts on local people in locations including Fulham, Surrey Heath, Chiswick, and Kingston.
- A few stakeholder organisations provided conditional support for Flight Path Option B, stating that it might be the best or most equitable option at certain times, and/or if certain conditions could be met. (for example, if flights were designed to operate anywhere within an existing swathe, rather than along a specific path).
- Of the 21 stakeholder organisations that provided comments about **Principle 1 Option C**, the majority (19 organisations) provided positive or supportive comments. The main reason put forward was that sharing routes over a wide area would be the fairest option, ensuring that no one community would be subjected to the consequences associated with flights arriving and departing from Heathrow Airport (11). Other less frequently cited comments included that the option would reduce noise impact (5); that it would give respite to those communities under existing flight paths (4); and that it would improve quality of life for local people (2).
- While many of the stakeholder organisations indicated a preference for one of the options, some organisations did not indicate a preference. A number of reasons were provided for this, including: that it would be a decision for Heathrow Airport, its key stakeholders, and/or communities affected. Others would not indicate a preference, indicating that the options were too simplistic, (e.g. does not accurately address the numbers of people who would be affected or the impact caused), or that it would depend on the area, or that not enough information had been provided to make an informed decision.
- 23 organisations made suggestions relating to Principle 1. These included that there should be no new flight paths; that Heathrow should consider the noise impact of changing flight paths; that Heathrow should engage with the Civil Aviation Authority and other stakeholders; or that flight paths should not be concentrated, but spread out over a wide area.
- 11 stakeholder organisations made other comments about flight paths relating to Principle 1. This included no preference for which option was taken forward; concerns about the impact of PBN; and that proposed airspace change designs may not be future-proof.

4.5.3 Responses by key organisational group

Action groups

None of the action groups that responded to the consultation indicated a preference for Option A.

While Chiswick Against the Third Runway indicated a preference for Option B, it raised concerns about the prospect of a new flight path over the centre and north of Chiswick, which, in its opinion, would blight the entire area for the first time²².

"There is great distress at the prospect of a new flight path that is forecast to go across the centre and north of Chiswick blighting the entire area for the first time. This is a family area of some 35,000 residents which is not at present significantly disturbed by aircraft noise except to the south over Grove Park."

Chiswick Against the Third Runway

Option C was more likely to be preferred, with several action groups indicating a preference for this option, including:

- East Reading Action Group believed that there needed to be dispersal for those under concentrated flight paths for people in Reading.
- Local Authority Aircraft Noise Council preferred Option C, in their words, to "*share the burden*".
- Heathrow Association for the Control of Aircraft Noise East (HACAN East) was "*strongly opposed*" to Option A, and that as far as Option B was concerned, it stated that "*new areas should be avoided if at all possible, but there may be times when it is the most equitable option as the alternative could be that people under existing flight paths would be required to endure a completely unacceptable number of aircraft*". The organisation strongly favoured Option C as it believed this would be the fairest option. It caveated this, however, by further stating that Heathrow should not confine routes to West London, that Heathrow should work with London City Airport in planning new routes, and that noise contours should be drawn up for both airports combined to more accurately reflect communities experience of aircraft noise:

"...We strongly favour this option [Option C]. It is the fairest. But we would stress that Heathrow should not confine these routes to West London. They should be introduced in all areas where planes are at least 7,000ft or lower."

- Englefield Green Action Group also preferred Option C as they considered this would be the fairest option. It mentioned that flight path concentration caused "*noise ghettos*" which would be totally unacceptable. The organisation also referred to respite levels, and mentioned that a minimum of 8 hours should be absolute.
- Plane Hell Action indicated that they felt that Option C might have some merit in that it proposed to share aircraft over a wider area by using multiple flight paths, thereby reducing impact on any one community. However, it caveated its response by stating that the option would be unacceptable if it equated to concentration along multiple routes. It stated that Options A and B would both be unacceptable due to concentration of flights, and requested dispersal of flights to minimise intensity of overflying over any one community across the entire day.

²² Note - no flight paths were presented as part of this consultation

Two stakeholder organisations (Teddington Action Group and Aircraft Noise 3 Villages (AN3V)) selected Principle 1 Option C on the response form. Teddington Action Group mentioned it was opposed to Heathrow expansion. It indicated in relation to Principle 1, that the imposition of concentrated flight paths would, in its opinion, blight people's lives and as such, would be unfair. AN3V stated that the design principle was based on PBN, requiring national debate about its consequences. It was also critical about lack of detailed information.

"This design principle is based on the introduction of Performance-Based Navigation (PBN) and therefore demands a National, not Heathrow centric, debate such are the wide and potentially devastating consequences of PBN. There has been a total lack of information on which the public can base its responses."

AN3V (Aircraft Noise 3 Villages – Lightwater, Windlesham & Bagshot)

Some organisations did not specifically mention a preference for Option C, but made comments in favour of dispersal of flight paths. Residents Against Aircraft Noise (RAAN) stated that the adverse impacts of aviation should not be heavily concentrated upon swathes of communities that would see no benefit from it.

St. Albans Quieter Skies (STAQS) mentioned that whilst minimising the total number of people overflown is often quoted as a benefit, it did not believe this to always be the case. It referenced London Luton Airport's RNAV SID where it stated that sideways propagation of noise was not taken into account, resulting in a disbenefit as people could hear most flights rather than just the ones close by. It continued by stating that it was *"unreasonable that the negative impact of aviation noise should be concentrated over a minority of people in a fixed way, without compensation"*.

Richmond Heathrow Campaign did not state a preference. It mentioned that noise objectives ought to be established before design principles could be formulated. Its central belief was that communities should be exposed to less aircraft noise, driven by less noisy aircraft entering the fleet. It also stated that it was impossible to say which of the three Options met objectives of noise reduction on local communities, and that the choice might be different for a two-runway than a three-runway Heathrow.

Businesses

Two organisations (Rivermead Court Limited and London Luton Airport Operations Limited) indicated a preference for Option A in the online response form. Rivermead Court Limited believed that aircraft noise levels had exceeded a maximum level of toleration by residents of Rivermead Court on days when the flight path shifts to the southern route, overflying south-west London. London Luton Airport Operations Limited believed that the question was difficult to answer, and that the selected option should be one which has greatest impact of noise reduction of those affected by aircraft noise.

"This is a difficult question to answer with the above choices as govt policy is to limit and reduce where possible the number of people significantly affected by noise, I would suggest that the selected option to the above question should be that which generates the greatest reduction/limitation of those significantly affected."

London Luton Airport Operations Limited

None of the businesses that responded preferred Option B, and just two businesses indicated a preference for Option C. White Waltham Airfield, and Hillingdon Chamber of Commerce selected Option C in the response form, but neither organisation provided a reason or reasons for their preference.

Some organisations did not state a preference. Virgin Atlantic Airways Ltd stated that until more detailed proposals for airspace modernisation in the context of an expanded Heathrow were published, it would not be able to comment on which approach should be adopted. For British Airways, it was broadly comfortable with a community led approach.

"The question of concentration versus dispersal is another key component of airspace design options, which again needs to reflect the views of communities on what best suits them for a decision to be arrived at. In the main, BA is comfortable with a community led approach on design principles, provided they are balanced with delivering an improved system for consumers in terms of minimising delays and maximising safety, runway throughput and resilience on a sustainable basis."

British Airways

London Southend Airport also did not state a preference, but echoed part of the same view as British Airways, that it would be a decision for Heathrow to take with its stakeholders, and to optimise the design after that.

"Southend Airport have no preference in regard to this principle. This would be a decision for Heathrow airport to take in conjunction with local stakeholders. The key principle would be to optimise airspace design following this decision."

London Southend Airport

Gatwick Airport Ltd also did not state a preference. The organisation said that it considered broad areas, including the process and approach to change, rather than the specifics of each principle. It mentioned that a holistic and collaborative approach was needed to ensure that airspace design was optimised for both capacity and long-term environmental benefits. It welcomed an opportunity to work together with HAL on the Future Airspace Strategy (FAS).

Environment, heritage, amenity or community group

Four organisations expressed a preference for Option A:

- Kingston Environment Forum who stated that Kingston currently only occasionally suffers from flight path noise, but it would not like to see this increased.
- Wimbledon East Hill Residents' Association who objected to any increase in the number of flights, or hours of operation of flights over Wimbledon.
- London Parks and Gardens Trust who suggested that flights follow noise corridors, which they believe wasn't asked about in the consultation:-

"Minimising the total number is not the only part of the solution. It is also about following 'noise corridors' such as existing trunk roads where existing noise means a differential will be less noticeable. This isn't an option provided in your questionnaire."

- Fulham Palace Trust did not provide reasons for preference.

Four organisations expressed a preference for Option B:

- Cheyne Walk Trust provided its response by email but did not provide a reason for their preference.
- The Chiltern Society was generally in favour of Option B, but with an element of Option C:-

"...flight paths should be kept close to where they are today, except where current routes overfly otherwise quiet areas, and, in particular, quiet areas within the Chilterns Area of Outstanding Natural Beauty (AONB), where, in line with our preference and methodology set out in Q2, routes should be re-designed to reduce impact on these areas. However, to provide respite to the most affected areas, or to take account of the different considerations that apply at different times of day.....consideration should be given to having different routes at different times. This would be done in a similarly structured way to the current runway alternation system at Heathrow - i.e. giving predictable periods of quiet, not ad-hoc variation or spread of flightpaths - but not just confined to areas close to the airport. We realise that operational complexity means that the scope for doing this will be limited, but we believe the possibility should still be explored."

- Bean Residents Association felt that as Heathrow had been in existence for a long time, residents would have chosen to live near the airport, or had had the chance to move away. The organisation believed it to be grossly unfair to locate flight paths over rural areas where people had moved to get away from consequences from living near the airport or under existing flight paths.
- The Chilterns Conservation Board requested that proposals should minimise over-flying of the Chilterns AONB.

Seven environment, heritage, amenity or community groups expressed a preference for Option C:

- The Camberwell Society who did not provide reasons for their preference.
- The Royal Parks preferred sharing routes over a wider area.
- Egham Residents Association stated that while the total number of people overflown might increase, the Option of sharing flight paths would reduce the number of people most affected by flight paths as noise would be shared more equally.
- The Fulham Society was an advocate of Option C in the interests of fairness. It stated that other options would create unfair noise blight in areas such as Fulham that would be impossible to mitigate.
- Staines Town Society suggested that the guiding principles of airspace design should be to share the burden.
- While Ellington and District Residents Association (EDRA) also supported Option C, it criticised the consultation:-

".....However, we feel strongly that this consultation is deeply flawed as without being provided the information for the potential flight paths that may be considered it is inappropriate to ask the public to comment on what option they prefer. You will know what the potential flight paths may be and the public will not be able to determine their position properly without knowing what the potential flight paths are and therefore identify how they may be affected and accordingly the consultation is flawed as are the results drawn from it...."

- Mortlake and East Sheen Society believed that the options were either a single corridor or multiple corridor into Heathrow, which in the latter case they suggested would be a "fan", spreading noise pollution over a wider area. It stated that its committee opted for the "fan".

Residents Association HVGCA selected all three options on the response form and suggested that planes needed to depart at steeper angles, and that Heathrow should be more honest with maps to show who would be affected. It also suggested that there should be a levy for frequent users of the airport as in its words "15% of the population cause 75% of the problem".

Some of the organisations that responded did not express a preference for any of the three options.

- Campaign to Protect Rural England (CPRE) Surrey Guildford District was concerned that any proposal might lead to an increase in the concentration of flights on narrower flight paths. It was therefore concerned that as a consequence, the character and tranquillity of the Surrey Hills AONB would be damaged.
- Colnbrook Community Association and SCR Residents for a Fair Consideration of Heathrow Expansion did not favour any of the options as both organisations were against the expansion of the airport.
- Ealing Fields Residents Association (EFRA) stated that areas already overflowed, including Ealing in easterly departure routes, should not suffer from further flight path changes. It also highlighted what it felt were omissions from the consultation document, in that proposals for airspace change might be different for departing aircraft than arriving aircraft.
- Richings Park Residents' Association stated that any changes to flight paths must not come to their local community. The organisation did not support any proposal to expose communities to overhead flights, where they were not affected at present.

"People choose to move into an area believing that they will not be exposed to aviation noise above existing levels; and therefore, it would be unfair to remove that security and reduce their quality of life. Flight paths should not extend outside of existing routes."

- John Ruskin Street Residents Association said that it was not possible to provide an informed view, and that concentrating flight paths would be detrimental. It made a number of requests, including that there should be input from health professionals in any flight path discussions:

"It is not possible to have an informed view on the airspace design which purports to be relevant only if Heathrow expands...Concentrating flight paths is not an answer to providing a better environment, playing off the many who benefit from peace against the few (still millions of people) who suffer from plane noise 19 hours a day for never less than 70% of the year..."

Elected representatives

Five elected representatives, including three Members of Parliament, The Mayor of London, and one local councillor responded to the consultation or made reference to the Airspace Principles Consultation in their response to the Heathrow Expansion Consultation. Kate Hoey (MP for Vauxhall) responded directly to the Airspace Principles Consultation, stating that her constituents would want flight paths spread over a wider area. Justine Greening (MP for Putney) also responded directly to the Airspace Principles Consultation, but stated that without detailed information, the consultation was not meaningful.

"...my constituents want me to urge you to take this opportunity to spread flight paths over a wider area to reduce the stress of any one location, and to make it easier to rotate paths. Communities need to be assured that they will have a break from continual noise overhead."

Kate Hoey, MP for Vauxhall

"I believe that without any detailed information on where new flight paths will be – which you regard as a third and final consultation – it is impossible to conduct a meaningful consultation on the first and second consultations on design principles and design envelopes."

Justine Greening, MP for Putney

While The Mayor of London and also Dominic Raab (MP for Esher and Walton) mentioned they were responding to both the Airspace Principles and Expansion Consultations, their responses focussed on Expansion rather than Airspace change. Cllr Jarvis, Councillor for Twyford Ward, did not make reference to the principles in his response, but asked why none of the consultation materials mentioned Twyford and Hurst in Berkshire, given in his opinion, they are directly under the Heathrow Airport flight path.

Local government

Wycombe District Council, and Surrey County Council indicated their preference for Option A. Wycombe District Council stated that the first principle for determining future flight paths should be to minimise the total number of people overflown, with routes designed to impact as few people as possible (ie Principle 1, Option A). Surrey County Council supported the design of airspace to reduce the overall number of people experiencing significant adverse effects. It suggested an element of Option C should be incorporated into the design of flight paths:

"Any increased concentration over either existing or newly overflown areas must involve sufficient respite. Given the likely concentration effects of Performance-Based Navigation, which will occur irrespective of airport expansion, an element of Option C (sharing routes over a wider area, compared to a fully concentrated future scenario) may be necessary, in order to avoid unacceptable impacts from concentration."

Whilst St. Albans City and District Council did not specify a preference, it stated that while minimising the total number of people overflown is often quoted as a benefit, this was not always the case:

"LTN's RNAV SID is a case in point, where the sideways propagation of noise was not taken into a/c when flying between closely-spaced communities. The net result compared to distributed tracks was a disadvantage since people now hear most of the flights, rather than just the ones close by. It is felt unreasonable that the negative impact of aviation – noise – should be concentrated over a minority in a fixed way, certainly without compensation being considered. Concentration – or even concentrated dispersal – is not necessarily beneficial when close to communities. A single concentrated flight path should not be considered for any route using PBN."

St. Albans City and District Council

Nine local government organisations that responded to the consultation expressed a preference for Option B:

- Chobham Parish Council who did not provide a reason for this preference.
- Windlesham Parish Council considered the option more desirable to other options as it would ensure that areas not currently affected by aircraft, would remain unaffected. This included three villages in the parish.

- The London Borough of Harrow stated that whilst the council was not directly affected by the design of future airspace, Option B would be preferred:

"Option B seeks to minimise the number of people newly overflowed. This is considered most desirable, as it would help ensure that areas not previously experiencing regular aircraft noise, be less likely to be impacted by future flight paths, where possible"

- For Reading Borough Council, Option A would "place significant impact on people who would be overflowed", and Option C would "blight huge areas not previously affected by noise nuisance from overflights". Its preferred option would be Option B as it would affect as few additional people as possible.
- Slough Borough Council recommended Option B:

"Whilst Option C would be more equitable, Option B would benefit Slough residents the most as the majority of current flight paths do not impact on Slough and thus would keep the number of people newly overflowed to a minimum. It should be noted this principle relates to take offs designated flight paths. Landing aircraft will be concentrated and in line with the runway from 10km out hence Slough residents in Cippenham, Chalvey, Upton Court, Langley, and Brands Hill will be significantly impacted when the new north-west runway is operating on Easterly operations".

- Woking Borough Council preferred Option B to minimise the number of people newly overflowed. However, the authority also mentioned that its preference should be seen in the context of the wider airspace modernisation programme, and improvements to aircraft design to minimise noise and pollution.
- For Buckinghamshire County Council, the first principle must be to minimise the number of people newly overflowed. It referred to negative impacts relating to flight path changes previously introduced by Luton Airport, and that rural areas and AONBs should be peaceful places. The council also mentioned that affected communities should receive respite:

"The changes introduced by Luton Airport to fly more frequently across rural areas of northern Buckinghamshire support this research as residents of areas which were relatively tranquil less than five years ago now suffer loss of sleep, disruption to home and working lives and consequent mental and physical health impacts. Rural areas such as the Colne Valley Park and Chilterns AONB as well as Country Parks provide a quiet sanctuary for local residents, people from nearby towns and provide tourism and recreation opportunities because they are tranquil. The second principle that BCC supports is that the design of respite should be for equal periods for all the affected communities, including if this is unavoidable newly affected communities."

- Surrey Heath Borough Council considered the three flight path options, and preferred Option B as the most desirable, as this option would help ensure that areas not currently experiencing aircraft noise, including Surrey Heath, would be less likely to be impacted by future flight paths.

"Option B is preferential to Option A which would concentrate flight paths within very specific areas, possibly resulting in frequent overflights for areas that were previously unaffected, and Option C which seeks to share routes over a wider area, potentially impacting a greater number of communities in Surrey Heath. The Council considers that communities should not be overflowed in any greater concentration than the existing arrangements for airspace design."

- Wokingham Borough Council indicated that there were limited possible routes, but that these routes should follow existing flight paths to minimise complaints from people who perceive they are being newly overflowed.

Five local authorities preferred Option C.

- Cholebury-Cum-St Leonards Parish Council who did not give reasons for its preference.
- The London Borough of Hounslow (which favours Option C) mentioned it was strongly opposed to Option A, and broadly opposed to Option B, with reasons provided for this:

"We are strongly opposed to option (a) and broadly opposed to option (b). Option (a) would concentrate flight paths over particular communities all day long without a break. This is what has occurred at LCY, leading to a drastic increase in complaints from residents. Option (b) would see new areas facing nuisance, which should be avoided if at all possible. However, at times this could be the most equitable option if the alternative is excessive concentration under existing flight paths. We favour Option (c) as the fairest approach, but stress that Heathrow should not confine these routes to West London: they should be introduced in all areas where planes are flying at 7,000ft or lower."

- Albury Parish Council stated that it could not support Option A, as in its view, this option would suppose aircraft should fly over areas of low density housing, and tranquil areas, including Surrey Hills, where background noise would be greater than in urban areas. The council also opposed Option B, believing that there was no reason why those who had not been previously affected by aircraft noise should be immune from it. It preferred Option C, but raised a number of concerns:

"Option C would be preferable as this would decrease the number of flights over any one specific area. We have great concerns that the modernisation of aircraft and airspace (FAS and PBN) will reduce the need for a "stack" but introduce far greater concentration of flights on the flight path chosen. Should this occur over the Surrey Hills it would ruin the unspoilt tranquillity that this area is valued for by residents and visitors. Please bear in mind that the recommendations that result from this consultation are subject to approval by PINS and the Secretary of State who have already given the Surrey Hills AONB maximum protection under the National Planning Policy Framework!"

- Runnymede Borough Council was concerned about aircraft noise, preferring Option C to other options for flight paths. Whilst affecting more people, the council believed the option would be fairer to those who would otherwise be affected by concentrated flight paths. When proposals are firmed up, the council requested that HAL should give it further opportunity to advise about sensitive locations, including the Commonwealth War Graves Commission's memorial in Englefield Green. The council also said it would welcome *"being given the opportunity to have a representative on your Noise Envelope Design Group"*.
- The London Borough of Ealing stated that while there was a lack of information, the sharing of flight paths over a wider area would be preferable to concentrating flight paths. However, it also stated that while noise blight may be reduced with this option, mitigation measures should be more extensive, and that all areas affected should have respite for at least 7 hours. While not located in the Borough of Ealing, the authority nevertheless commented about the effect of RAF Northolt which borders Ealing:

"The document makes no mention of RAF Northolt...we believe offers huge potential for development especially given its proximity to key routes into London by road and

underground. The airbase serves no real strategic importance and its closure would help offset additional flights from Heathrow whilst allowing for congestion in the skies to be managed more effectively and fairly... Given the growing number of flight movements anticipated from RAF Northolt and its desire to take a more commercial outlook, it would also help to allay fears of it eventually becoming a satellite airport to Heathrow."

Several local government organisations did not state a preference for any of the three Principle 1 options:

- The London Borough of Brent said that it did not offer a preference for Principle 1, 2 or 3:-

"The council do not offer a preference for P1/P2/P3 given high altitude of aircraft over the borough, hence not subject to same noise levels those living closer to the airport would experience."
- Kent County Council mentioned that while it had seen a preference for retention of historical flight paths in the Gatwick area, it was deferring on the choice of option to those affected. It also requested that Heathrow and the CAA and a range of stakeholder and community representatives work together, and that majority opinion should not win over the minority:

"It cannot be a simple case of majority wins as, for obvious reasons, a greater number of people are likely to prefer routing over sparsely populated rural areas compared with the denser urban areas – even though this may be where the flight paths have always been."
- Whilst supporting government aims to limit or reduce the number of people affected by aircraft noise, The London Borough of Southwark did not consider it possible to condense decisions to a single principle. It criticised the consultation document, and requested a need for predictable respite periods, among other suggestions:

"The Authority considers it is not possible to condense such decisions down to a single general principle and the consultation document is somewhat misleading in offering these principles as universal choices or trade-offs... The Authority considers it is essential that any concentration of flight paths should allow for predictable respite periods for the areas over-flown. Furthermore, any concentration of flight paths should clearly minimise significant and other adverse effects from aircraft noise and provide clear overall benefit to total community aircraft noise exposure. Finally, the airspace change process should allow for meaningful community influence, including allowing for dispersal of flight."
- The London Borough of Hammersmith & Fulham believed it would be wrong to make a decision without more information, given airspace change is a complex issue, and highlighted, what it felt to be a number of issues with the consultation materials, including (1) only departure flight paths were illustrated, and not arrivals flight paths; (2) that people were being asked to make decisions about future flight paths, without opportunity to compare against current arrangements; (3) that there should have been options for both a 2-runway and a 3-runway option; (4) there was no geographic information or maps so people cannot easily identify where they live in relation to flight path options; (5) no information about impacts of current flight paths; and (6) incompatibility with Heathrow's goal to expand Heathrow while affecting fewer people with noise.

"We are not going to select one of the pre-determined responses and believe it is wrong at this stage to try and make people choose from these options without providing far more information on the complex issue of flight paths and their impacts."

- Hertfordshire County Council believed that the design principles came across as overly simplistic, and did not cover or seek views on the range of issues that should have been covered. The council suggested that as proposals progress, the range of envelopes and flight path options will become of greater relevance, and as such, will need to be presented in a meaningful way.
- Whilst Spelthorne Borough Council supported reducing the number of people overflowed by aircraft, it also cited a lack of information had been provided to enable a preferred option to be selected. It stated that in order to make an informed response or choice, information needs to be provided that answers the question "what quantifiable difference will each option make?"

"Further Spelthorne would expect noise levels down to 51 dB(A) to be properly assessed as the LOAEL for daytime noise from airborne aircraft and fully taken into account for the airspace design. Given the scale of the Heathrow expansion project it is surprising that HAL does not yet have any information about the impacts of options which would assist responders to make more informed and therefore reliable choices... The growth of noise issues along the Compton route resulting from the introduction of larger and heavier aircraft should have been identified much earlier and steps taken to mitigate the impacts... Spelthorne expect the design and application of an effective noise envelope to anticipate and identify growing problems and mitigate these. Spelthorne would expect HAL to review Heathrow's flight paths on a regular basis, and earlier if growing noise problems are identified."

- East Herts Council considered that flight path changes should only be supported if there are no negative consequences for other airports in the south east, particularly on the ability for Stansted and Luton airports to mitigate environmental impact on residents through their own airspace changes.
- Crawley Borough Council wished to see designs that did not have a negative impact on Gatwick Airport's operations and future growth plans, as well as environmental performance. It stated that future design of airspace is vitally important, and that proposed expansion of Heathrow Airport will need to fit in with changing airspace in the UK and Europe.
- Essex County Council welcomed the consultation and that the principles seek to establish local communities' views on concentration and dispersal of flight paths, as well as legacy routes.
- Watford Borough Council stated they while they did not have specific comments at this stage, they would welcome a chance to comment when more detailed proposals on flight path options were developed further.

Other category of organisation

Church of England Diocese of London, Oxford and Southwark suggested that both Option A and Option C were preferred to minimise overflying of socio-economically disadvantaged areas with high concentrations of vulnerable groups.

The World Federalist Party selected Option A on the response form, and believed that the best solution for London and globally would be to restrict Heathrow to westbound flights. It suggested that all northbound flights should be moved to Luton or Stansted; southbound flights to Gatwick; and eastbound flights to London City Airport, and a new airport in the Thames Estuary. This would effectively result in no flights within the M25.

The British Helicopter Association preferred Option B but did not give reasons for its preference. The Chartered Institute of Logistics and Transport also indicated a preference for Option B. It did so on the premise that new routes were more concerning than existing routes. However, the organisation also stated that its preference would be subject to caveats:

“First, with PBN, it is possible to fly precisely along a route rather than within a swathe. This could lead to a concentration of flights above particular points which would increase the level of noise experienced at those points. Routes should therefore be designed to operate anywhere within the existing swathe.”

The Chartered Institute of Logistics and Transport

Other stakeholder organisations did not indicate a preference:

- BAR UK Ltd did not believe it was useful to formulate preferences, in its view *“in an abstract manner”*. It requested that a balance should be struck in light of specific circumstances when comparing worked through proposals, carefully weighting up the pros and cons of each option. It believed that generic principles may lead to conflicting recommendations on other aspects, such as safety, and that the preferences would be different depending on the day period or night period.
- Heathrow Strategic Planning Group felt that as there was a lack of information, it was difficult to assess. However, the organisation also mentioned that it supported actions to reduce impacts on people as a priority.
- The Ministry of Defence had no specific comments. However, it requested that it would wish to see military airspace requirements considered throughout the process, to include integration of RAF Northolt operations, and that it was willing to engage throughout the process. It also stated that it was interested in assessing any potential opportunities for improving current operations that might be realised from undertaking the proposals.
- NATS stated that the prioritisation of principles is likely to differ between airport and network airspace changes. It provided a number of principles in an appendix to its response covering safety, efficiency and emissions among others, and stated that it believed all of these were relevant to airspace change.
- The Hounslow Green Party indicated that all options did not address problems associated with increased flights relating to the expansion of Heathrow Airport, and that running an airspace change proposal alongside a separate expansion consultation somewhat muddled the water:

“All options are ways of inflicting more pain on residents in the vicinity of Heathrow, merely sharing it in various ways. There is no guarantee that sharing of routes as designed now would have acceptance into the future as scenarios change...there is no clear evidence in the consultation about flight paths or that noise measurement used in the airspace design would be calibrated in a way meaningful to those overflown. We understand that there is a semi-statutory aspect to this consultation. Positioning it next to the non-statutory expansion consultation further blurs the lines in public perception.”

- Natural England Thames Team did not offer any detailed opinion due to the design principles being consulted on at a high level. However, it did state that due to the potential for airspace changes around Heathrow Airport to impact designated sites and protected landscapes, it wished to be consulted in the future as more detailed airspace designs are considered.

- Historic England mentioned it was keen to ensure that the conservation and enhancement of the historic environment is fully taken into account at all stages, but that it was not possible to select an option as it wasn't possible to determine which heritage assets would be affected.

"Historic England is keen to ensure that the conservation and enhancement of the historic environment is fully taken into account at all stages of infrastructure projects. ...at this stage we do not consider we can come to a view with regard to the principles outlined in the document given it is not possible to determine which heritage assets will be affected..."

- GATCOM stated that it was not in a position at this stage to provide a detailed response. However, it said that the Committee agreed that it should set out its aspirations for factors that it would like HAL and NATS to take into account in the airspace design process. It was concerned about constraints of Heathrow flight paths on the altitude of Gatwick's air traffic, and that as proposals are taken to the next stage, that they do not have an adverse impact on Gatwick's operation, future growth plans, or its environmental performance:

"Whilst GATCOM is not in a position to provide a detailed response on the various options put forward in the Heathrow Airspace Principles Consultation, the Committee agreed that it should set out its aspirations for factors that it would like HAL and NATS to take into account in the airspace design process...it is hoped that the design concepts that emerge allow latitude for adjacent routes to be adapted as part of the design process to improve environmental performance where possible and specifically to ensure that the vertical profiles of Heathrow departure routes are reviewed in a way that would also enable vertical improvements to Gatwick's departure routes"

- Heathrow Hub Ltd/Runway Innovations Ltd stated that the North-West Runway scheme is entirely dependent on an unprecedented scale of airspace change, as described by the CAA. It highlighted lack of consideration of how airspace change at Heathrow might affect other airports:

"There is no consideration of how airspace change might affect other London and SE airports, or the feasibility of flightpaths necessary to deliver the runway alternation and respite which HAL assume. The absence of airspace design and flightpaths makes it impossible to assess the noise impacts of the NWR scheme. The consultation simply refers to an aspiration "to expand Heathrow whilst affecting fewer people with noise than today." That is meaningless and does not provide a credible basis for decision-making."

4.6 Organised campaign responses

Organised campaign responses were received for Question 1 from *Chiswick Against the Third Runway* and the *Teddington Action Group*. The standard campaign text for Chiswick Against Third Runway was a simple statement in favour of Option B. The standard text for the Teddington Action Group response was longer, and opposed the concentration of flight paths, saying ' *This particular Design Principle is connected with the introduction of Performance Based Navigation ("PBN") and is a matter of national importance and should not be introduced through the back door by Heathrow in their expansion plans.*

A total of 81 campaign responses to the closed section of Question 1 were made through the online or paper response form (58 from Chiswick Against the Third Runway and 23 from the Teddington Action Group). The distribution of responses is shown in Figure 4.8. Over half the responses indicated support for Option B (68% - 55 out of 81), which

reflects the support for this option from Chiswick Against the Third Runway. Of the 23 responses from the Teddington Action Group, 19 indicated support for Option C.

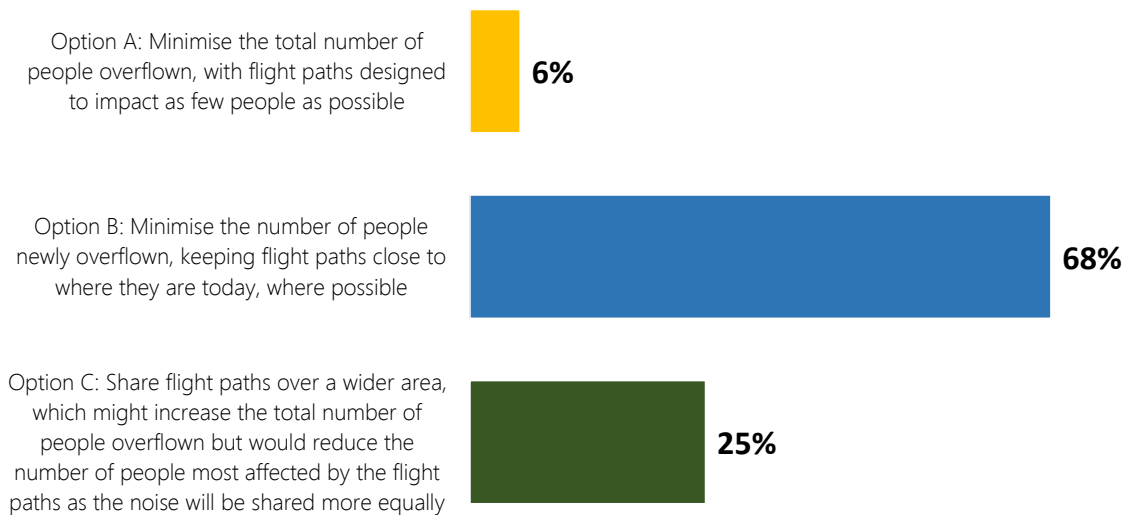
However, not all campaign participants ticked the option at Question 1 that was recommended by the campaign itself. For example, two participants who took part in the Chiswick Against the Third Runway campaign ticked the box to support Option A, and one ticked the box to support Option C.

Figure 4.8: Question 1 campaign response



Principle 1 – Flight Paths – Campaign responses

Q1. When designing airspace, Heathrow should:



Base: 80 campaign responses that answered Q1 on the online or paper response form

5. Analysis of responses to Question 2

5.1 Introduction

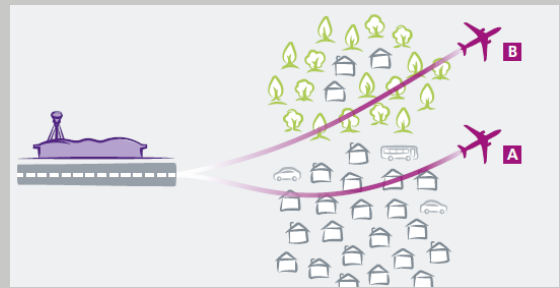
This section provides a summary of responses to Question 2 on the online and paper response form, as well as unstructured responses via email and letter that make reference to issues relating to **Principle 2: Flight paths over urban and rural areas**. Participants who completed the online or paper response form were given the opportunity to select one of the options A or B as well as provide any further comments on flight paths. Please note that where percentages are given, these are only based on those who completed the tick box questions on the response form.

Principle 2: Urban and Rural Areas

When designing airspace, Heathrow should:

- Prioritise routing aircraft over urban areas, recognising that urban areas have high general noise levels
- Prioritise routing aircraft over rural areas where fewer people live

Please provide any comments you have on flight paths



5.2 Summary of the findings

Of those taking part in the consultation using the response form, Option B (ie routing aircraft over rural areas) was by far the option most frequently selected. Those most likely to prefer it were those who live east of the airport or who are not currently overflown. The main reasons for favouring Option B were that participants thought it would affect fewer people and cause less noise pollution.

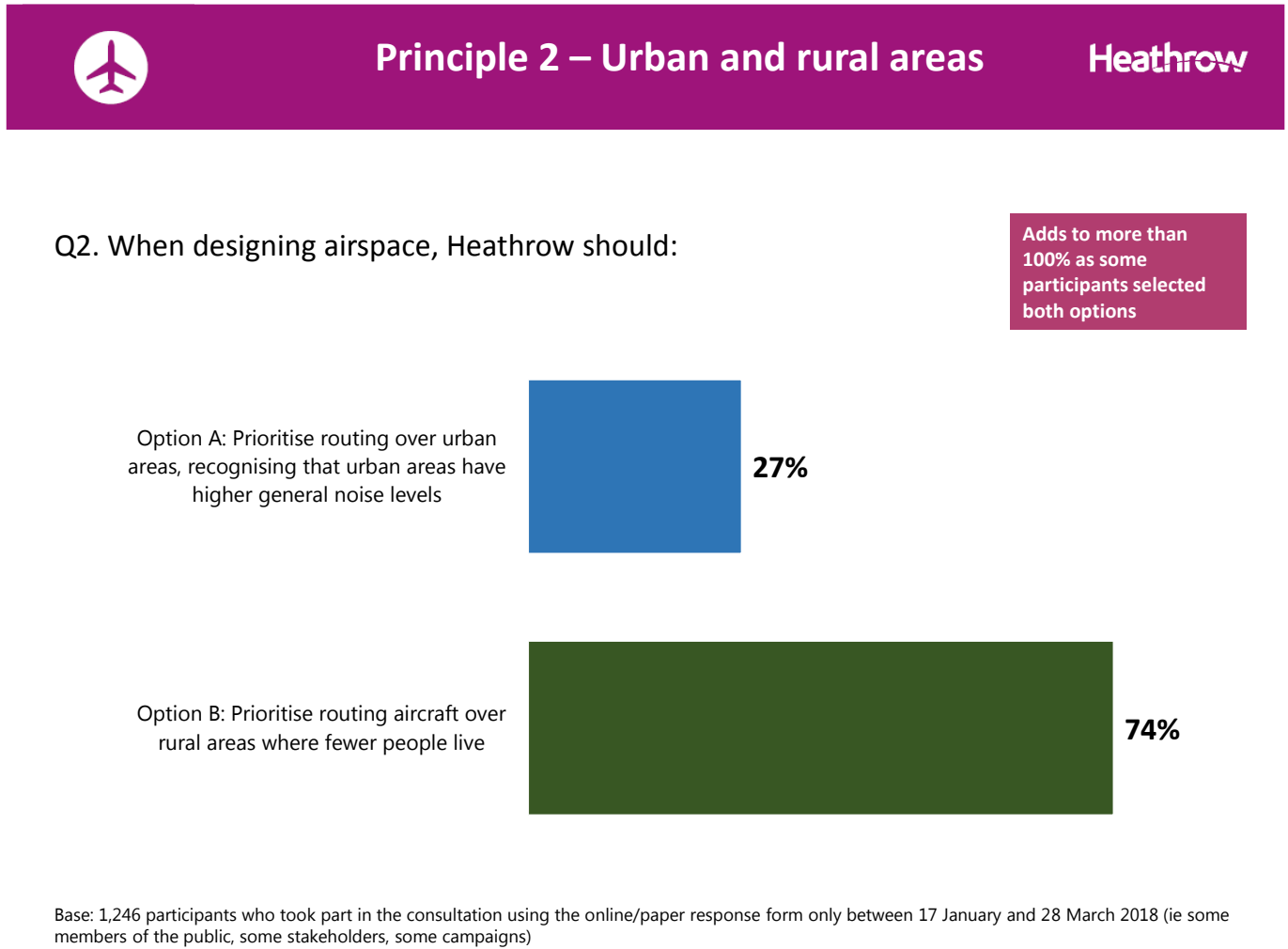
The main reasons given for favouring Option A (ie routing aircraft over urban areas) was that it would preserve the peace of rural places and that noise over urban areas would not be noticed as much there. In terms of suggestions, the most commonly mentioned were all to do with ensuring the impact would be fairly balanced between various types of locations.

5.3 Emerging themes from the consultation responses

Across both the closed and open-ended parts of Question 2, the balance of opinion was in favour of Option B, which would prioritise the routing of flights over rural areas and away from built-up urban neighbourhoods. Participants were distinctly less likely to favour Option A (routing flights over urban areas and away from rural locations).

Looking at the closed-question data (Figure 5.1), there were 1,246 participants who answered the tick box part of Question 2 on the response form, including campaign submissions sent through the response form. Three in four participants who used the response form to take part in the consultation, (74% - 920 out of 1,246 participants) chose Option B as their preferred option. One in four participants preferred Option A (27% or 332 out of 1,246 participants).

Figure 5.1: Principle 2 - Responses from the closed questions on the online/paper response forms



As shown in Figure 5.2, participants who are not being overflowed by flights to and from Heathrow Airport are more likely to favour Option B (80% - 183 out of 229 participants)²³.

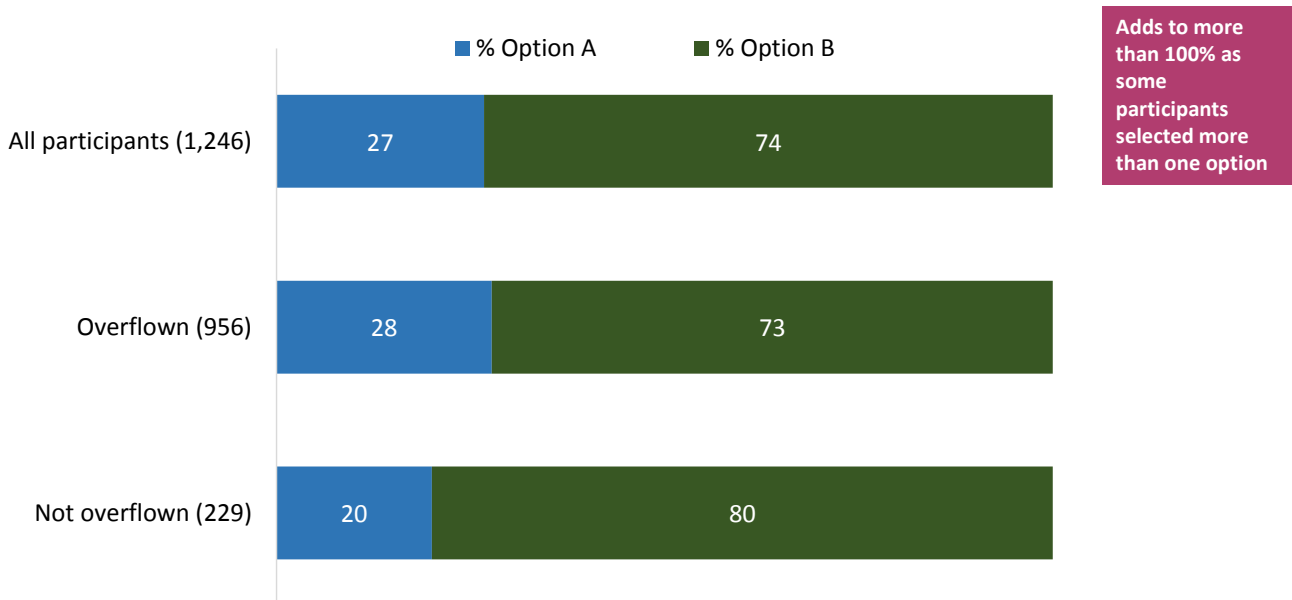
Figure 5.2: Principle 2 - Responses from the closed questions on the online/paper response forms, broken down by whether participants are overflowed

 **Principle 2 – Urban and rural areas** **Heathrow**

Q2. When designing airspace, Heathrow should:

Option A: Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels

Option B: Prioritise routing aircraft over rural areas where fewer people live



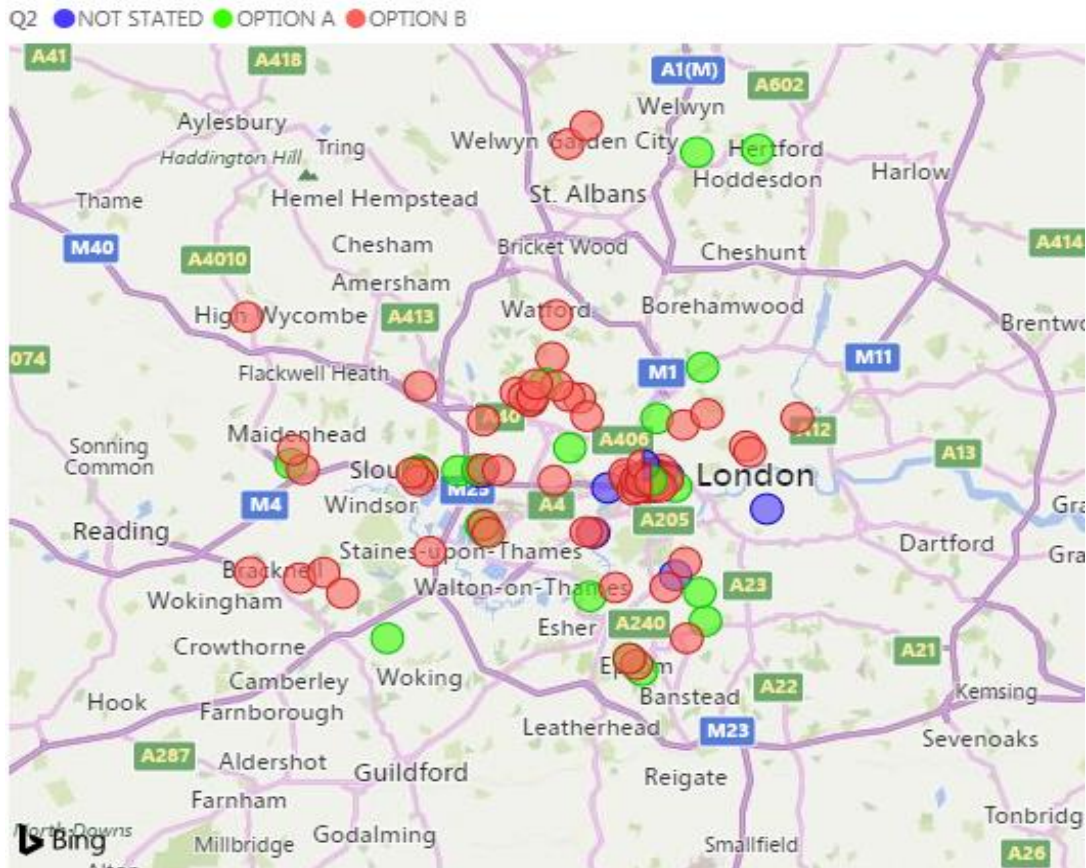
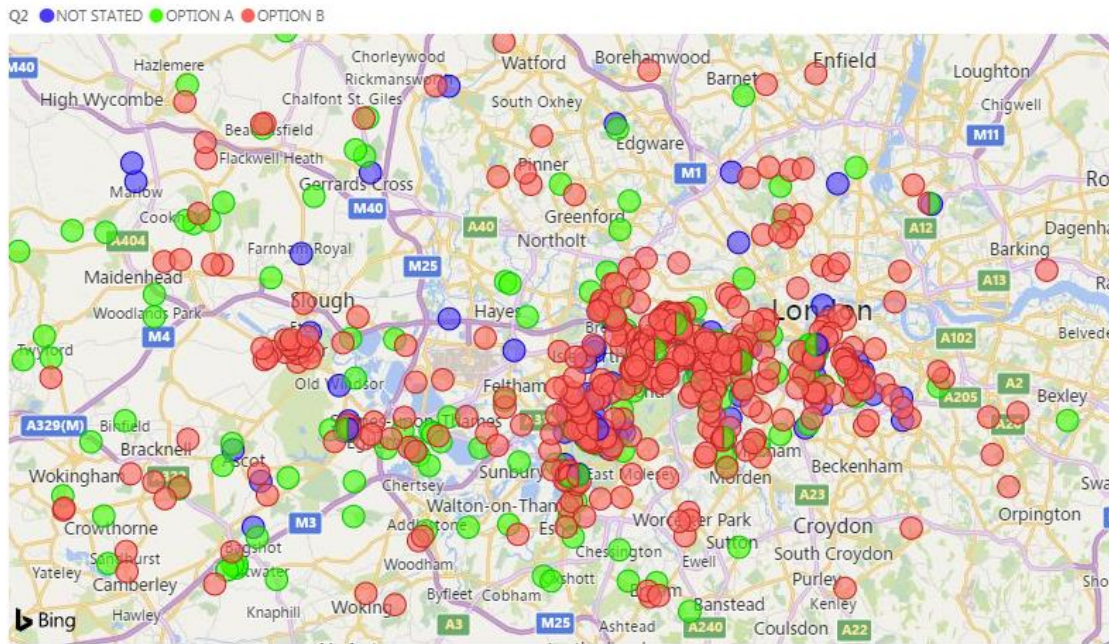
Base: 1,246 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Figure 5.3 shows the geographical distribution of responses for those favouring Options A and B²⁴. The first map is based only of those who are overflowed by flights to or from Heathrow Airport. The second map is based on those who are not currently overflowed. What can be seen from these maps is the weight of opinion behind Option B no matter whether participants are overflowed.

²³ This information was derived from the question asked on the online/paper response form "Are you currently overflowed by aircraft flying to or from Heathrow"

²⁴ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response.

Figure 5.3: Principle 2 – Maps of those who say they are overflow and not overflow showing preference for the two options ²⁵



²⁵ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response. Not all responses outside the area are represented within the maps but have been recorded and assessed.

Results by age group showed no clear differences across the options chosen.

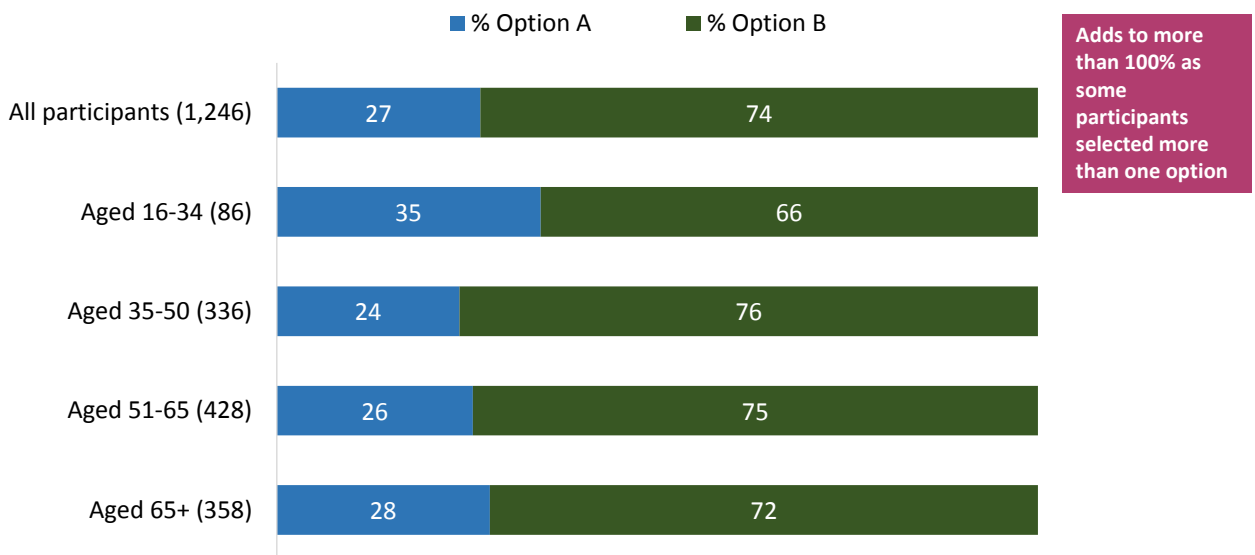
Figure 5.4: Principle 2 - Responses from the closed questions on the online/paper response forms, broken down by participant age group

 **Principle 2 – Urban and rural areas** **Heathrow**

Q2. When designing airspace, Heathrow should:

Option A: Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels

Option B: Prioritise routing aircraft over rural areas where fewer people live



Base: 1,246 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

However, there were some variations by geographical location (see Figure 5.5²⁶):

- Participants living east of Heathrow Airport were more likely to favour Option B. This was the case for those living northeast of the airport (84% - 253 out of 302 participants), or southeast of it (80% - 407 out of 506 participants). This may well be because areas east of Heathrow Airport are more heavily urban, and so participants there would prefer flights to be routed over rural areas.
- Conversely, those living northwest of the airport were more likely to favour Option A (52% - 36 out of 71 participants). So too were those living southwest of the airport (44% - 114 out of 252 participants). Again, this may well be because areas west of Heathrow Airport are more rural, and so participants there would prefer flights to be routed over urban locations.

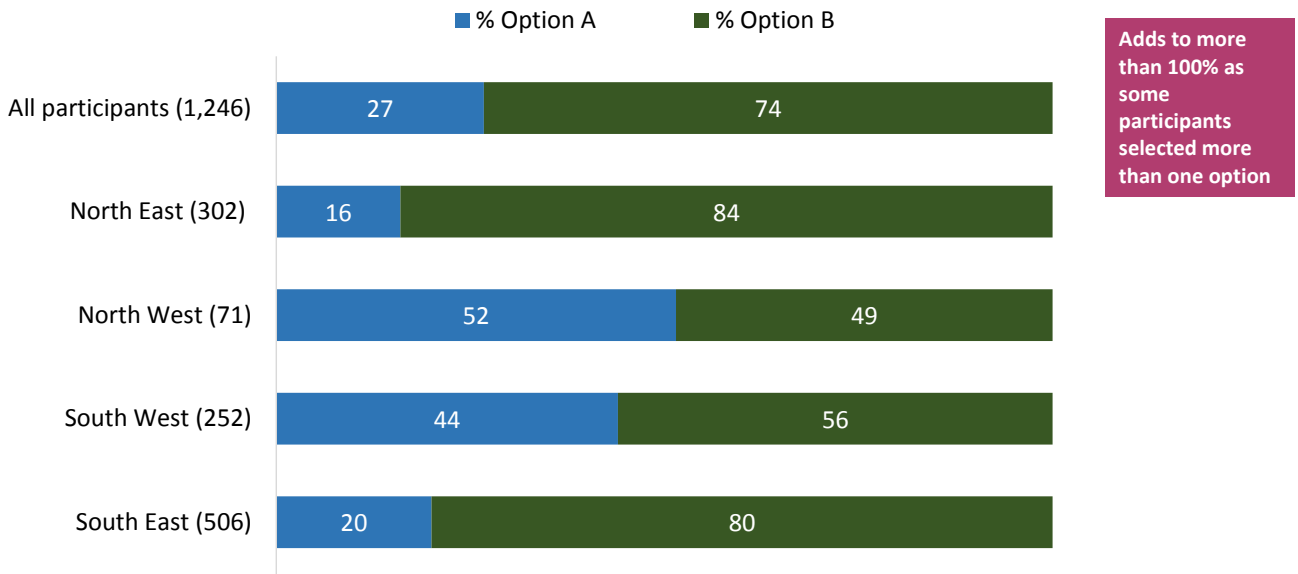
²⁶ Only includes participants that took part in the consultation using the online or paper response form and who provided a valid postcode with their response.

Figure 5.5: Principle 2 - Responses from the closed questions on the online/paper response forms, broken down by geographical location

 **Principle 2 – Urban and rural areas** **Heathrow**

Q2. When designing airspace, Heathrow should:

- Option A: Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels
- Option B: Prioritise routing aircraft over rural areas where fewer people live



Base: 1,246 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Looking at the open-ended responses, a total of 752 participants made a comment. The anticipated impacts on noise levels, on local people and on the quality of life were the main factors in participants’ preferred option, as well as the assessment about which option is generally the best or fairest. The balance of opinion was also similar to that for the closed-question data

- Option B was the most favoured option, with one in three participants saying it was their preferred choice (253 out of 752). The main reasons given for favouring Option B were that it would affect fewer people (76 responses) and that it would have less impact on noise pollution (64). This was followed by a general preference for Option B (55), the belief that this option would have less impact in the event of a major accident (30) and that noise levels would still affect people in urban areas (25).
- Only a handful of participants said Option B was their least preferred choice (53 participants). Most often it was a general statement that it was their least preferred choice (15 responses) and the belief that it would badly affect people’s health and wellbeing (11).

- Compared with Option B, fewer participants said Option A was their preferred choice (113 participants). The main reasons for this were that this option would preserve the tranquillity of rural areas (57 responses) and that noise would not be noticed so much in urban areas (31).
- Among the 45 participants who said Option A was their least preferred choice, the main reasons were concern about noise over urban areas (15 responses) and about the impact on people’s health and wellbeing (10).

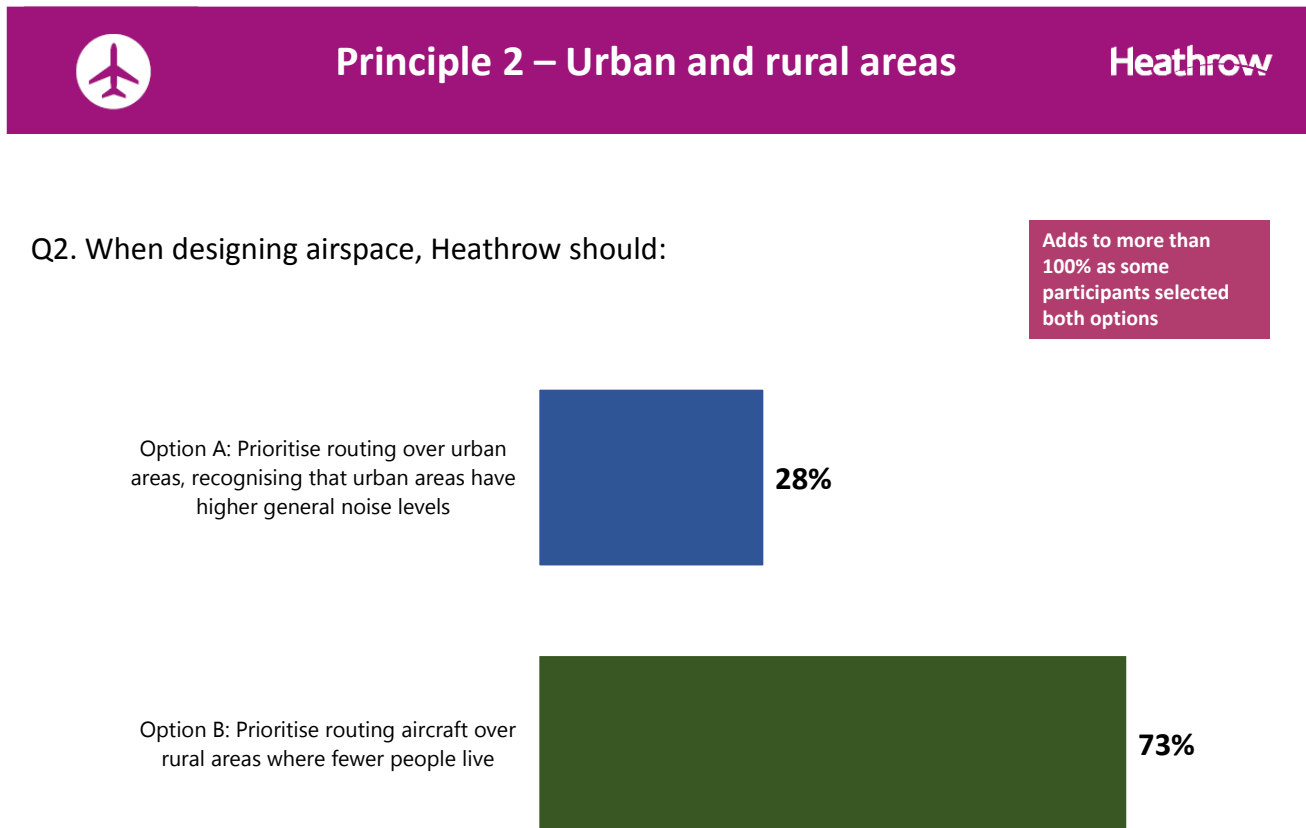
In addition, there were 148 participants who made a suggestion of some kind. The most commonly mentioned were about the need to ensure the impact would be fairly balanced. This included spreading flights evenly or over a wider area (20 responses), ensuring an even balance between urban and rural areas (17) and rotating flight paths over urban and rural areas to reduce noise (12).

5.4 Community responses

5.4.1 Response form

There were 1,166 individuals who answered **Question 2** on the response form. Figure 5.6 shows the responses given by members of the public who answered this question. The majority who answered the question selected the option to prioritise routing aircraft over rural areas where fewer people live.

Figure 5.6: Question 2 responses from individuals



Base: 1,166 participants who completed a response form between 17 January and 9 April 2018

5.4.2 Detailed commentary

A total of 479 members of the public provided 807 comments at Question 2 in the response form, or made comments via email or unstructured letter relating to the prioritisation of routing aircraft over urban or rural areas. These comments are summarised in this section of the report.

In summary, the total number of positive and negative comments received for each option was as follows:

- Option A: 106 members of the public made 142 positive comments about the option. By comparison, 41 members of the public who made 48 negative comments about Option A.
- Option B: 228 members of the public made 326 positive comments about the option. By comparison, 49 members of the public who made 64 negative comments about Option B.

Principle 2: Option A - Prioritise routing aircraft over urban areas

Positive or supportive comments

A total of 106 members of the public provided favourable comments about Option A. While a number of comments were provided, the main ones included that the option would retain the peace and tranquillity of rural areas (51 comments); and that aircraft noise in urban areas would be much less noticeable than in rural areas where background noise is considerably less (29).

"...peace and quiet and minimising noise pollution is very important in rural sites. People who chose to live in urban areas are not necessarily concerned about this."

Member of the public

"Rural areas should be preserved as a place for people to escape the urban noise."

Member of the public

Other positive or supportive comments about Option A included that it was the preferred option (14 comments); that noise in urban areas is expected (10); that noise pollution would be reduced by prioritising urban areas (8); and, that it would reduce impact on wildlife and the natural environment (4).

I have lived in Earl's Court for a very long time, under the flight path. As urban spaces are very noisy anyway, planes were hardly noticed unless lower than usual. Now in Epsom in a rural area, one becomes more aware of aircraft noise."

Member of the public

"Rural areas are a sanctuary. We value highly our Site of Special Scientific Interest (SSSI) at Chobham Common, and nature reserve areas associated with Bourne River in our rural area."

Member of the public

There were also nine favourable comments about the option which were subject to the provision that a number of conditions would be met. These conditions included that it would depend on the altitude of overflying aircraft; that if aircraft could follow arterial routes such as over motorways or railway lines; that it would be best if aircraft flew over urban commercial areas where possible; and that provided any new noise levels is kept to a minimum.

"...A may be acceptable if the flight paths are high and therefore noise levels is very low/unobtrusive. Lower level flight paths should be avoided over existing urban areas...I would be concerned if...noise was significantly worse over Epsom and Ewell than now."

Member of the public

Negative comments

While more members of the public provided positive than negative comments about Option A, 41 members of the public made negative comments about the option, stating this was their least preferred option. A number of comments were provided, including concerns about new noise in urban areas (14 comments); concerns about impacts on the quality of life of local people and communities (9); concerns about noise levels in general (6); and, concerns about the safety of aircraft flying over populated areas (4).

"Higher urban noise levels should not be used to justify prioritising flight paths over these areas. Urban noise levels will fall dramatically as electric vehicles become the norm in towns and cities. Avoiding unnecessary exposure of people to noise and pollution must be the priority and therefore flight paths should be planned over the least populated countryside. There have also been numerous examples of people sadly killed or injured and property damaged by falling objects (e.g. blue icicles) and flight paths must be determined to minimise this risk."

Member of the public

Principle 2: Option B – Prioritise routing aircraft over rural areas

Positive or supportive comments

A total of 228 members of the public provided favourable comments about Option B. The main reasons included that it would affect fewer people, given fewer people live or work in rural areas (71 comments); that noise in urban areas would be reduced (58); and that it was the preferred option generally (48).

"There is plenty of countryside/rural areas for people to enjoy and the proportion of those areas impacted by this would be very small. The massive inconvenience of aircraft noise should be imposed on as few people as possible. The argument that there is already a lot of noise in urban areas is ridiculous, aircraft noise is in no way concealed by existing urban noise, it is a standalone noise pollutant that is not contained in any way within the existing hubbub."

Member of the public

Other, less frequently cited positive comments about Option B included that it would reduce the likelihood of consequences of accidents, such as if there was pilot or mechanical error, or falling debris such as ice (24 comments); that the background noise in urban areas does not stop aircraft noise from being noticed (24); that as fewer people would be affected in rural areas, this would reduce quality of life impacts from aircraft (14); and, air quality in urban areas would improve if aircraft were not overflying (13).

"If there were to be a crash, less people would be hurt if the plane is flying over a rural area, rather than densely populated London."

Member of the public

A few members of the public expressed a preference for Option B, provided a number of conditions could be met. In total there were 17 comments in this respect, which included conditions such as; if rural communities could not enjoy peace and quiet from aircraft, that sound-proof facilities should be provided; that flight paths could still be shared between rural and urban areas; and, it would be better to fly over farmland or private areas, before overflying public areas in rural locations.

"If the community is unable to enjoy rural areas, then Heathrow should provide us with...a sound-proof leisure facility...a greenhouse like at Kew Gardens...don't just think hotels."

Member of the public

"Aircraft should be routed over rural areas that are in private ownership e.g. farmland before adopting routes that overfly rural areas that are open to the public. This will further minimise the number of people affected by the increase in aircraft movements."

Member of the public

Negative comments or concerns

While over four times as many members of the public provided positive than negative comments about Option B, 49 members of the public raised concerns or issues about this option. The main comments raised were that it was the least preferred option (12); concerns about impacts on quality of life, health and well-being (10); concerns about the impact on rural areas (7); and, concerns about the disturbance of wildlife and the natural environment.

"This is a false choice when it comes to London which will be flown-over no matter what! Aircraft noise is a burden for whoever is affected and the priority should be to minimise noise levels in as many ways as possible: regulate against noisy aircraft; use the least inhabited routes...implement a greater angle of approach; restrict night flights; end the unfair 'Westerly Preference'; facilitate a wider variety of routes across both north and south London so that the burden is shared but spread as thinly as possible, with respite for all those impacted."

Member of the public

Principle 2: suggestions

A total of 131 members of the public made suggestions about Principle 2. The most frequently cited suggestions were that flight paths should be shared equally or evenly over a wider area (20 comments); that aircraft noise specifically should be shared equally between urban and rural areas (16); that current flight paths should be retained as they are at present (10); and that local communities must be afforded respite from aircraft (7).

"Consistent with my previous response you should seek to spread aircraft routing over the widest possible area thus minimising the impact on any one route."

Member of the public

"Rural areas can be managed if flights are fairly distributed."

Member of the public

Other suggestions included that flights should be routed over business or industrial areas (5 comments); that flights should fly over urban areas during daylight hours, and rural areas at night (4); that aircraft should fly at higher altitudes (3); and that overflying of parks, including Richmond Park, and Windsor Great Park should be avoided (both 2).

"It seems a good principle to route aircraft over areas where fewer people will be affected. Does Richmond Park count as a rural area or a park within an urban area? I recognise that it is better to keep Richmond Park free of aircraft, even if that means more aircraft flying over my urban area home."

Member of the public

Principle 2: other comments

A total of 59 members of the public provided other comments about Principle 2. These included that urban areas can be just as quiet as rural areas (7); that over time aircraft will become quieter due to improvements in technology (5); and that peace and tranquillity are valued commodities (2).

"Point A is a misconception - I live in a town and it is quiet, and the only noise nuisance is overflying aircraft. You do not have to live in a rural area to live in a quiet area."

Member of the public

"In the future there will be quieter aircraft. We can then all have less stress from noise."

Member of the public

Other general comments

Some 67 members of the public also cited existing problems relating to aircraft at Question 2 in the response form. The most frequently cited comment was related to noise disturbance (17); followed by aircraft cause pollution (8); impacts on quality of life (5); and, that there are already too many flights from Heathrow Airport (6).

A total of 62 members of the public also made comments about expansion of Heathrow Airport at Question 2 in the response form. The majority of comments provided were negative or critical including opposition to expansion (33); that the airport is in the wrong location and, as such, is unsuitable for expansion (9); and, that expansion would have a negative impact on people's quality of life (8).

There were 93 members of the public that made comments about the consultation at Question 2. The main comment revolved around opposition to all options (51). Other comments included that the consultation didn't give people a real choice given the location of the airport (10); that there was little, if any difference between the options being consulted on (7); and, that there was a lack of information (6).

Some members of the public also provided comments about other principles at Question 2 in the response form. To avoid repetition, these comments are included at other relevant questions in this report.

5.5 Stakeholder responses

5.5.1 Response form

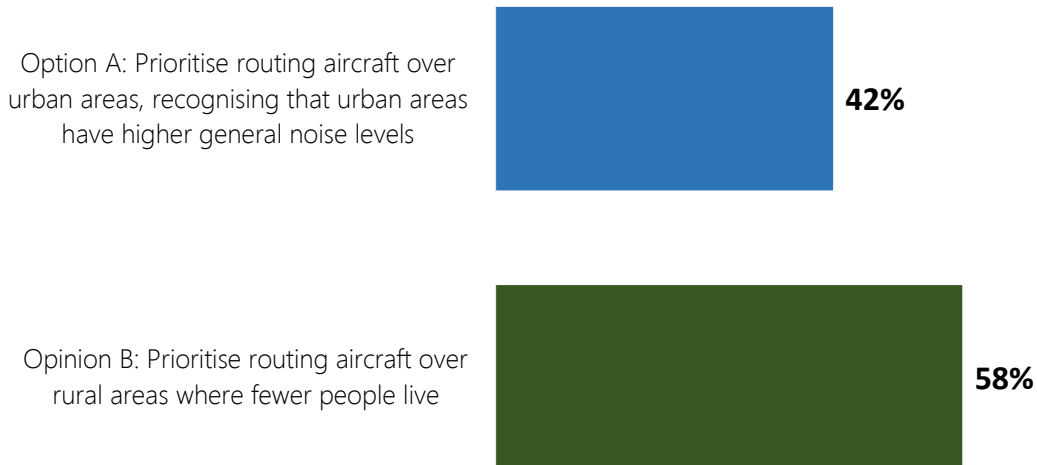
A total of 19 stakeholder organisations selected an option on the response form as shown in the chart below.

Figure 5.7: Question 2 responses from stakeholder organisations



Principle 2 – Urban and rural areas - Stakeholder organisations

Q2. When designing airspace, Heathrow should:



Base: 19 organisations who answered Q2 on the online or paper response form

5.5.2 Overview of responses provided by stakeholder organisations

Of all organisations that responded to the consultation by any response method, 39 provided comments relating to the Principle 2 flight path options.

- Nine organisations provided comments about **Option A** recognising that urban areas have higher general noise levels. Of these organisations, seven provided positive comments or reasons for their preference, including that the option would retain tranquillity, peace and quiet in rural areas (6 comments); and that noise would not be as noticeable in urban environments (2). There were also single comments that the option was generally preferred, that noise in urban areas is expected, that there would be less impact on wildlife and natural habitats, and that AONBs would be protected. In addition, there were also two supportive comments, provided certain conditions could be met. This included ensuring maintenance of tranquillity in quiet areas, and ensuring sufficient respite is provided to areas affected.
- Three organisations provided negative comments or raised concerns about Option A. Four comments were received relating to concerns about new noise; impacts on people's quality of life; noise disturbance; and, the impact of aircraft in the Colne Valley Regional Park.
- A total of 20 organisations provided comments about **Option B**, which was to prioritise aircraft over rural areas where fewer people live. Of these organisations, sixteen provided positive comments or reasons for their preference including: that it was preferred in general (7 comments); that noise disturbance will be reduced in urban areas (5), that noise will be less burdensome (4); that urban areas are more highly populated (3); that overflying rural areas would be safer in case of accident (2); and, just because urban environments are noisier than rural environments, that this doesn't mean aircraft noise isn't noticed in built-up areas.
- Four organisations provided negative comments or raised concerns about Option B. There were three general comments that the option was the least preferred option. There were also single comments about quality of life impacts, concerns about how rural areas could be impacted, worries about impact in wildlife and natural habitats, and, concerns about impact of noise disturbance generally, and on recreation.
- A total of 17 organisations made suggestions relating to the two options at Principle 2. Suggestions included alternate flight paths over both urban and rural areas (4 comments); that protected areas, including AONBs should be avoided generally (2), and the Colne Valley (2).
- A total of 21 organisations made other comments relating to Principle 2. There were four comments stating no preference for either option. There were also comments that people value tranquillity of rural areas (2 comments), and in the Chilterns (2), as well as a range of single comments, including that both options have benefits and drawbacks, and that rural areas no longer exist around the Heathrow area.
- Some of those who responded to Question 2 also made comments about other principles. Others commented about existing problems, expansion of the airport, or about the consultation itself. To avoid repetition, such comments are included in the relevant section of this report, rather than being repeated in this section.

The next section covers responses to Principle 2 by key organisational group.

5.5.3 Responses by key organisational group

Action groups

Residents Against Aircraft Noise (RAAN) indicated a preference for Option A. It criticised recent operational changes since 2014, which in its opinion had negative consequences for people and communities overflown due to unnecessary noise in return for increased profit. Despite selecting Option A, the organisation was critical of the question.

“Operational changes made during 2014 are now wilfully and deliberately desecrating people on the ground. by making unnecessary noise in return for increased profit. Our tranquillity and way of life is being traded for a few dollars saved in engine wear & maintenance....your question does not allow for the prioritisation of UK law abiding/tax-paying communities on the ground, up to the point where noise is no longer an issue, which is to at least 12,000 ft above ground level.”

Residents Against Aircraft Noise (RAAN)

East Reading Action Group and Chiswick Against the Third Runway (CHATR) selected Option B as their preferred choice of option. For East Reading Action Group, the reason was it would be safer in the case of accident or incident than overflying urban areas. The organisation, however, also stated that rotating flight paths over either urban or rural areas would be “vital” to minimise the number of noise events. Chiswick Against the Third Runway did not provide a reason for its preference.

Some action groups did not state a preference for either of the Principle 2 options. Richmond Heathrow Campaign said that there was no simple answer, and that it would depend on objectives and may vary depending on location. Teddington Action Group also would not state a preference, and criticised the consultation document for, in its opinion, being misleading, lacking in detail, and being premature. It indicated that as a result consultees would not be able to make an informed decision.

“We cannot answer this at this stage as Heathrow have failed to supply sufficient information on the effects. The Consultation document is actively misleading. Firstly, there are no details of flight path routes introduced by the changes. Secondly, the Development Consent Order has not been agreed, so we do not know its conditions. Thirdly, we do not know if the level of airspace changes needed can at this stage be achieved by NATS for safe operation.”

Teddington Action Group

Aircraft Noise 3 Villages – Lightwater, Windlesham and Bagshot Surrey (AN3V) also stated that it was unable to provide an answer due to there being no information on what the consequence of either option would be. It criticised the question, and indeed the consultation for not providing any real choice, and indicated that airspace change was a complex issue, requiring national debate.

“Unable to provide an answer as there is NO information on what the consequences of either option will be. Without an idea of flight path routes, nor information on possible Development Consent Order conditions we have nothing on which to base a response... Either the Government, the CAA or NATS should be sponsoring a NATIONAL debate on the complex issue of airspace change (including PBN), not for the subject to be dealt with in a few Hobson's choice boxes in an ill-conceived and premature consultation.”

Aircraft Noise 3 Villages – Lightwater, Windlesham and Bagshot Surrey (AN3V)

Plane Hell Action was also critical and did not regard the proposal to distinguish between urban and rural areas as meaningful in relation to the design of future flight paths. It continued by stating that it would oppose bias towards routing flights over urban areas on the basis of supposed higher noise levels, which in its opinion was not always the case, and that many urban areas were quiet.

Local Authority Aircraft Noise Council (LACC) would not state a preference for either option, indicating that further research should be carried out to assess the positive and negative impacts of both options in more detail.

Other groups, including HACAN East, and Englefield Green Action Group stated that neither option should be prioritised.

"We believe that there should not be any prioritisation over either option. Rural and semi-rural areas where they currently suffer noise should not be inflicted with increases. On the other hand, where they suffer no noise it is not unreasonable for them to share some of the pain. Areas currently suffering significantly will therefore be minimised with further noise exposure if noise is shared. There should be recognition that life choices on where to live were taken on historic and predicted noise contours, with consequent financial implications, which it would be unfair to totally ignore. Where topography of an area such as Englefield Green is higher than surrounding areas then that should be taken into account in flightpath redesign. Particularly sensitive locations such as the Commonwealth War Graves Commission's memorial in Englefield Green should also be recognised."

Englefield Green Action Group

St. Albans Quieter Skies (STAQS) did not believe a choice was feasible due to population density in the south east of England, making it unlikely that a route could be designated to fly over principally urban or principally rural areas.

Businesses

White Waltham Airfield selected Option A, without providing a reason or reasons for its preference.

Three businesses expressed a preference for Option B:

- London Luton Airport Operations Ltd selected this option on the grounds that fewer people would be affected by noise, and also, in the unlikely event of an aircraft emergency, routes over rural areas would have potential for lesser impact than in urban areas.
- Rivermead Court Ltd also selected Option B, stating that the mitigant in Option A would be irrelevant given its location in a low noise area.
- Hillingdon Chamber of Commerce who did not give reasons for its preference.

Other businesses did not make a choice between the two options. Annie's Nest Nursery was critical of current noise and pollution levels from Heathrow Airport, suggesting that the airport should be turned into luxury flats.

London Southend Airport suggested that the decision would not be one for it to make.

"Southend Airport have no preference in regard to this principle. This would be a decision for Heathrow airport to take in conjunction with local stakeholders. The key principle would be to optimise airspace design following this decision."

London Southend Airport

Whilst recognising a need for the UK's airspace to be in need of urgent modernisation, Virgin Atlantic Airways Ltd mentioned that its response at Question 1 should be taken into account at Principle 2. Here it mentioned that until more detailed proposals for airspace modernisation in the context of an expanded Heathrow are published, it was unable to comment on which approach should be adopted.

Environment, heritage, amenity or community groups

Four environment, heritage, amenity or community groups made clear in their response that their preference was for Option A:

- Bean Residents Association referred to its response at Question 1, where it stated that Heathrow Airport has existed for a long time, and that residents have chosen to live there, or had the chance to move away. For those who have decided to locate to a rural area, it its word would be "iniquitous to divert routes there".
- Chiltern Society expressed a preference for Option A and stated that there should be extra regard given to avoid overflying rural or semi-rural areas within the Chilterns AONB. However, the organisation also made a suggestion to mitigate introducing noise to quiet, urban areas:

"...rather than applying a straight rural / urban split, with the difficulties of categorisation this involves, and the risk of unreasonably introducing high noise levels to an urban, but quiet area, a methodology which zoned areas according to existing ambient noise levels, and then minimised the net addition from aircraft noise, might be most equitable, and ensure that quiet areas remain as quiet as possible."

- The Chilterns Conservation Board preferred Option A and stated that future airspace proposals should avoid overflying national parks and Areas of Outstanding Natural Beauty. The organisation made a suggestion that it would be helpful to map existing ambient noise levels, and that quiet areas should be protected:

"Great weight should be given to minimising over-flying of protected landscapes because of the impacts of noise on habitats and species, and protecting peace and tranquillity in nationally protected landscapes for current and future generations to enjoy. Urban areas that are already overflowed and have high ambient noise would be impacted less from increased overflying than introducing noise in some of the finest areas of countryside in the UK, cherished for their peace and natural beauty... It would be helpful to map areas for existing ambient noise levels and ensure that quiet areas of protected countryside remain as quiet as possible, recognising their importance for quiet recreation, health and wellbeing. We note that CAP1616 guidance requires that specific attention is given to tranquillity of AONBs."

- London Parks and Gardens Trust preferred Option A, stating that parks offer tranquillity within the urban framework and should be protected, and also provide biodiversity and fragile ecosystems. The organisation suggested that roads and other transport infrastructure already provide background noise, and can be followed by aircraft.

Eight environmental, heritage, amenity or community groups made clear in their response that Option B was their preferred option:

- SCR Residents for a Fair Consideration of Heathrow Expansion simply stated that there should be no additional flights over London.
- Wimbledon East Hill Resident Association (WEHRA), was more geographically specific, stating that it objected to an increase in the number of flights, or hours of operation over Wimbledon.
- Egham Residents' Association selected Option B with a caveat that as much as possible should be done to protect outstandingly attractive rural areas from noise intrusion. The organisation also stated that it was opposed to having more flights over Egham.
- Fulham Society suggested that directing routes over rural areas would create less blight, especially if combined with Principle 1 Option C to allow broader sharing.
- Campaign to Protect Rural England (CPRE) Surrey Guildford District stated that even though fewer people live there, priority has to be given to noise protection and enhancement of nationally important countryside.

"...flights should not be directed over areas of lower population where this will damage our best national countryside in the process. Priority should be given to locating any new additional air traffic to alternative runways remote from both Heathrow and Gatwick, and to spread the impact of extra aircraft noise to other geographical areas well north of London and away from South East England. Such a proposal would in our view be beneficial for both the local rural communities concerned in the Surrey Hills AONB but also for the thousands of walkers, cyclists, horse riders and other visitors who wish to enjoy the best of our national countryside without intrusive noise disturbance from aviation of all kinds."

- Three of the eight organisations: Fulham Palace Trust, Camberwell Society, and Cheyne Walk Trust indicated preference for Option B, but did not provide reasons for their preferred option.

Other environmental, heritage, amenity or community groups made clear that they favoured neither Option A nor Option B. Resident Association HVGCA said that it supported neither option as airports should not be in urban areas. Royal Parks stated that routing of aircraft should not favour either a rural or urban area. Ealing Fields Resident Association (EFRA) stated that it would not be possible to design departure routes over rural areas.

"There is no possibility of designing departure routes over rural areas on easterly operation from Heathrow since there are no rural areas to the east of the airport but only constituent parts of Greater London."

Ealing Fields Resident Association (EFRA)

Richings Park Residents' Association questioned the feasibility of the options, and suggested that the priority should be to decrease aircraft noise for everyone, rather than moving it from one community to another.

"We also question the definition of 'less densely populated areas', as the area surrounding Heathrow is all densely populated and there is little opportunity to change flight paths without significantly affecting some communities. Reducing noise impact should be about reducing noise for all and not just about decreasing the size of the affect population by displacing the noise from one community to another."

Richings Park Residents Association

Colnbrook Community Association was not in favour of either option, simply stating that it was not in favour of the expansion of Heathrow Airport. This accorded to some extent with the viewpoint of Kingston Environment Forum which suggested that air travel should or will decrease in the future, and as such, there should be no need to expand either the airport or number of flights.

Local government

Of the 33 local government organisations that responded to the Airspace Principles Consultation, most sent an unstructured response via email or letter in the post. Few used the online or paper response form. Of those who did respond using the response form, and who answered Question 2, Cholesbury-Cum-St Leonards Parish Council and Chobham Parish Council selected Option A, but neither organisation provided reasons for their preference.

Albury Parish Council favoured Option A. It's main concern was that given they may be a higher response to the consultation from urban residents, that the views and opinions of rural residents should not be overlooked.

"We do not agree with question 2 Option B above; we favour response A for question 2 as background noise levels are higher in urban areas versus rural where they are low. We have particular concern about the wording of this question. Consultations are by nature a way of canvassing for volumes of opinion by way of individual response-a "game of numbers". Given that far more potential respondents live in urban areas than rural, this question is skewed to favour urban dwellers who will prefer option B. Please remember that rural environments are used by those living in urban centres for recreation so if you damage the rural environment it affects everyone."

Albury Parish Council

Surrey Heath Borough Council recognised advantages and disadvantages of both options:-

"...it is recognised that there are advantages and disadvantages to both approaches. Much of the eastern part of Surrey Heath, which is closer in proximity to Heathrow than the west of the borough, is rural. Much of Surrey Heath's rural landscape contains habitats of international importance, principally the Thames Basin Heath Special Protection Area. Consideration should be given to these designated areas, which are home to wild bird species protected by UK and EU Law...an important consideration for these habitats is air quality, and consequently, the council requests that future flight paths should have due regard to these designation."

Surrey Heath Borough Council

Of the local government organisations that did express a preference, more preferred Option B than Option A. Reasons given were very similar, with the principal reason to protect residents from aircraft noise. This will of course have been influenced by the location of the organisations that responded.

- For Slough Borough Council, Option B was preferred given the majority of the authority area is urban, with parks located within the urban conurbation. The council mentioned that tranquillity should be protected where possible. It continued by mentioning that the majority of Slough's urban areas are relatively quiet and aircraft noise could give rise to significant effects.
- For Southwark Council, while stating that the question was of little direct relevance to Southwark, in principle it would support minimising urban aircraft noise exposure to minimise total adverse impacts.

- Windlesham Parish Council stated that whilst it preferred Option B, the two options offered a different approach. It added that much of the surrounding area of three villages in the parish are ecologically and environmentally important, and that due consideration should be given to these areas, so that they are not affected by future flight paths.
- Woking Borough Council favoured Option B so that local residents could be protected from impacts of aircraft:

"...Option B is preferred. This will prioritise routing aircraft over remote areas where there is less concentration of people. Woking is a compact urban area wrapped around by the Green Belt. Prioritising routing away from residents and making sure that those likely to be affected experience as minimum impacts as possible should be the preferred approach."
- Wokingham Borough Council suggested that where practical, aircraft should be routed over rural areas to minimise the number of residents affected by aircraft noise.
- Runnymede Borough Council also favoured Option B, but pointed out that some rural areas are important spaces for peace and tranquillity:

"...the Council believes that routing aircraft over rural areas, wherever possible, is more favourable than over urban areas. Although it is recognised that some rural areas are important spaces for tranquillity/leisure, particularly the Commonwealth War Graves Commission memorial which is elevated in Englefield Green, the impact on individuals would generally be less significant. The Council therefore favours Option B."
- The London Borough of Hammersmith & Fulham stated that as the borough was densely populated, it would seem obvious that the impacts caused by aircraft noise in residential areas outweigh the impacts caused by overflying rural areas. However, it did also mention that rural areas are valuable in terms of the quiet environment they provide, which should not be overlooked. The council suggested that further research was needed to assess the positive and negative impacts of both options in more detail.
- Reading Borough Council favoured Option B with priority given for avoiding noise pollution over urban areas during anti-social hours.
- While The London Borough of Hounslow recognised the value attached to tranquil areas, it attached equal value to relative tranquillity in urban and rural areas. However, it went on to give a number of reasons as to why urban areas should not be prioritised over rural areas:

"...rural areas must share some burden due to increased noise level/exposure level and increased frequency in air transport movements, provided the increased noise is reasonable...Urban areas may exhibit higher total general noise, however this feature should not be used to mask noise due to additional aircraft noise attributed to Heathrow expansion, instead existing higher urban noise should be used to balance against increased rural noise due to expansion. Besides, urban areas are more densely populated as compared with rural areas, which increases the population exposed to a certain noise contour rather than reducing it as claimed by Heathrow."

- The London Borough of Ealing stated that due to a lack of detailed information, it was difficult to respond to the consultation questions in detail. However, it did go on to say that avoiding urban areas is preferable to avoiding rural areas as fewer people will be adversely affected due to lower population density levels.

Other local government organisations did not express a preference for one option over the other. The London Borough of Waltham Forest stated that neither option should be prioritised. South Bucks District Council stated that their preferred scenario is an even approach.

Essex County Council mentioned that *"it supports that the principles seek to determine whether rural or urban areas are prioritised"*.

Kent County Council deferred selection of the preferred option to local communities affected. However, it did also mention that given its location in proximity to Gatwick Airport, that the ambient noise levels in more rural locations is lower and therefore annoyance, health and quality of life impacts are felt at a lower level of aircraft noise. It suggested that a range of metrics should be used to demonstrate relative impacts of decisions made.

Surrey County Council indicated that both rural and urban areas are affected by aircraft noise, and that a balanced approach was needed.

"Residents in urban areas affected by noise enjoy visiting relatively quieter areas for recreation. We do not take a principled view on the merits of routing flight paths more or less over rural areas (or parks), compared to urban areas. A balanced approach will be required, where respite is provided to both types of areas. This balance must be informed by the quantifiable difference various options would make, compared to each other."

Surrey County Council

Spelthorne Borough Council, stated that the concept of a noisy urban environment being better able to absorb aircraft noise than a rural one is accepted. However, it also mentioned that there is a recognised need to reduce urban noise due to impacts on people's health and well-being. However, it continued by saying that due to insufficient information being provided, an informed choice could not be made.

"The concept of a noisy urban environment being better able to absorb aircraft noise than a rural one is accepted; likewise, the need to have rural areas remain quiet thereby providing a retreat from the noisy urban environment. That said, there is also the recognised need to reduce urban noise due to the acknowledged impacts on people's health and well-being caused by high levels of environmental noise. Insufficient information has been provided to enable an informed choice to be made. Information needs to be provided that answers the question "what quantifiable difference will each option make and in what circumstance?"

Spelthorne Borough Council

St. Albans City and District Council questioned the feasibility of prioritising one option over the other given, in its opinion, routes cannot be designated over urban or rural areas (this was similar to the response from St. Albans Quieter Skies).

Other organisations

A few other stakeholder organisations that responded to the consultation, provided comments relating to Principle 2.

- While Colne Valley Regional Park did not state that Option A should be prioritised, it was clear in its response that it was important to preserve the tranquillity of the park, and that rural areas must be considered when airspace design is assessed, and that a noise benchmark must be created for natural areas.

"It is important to preserve the tranquillity of the Colne Valley Regional Park so that local communities do not have to travel even further to find respite from airport noise. Rural areas can be far more seriously affected by additional noise as many activities take place outdoors. This should be a key consideration when HAL assess airspace designs... HAL must establish a noise benchmark for the creation of attractive and useable natural areas for public enjoyment and protect the natural soundscape of the Park as much as possible."

- The British Helicopter Association selected Option B at Question 2 as their preferred option. No reasons were provided for their preference.
- The World Federalist Party selected Option B as their preferred Option. No reasons were provided for their preference.
- The Church of England Diocese of London, Oxford and Southwark suggested that there should be a balance between Option A and Option B:

"...balance of A and B, with pro rata equal distribution over both urban and rural areas. The need to avoid increasing already high noise levels needs to be balanced against detriment to people who have chosen to live in or enjoy the recreational value of rural areas because they are quiet and tranquil. (Same day and night, except during respite periods)."

- The Chartered Institute of Logistics and Transport did not express a preference.
- BAR UK Ltd repeated what it had said about Principle 1, in that while there is a need to find the right balance between relevant options, it did not believe it was useful to "formulate a preference".

5.6 Organised campaign responses

Organised campaign responses were received for Question 2 from *Chiswick Against the Third Runway* and the *Teddington Action Group*. The standard campaign text for Chiswick Against Third Runway was a simple statement in favour of Option B. The standard text for the Teddington Action Group response was longer, It stated that “we have not selected either of the boxes”. It continued by stating that the question could not be answered as Heathrow had failed to deliver sufficient information on the effects. It claimed that the consultation document was misleading for three reasons: (1) no details of flight path routes (2) that the DCO had not been agreed (3) that it did not know if the level of changes required could be achieved for safe operations. The response also stated that the design principles set out by Heathrow did not comply with legal requirements set out in the Air Navigation Guidance 2017. It concluded by requesting that there should be a maximum daytime noise from aircraft of 51dB during the daytime, and 45dB at night.

A total of 61 campaign responses to the closed section of Question 2 were made through the online or paper response form (56 from Chiswick Against the Third Runway and 5 from the Teddington Action Group). The distribution of responses is shown in Figure 5.8.

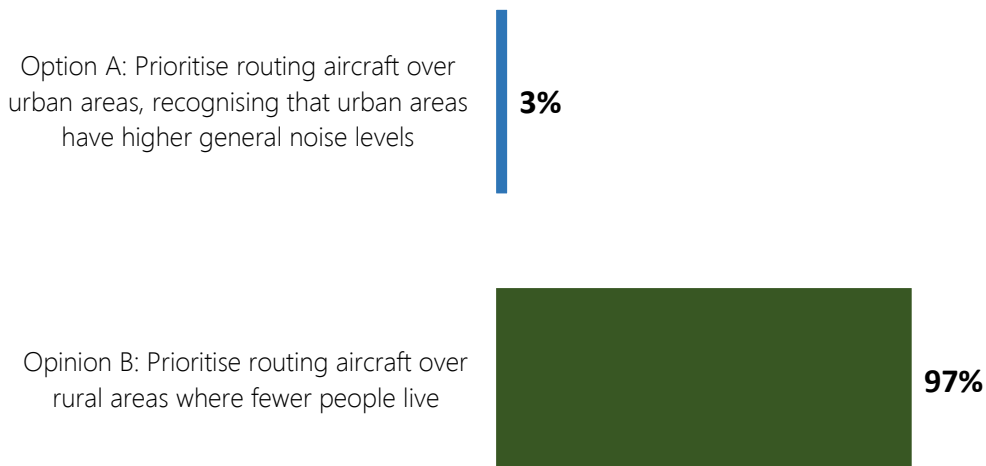
Almost all responses indicated support for Option B (97% - 59 out of 61). Of the 56 responses that were part of Chiswick Against the Third Runway, 54 ticked the box for Option B, and only two did so for Option A. Of the five responses sent for the Teddington Action Group, all ticked the box for Option B

Figure 5.8: Question 2 campaign response



Principle 2 – Urban and rural areas - Campaign responses

Q2. When designing airspace, Heathrow should:



Base: 61 campaign responses that answered Q2 on the online or paper response form

6. Analysis of responses to Question 3

6.1 Introduction

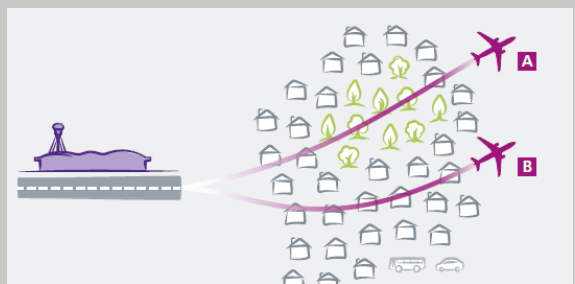
This section provides a summary of responses to Question 3 on the online and paper response form, as well as unstructured responses via email and letter that make reference to issues relating to **Principle 3: Flight paths over urban areas**. Participants who completed the online or paper response form were given the opportunity to select one of the options A or B as well as provide any further comments on flight paths. Please note that where percentages are given, these are only based on those who completed the tick box questions on the response form.

Principle 3: Urban Areas

When designing airspace, Heathrow should:

- Prioritise routing aircraft over parks and open spaces rather than residential areas
- Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces

Please provide any comments you have on flight paths



6.2 Summary of the findings

Participants were asked to indicate a preference for one of two options. These were either to prioritise routing of aircraft over parks and open spaces, rather than residential areas (Option A); or, to prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces (Option B).

The balance of opinion was in favour of Option A. Just over three-quarters of those who answered Question 3 on the response form (893 participants) selected Option A as their preferred principle. Fewer participants preferred Option B (283). As with other similar tick-box questions on the response form, a small number of participants selected more than one option, and others did not select either option.

The main reasons put forward in support of Option A were that it would be the best option (60 comments); that it would reduce the impact of noise disturbance in residential areas (54); and that it would reduce impact on people as they spend less time in parks than in their homes (48).

This chapter includes both positive and negative comments about each of the two options, as well as suggestions and other comments relating to Principle 3. Some of those who answered Question 3 in the response form made comments about other principles. To avoid repetition, such comments are included in the relevant chapter of this report. Of those who preferred Option B, the main comments were that it would retain peace and tranquillity in parks (48); and that it would be the best option (18).

Appendix C provides a breakdown of the responses received from those who took part using the response form. The results are presented by region, age of participant and whether the participant has stated that they are overflowed by flights in or out of Heathrow.

6.3 Emerging themes from the consultation responses

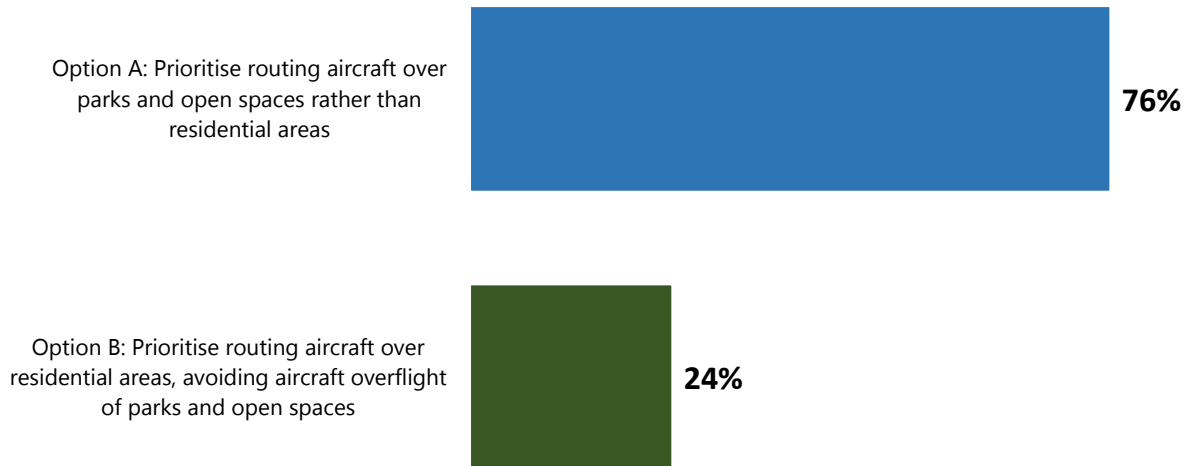
Looking at the closed-question data (Figure 6.1), there were 1,172 participants who answered the tick box part of Question 3 on the response form, including campaign submissions sent through the response form.

- Around three-quarters of those who used the response form to take part in the consultation (76% or 893 out of 1,172 participants) chose Principle 3 Option A which would prioritise routing aircraft over parks and open spaces, rather than residential areas.
- Fewer participants indicated a preference for Principle 3 Option B, which would prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces (24% or 283 out of 1,172 participants).

Figure 6.1: Principle 3 - Responses from the closed questions on the online/paper response forms



Q3. When designing airspace in airspace, Heathrow should:




Base: 1,172 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

There is little difference in preference according to being overflown or not from flights to or from Heathrow Airport, although those currently not overflown are marginally more likely to prefer Option A.

- Three-quarters of those who are currently overflown preferred Option A, compared to over four-fifths who are currently not overflown who preferred this option.
- One-quarter of those who are overflown indicated a preference for Option B. This compares to around one in six who are not overflown.

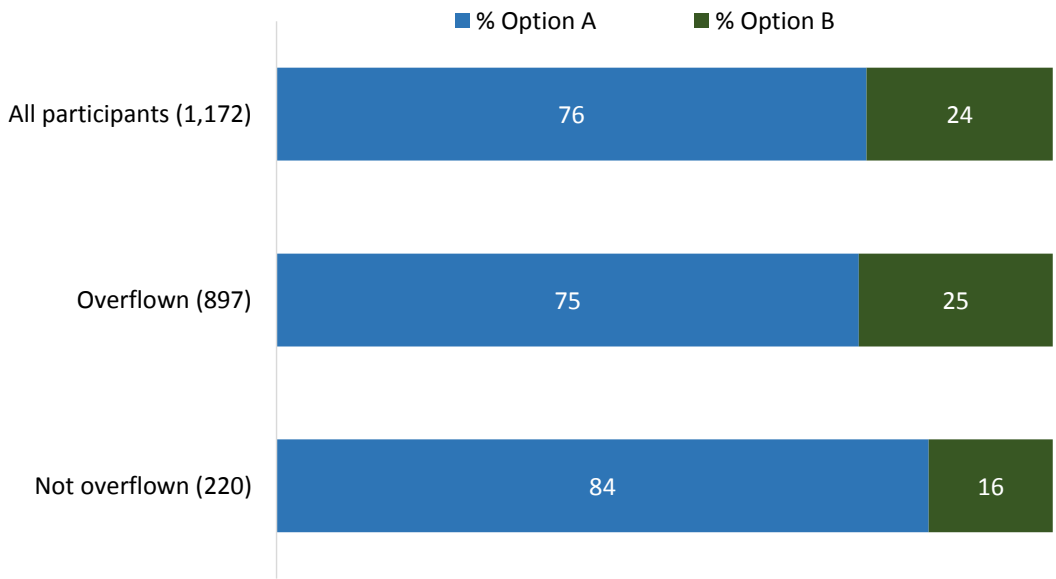
Figure 6.2: Principle 3 - Responses from the closed questions on the online/paper response forms, broken down by whether participants are overflown

 **Principle 3 – Urban areas** **Heathrow**

Q3. When designing airspace, Heathrow should:

Option A: Prioritise routing aircraft over parks and open spaces rather than residential areas

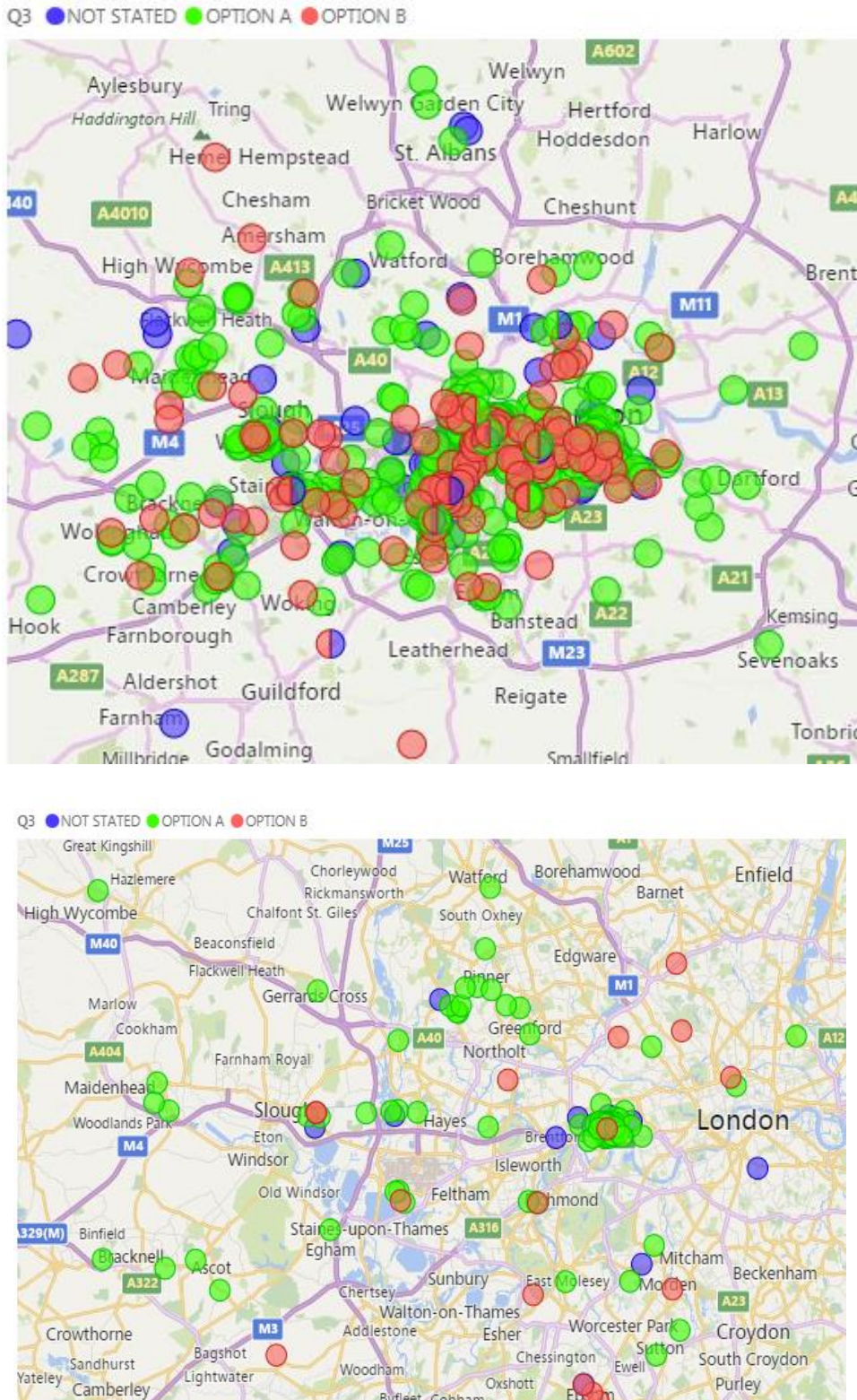
Option B: Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces



Base: 1,172 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns). Includes 897 overflown and 220 not overflown. Others don't know.

Figure 6.3 on the next page maps preference for each option. The first map shows preference by those who are currently overflown from flights to or from Heathrow Airport. The second map shows preference among those who are currently not overflown. The majority of participants have a preference for Option A, regardless of whether or not they are overflown by flights to or from Heathrow Airport.


Figure 6.3: Principle 3 – Maps of those who say they are overflow and not overflow showing preference for the two options ²⁷



²⁷ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response. Not all responses outside the area are represented within the maps but have been recorded and assessed.

Results by age showed no clear difference across the two options chosen.

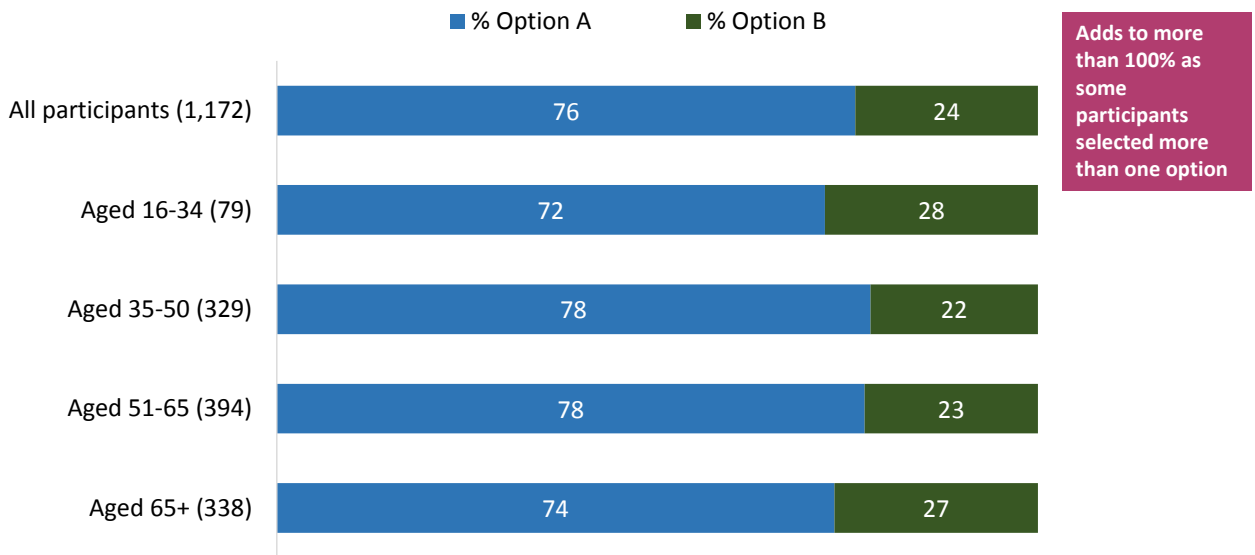
Figure 6.4: Principle 3 - Responses from the closed questions on the online/paper response forms, broken down by participant age group

 **Principle 3 – Urban areas** **Heathrow**

Q3. When designing airspace, Heathrow should:

Option A: Prioritise routing aircraft over parks and open spaces rather than residential areas

Option B: Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces




Base: 1,172 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

However, there are some difference in findings by geographical area.

- Those living to the north east of the airport were somewhat more likely to be in favour of Option A.
- In contrast, twice as many participants living in the southwest twice selected Option B compared to those living in the north west.

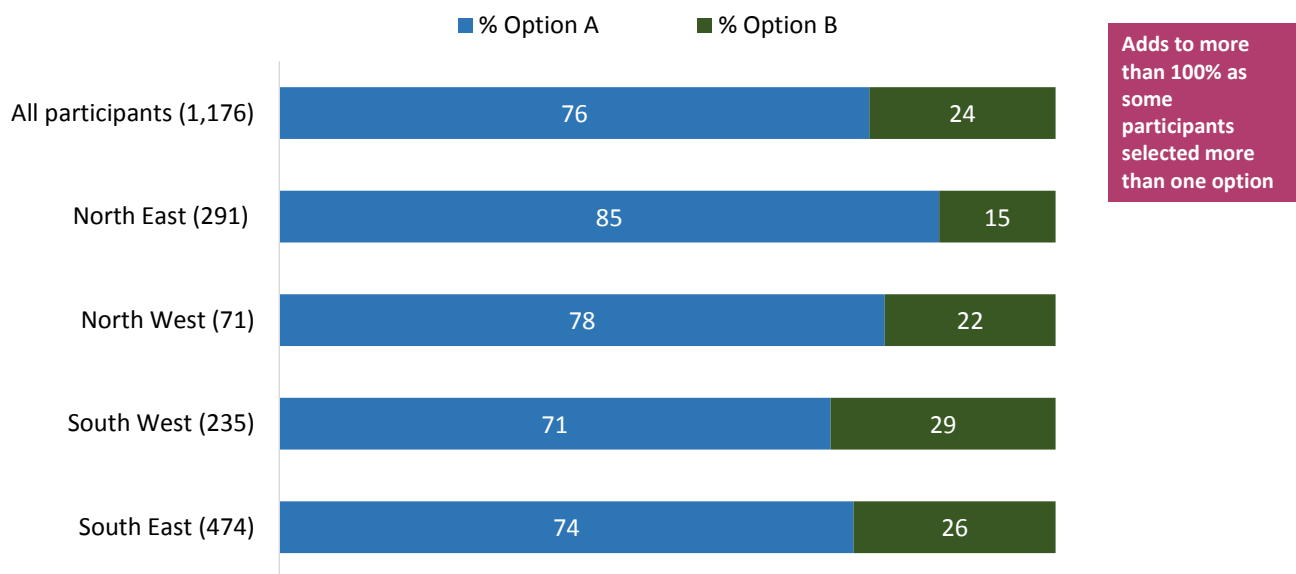
Figure 6.5: Principle 3 - Responses from the closed questions on the online/paper response forms, broken down by area

 **Principle 3 – Urban areas** **Heathrow**

Q3. When designing airspace, Heathrow should:

Option A: Prioritise routing aircraft over parks and open spaces rather than residential areas

Option B: Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces



Base: 1,176 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Looking at the open-ended responses, a total of 741 participants made a comment.

- The main favourable comments towards Option A were that it was the best option (60); that it would reduce impact of noise disturbance on urban and residential areas (54); and that it would reduce impacts as people spend less time in parks than in their homes (48). Of those who made negative or critical comments against Option A, these included that it was not a practical or realistic option (32); and concerns about how parks could be impacted if the proposals were implemented (20).
- Of those who indicated a preference for Option B, the main comments were that it would retain peace and tranquillity of parks and open spaces (41); or that it was the best option (18).
- A number of suggestions were also made, these included that flight paths could be alternated between parks and residential areas (17); routed over business and commercial areas (11); or that flights should be reduced over both parks and residential areas (10).
- Teddington Action Group campaign responses deliberately avoided expressing a preference for either option. However, the response stated that national parks should be avoided. The campaign also stated that residential

areas would have to be overflowed to get to parks, and that parks around Heathrow should not be used as a repository for excess noise.

- While Chiswick Against the Third Runway campaign indicated a preference for Option A, it did not provide reasons for its preference.
- The NPS campaign did not use the response form – analysis of this campaign is provided within Chapter 11.

6.4 Community responses

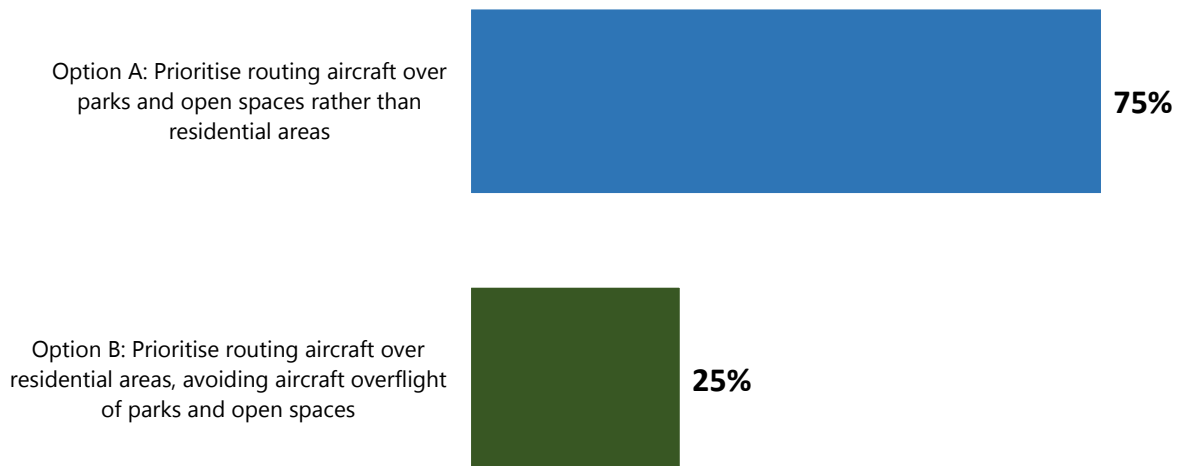
6.4.1 Response form

There were 1,097 individuals who answered **Question 3** on the response form. Figure 6.2 shows the responses given by members of the public who answered this question. The majority who answered the question selected the option to prioritise routing aircraft over parks and open spaces rather than residential areas.

Figure 6.6: Question 3 responses from individuals



Q3. When designing airspace in airspace, Heathrow should:



Base: 1,097 members of the public who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018

6.4.2 Detailed commentary

A total of 465 members of the public provided 792 comments about Principle 3 at Question 3 in the response form, or made comments via email or unstructured letter relating to the prioritisation of routing aircraft over parks and open spaces or over residential areas. These comments are summarised in this section of the report.

In summary, the total number of positive and negative comments received for each option was as follows:

- Option A: 213 members of the public provided positive comments about the option. By comparison, there were 79 members of the public who provided 151 negative comments about Option A.
- Option B: 81 members of the public provided 108 positive comments about the option. By comparison, just 19 members of the public provided 22 negative comments about Option B.

Principle 3: Option A - Prioritise routing aircraft over parks and open spaces

There were 213 members of the public who provided positive comments about Option A, and 79 members of the public made negative or critical comments about the option.

Positive or supportive comments

A total of 213 members of the public provided favourable comments about Option A. The main comments here included that the option would be the best or most preferred option (55 comments); that it would reduce or mitigate noise pollution in urban and residential areas (51) and that it would affect fewer people as flights would be over parks not residential areas (45).

"Noise affects people's activities, no matter where they happen to be. It is important to impact as few people as possible. There can only be one answer to Question 3."

Member of the public

Other, less frequently cited positive comments about Option A included that parks are not open to the public at night, meaning that if flights could be prioritised over parks and open spaces at night, few people would be affected (19 comments); that the option would reduce negative impacts of people's quality of life and well-being (15); and that people's sleep would not be interrupted (11).

"When it is dark, parks and open spaces are less important."

Member of the public

"Prioritise routing aircraft over parks and green areas particularly at night when these areas are not in use."

Member of the public

There were also 29 comments providing conditional support for Option A, provided certain conditions could be met. These conditions included that it should only apply if a new flight path has to be created; that flight paths could be prioritised over both parks and open spaces and residential areas depending on the time of day or night; and that it would depend on the type of park or open space as these can be different.

"Your information has not been specific enough. You do not state how large a 'park' or 'open' space is that would be considered appropriate to overfly. If, however you are talking about large spaces- such as Richmond Park, providing this is at night only, it would still allow for tranquillity in the day when most people are in the parks and open space."

Member of the public

Negative comments or concerns

A total of 79 members of the public provided negative comments about Option A. Concerns were raised that the option of prioritising routing of aircraft over parks and open spaces would not be realistic or feasible (28 comments); that parks would be negatively impacted by aircraft noise (18); and that the option is not a preferred option (18).

"...but apart from Richmond, parks are not particularly large, the unintended consequence could be even more people are affected just for a milli-second of passing over a park. I cannot imagine planes zig zagging from park to park!"

Member of the public

There were also concerns raised about negative impacts of people's quality of life and well-being (15 comments), with the view being that people visit parks/open spaces to enjoy peace and quiet and to relax – this would not be possible with overflying aircraft.

"Focussing flight paths over major open spaces is also unacceptable. Places like Richmond, Bushy, Windsor Great and Home Parks, as well as Kew Gardens are key recreational resources for local residents, as well as being assets of national importance. As well as destroying their amenity, the communities overflowed before the parks are reached will be decimated by aviation noise."

Member of the public

Principle 3: Option B - Prioritise routing aircraft over residential areas

There were 81 members of the public who made positive comments about Option B, while 19 members of the public made negative or critical comments.

Positive or supportive comments

There were 81 members of the public that provided positive or supportive comments about Option B. The main comment was that the option would retain peace and tranquillity of parks and open spaces (34 comments).

"I think that if you live in an urban area, an escape to the park or open space is a much-desired thing. Especially if you are being overflowed by numerous aircraft daily."

Member of the public

"However, some popular/well used open spaces such as busy parks and national trust properties should be avoided - as tranquillity is important to users and those seeking a quiet day out in a tranquil location."

Member of the public

Other, less frequently made positive or favourable comments included that it would be the best option (14 comments); it would help to maintain a safe haven for people to enjoy and relax (12); and, it would mean that the current number of flights over parks and open spaces would be reduced (7).

"There are few green spaces within the city for people to relax and wind-down, those parks that exist are highly treasure by the millions of Londoners that use them. Given that the city is overflown anyway, minimising those over the parks makes sense."

Member of the public

A few members of the public also said they preferred Option B, provided a number of conditions could be met. These conditions included: that parks and open spaces could be overflown at night, with urban areas overflown in the daytime; that each area would have to be considered on its own merits in that one shoe does not fit all; and that the routing of aircraft over residential areas would be fine, provided it doesn't lengthen the flight times, which would have consequences for pollution and emissions

"As long as routing aircrafts over residential areas rather than parks and open spaces does not lengthen those routes too much, thus increasing fuel burn and emissions."

Member of the public

Negative comments or concerns

A total of 19 members of the public provided negative comments against Option B. Comments made included concerns about impact on quality of life and well-being of local people and communities (6 comments); worries about impact on sleep disturbance (4); concerns about the impact of aviation noise disturbance more generally (3); and concerns about impact on house prices (2).

"It is appalling that you should think of prioritising routing over residential areas. Aircraft noise spoils lives, keeping us awake, and affecting enjoyment both inside the house and particularly in gardens. It causes continuous low level stress. In addition, we are constantly told how having good sleep patterns are essential for health."

Member of the public

Principle 3: Suggestions

A total of 105 members of the public made suggestions about the Principle 3 options. The main suggestion (16 comments) was that routing of aircraft could be alternated or spread across both parks and open spaces, and residential areas.

"There should be many flight paths to distribute the noise and pollution evenly over the whole area. The flight paths should be over public spaces and homes. This way everyone is equally affected, but not too much."

Member of the public

Again, it would be nice if the option to choose at different times of day were presented. e.g. fly over parks at night and fly over urban areas on weekday daytime, and then shared over the weekends and bank holidays?

Member of the public

Other, less frequently cited suggestions included that flight paths should be prioritised over industrial or commercial areas (9 comments); that neither option should be prioritised, but instead the number of flights reduced (9); that noise should be spread or distributed over a wider area (7); that populated areas, including schools should be avoided (7); and, that residents' health and well-being should be prioritised over flight paths (7).

"...it should not be an either/or question. Both must be protected by spreading flight path over a much...wider area. More than three noisy planes in a row causes unacceptable disruption. Why have planes been concentrated over Finsbury Park and surrounding streets when we live so far from Heathrow???"

Member of the public

Principle 3: Other comments

A total of 71 members of the public provided other comments about the Principle 3 options. The two main comments were that the options are too similar, and therefore won't make any difference (13 comments); and, aircraft have to fly over urban areas in order to fly over parks and open spaces (10). So if the priority was to overfly parks and open spaces, this could not really work as urban areas would have to be overflowed too, in order for aircraft to get to parks and open spaces.

"All aircraft flying over Windsor Great park then fly over Old Windsor, so that argument is flawed."

Member of the public

"The problem with this choice is that parks and open spaces are often closely woven into the urban fabric, especially when these a smaller scale gardens and "green" areas."

Member of the public

"Hobsons choice. There is NO route that takes any aircraft primarily over either or. They fly over both".

Member of the public

Other, less frequently made comments included that the altitude and topography was more important (4 comments); that the time of flights (either in the daytime or night-time) is more important (2); and, that the full effect of air pollution was not yet known (2).

"I really don't think it is a question of either/or, but to consider a number of factors...topography of the area needs to be taken into account. Englefield Green, as an example, is higher than the surrounding area, and therefore the impact of noise from aircraft is greater."

Member of the public

Other general comments

A total of 43 members of the public mentioned issues relating to existing problems with aircraft and flight paths. The main comments were related to noise disturbance, including in places such as Kew Gardens (14 comments); excessive noise generally (10); and, that there are too many flights at Heathrow Airport (7).

There were 48 members of the public who provided comments at Question 3 in the response form, relating to expansion of Heathrow Airport. Most of those who mentioned expansion in their response were opposed to it.

A total of 75 members of the public made comments at Question 3 in the response form, relating to the consultation itself. Most of the comments related to a dislike or opposition to the options being consulted on (61 comments).

6.5 Stakeholder responses

6.5.1 Response form

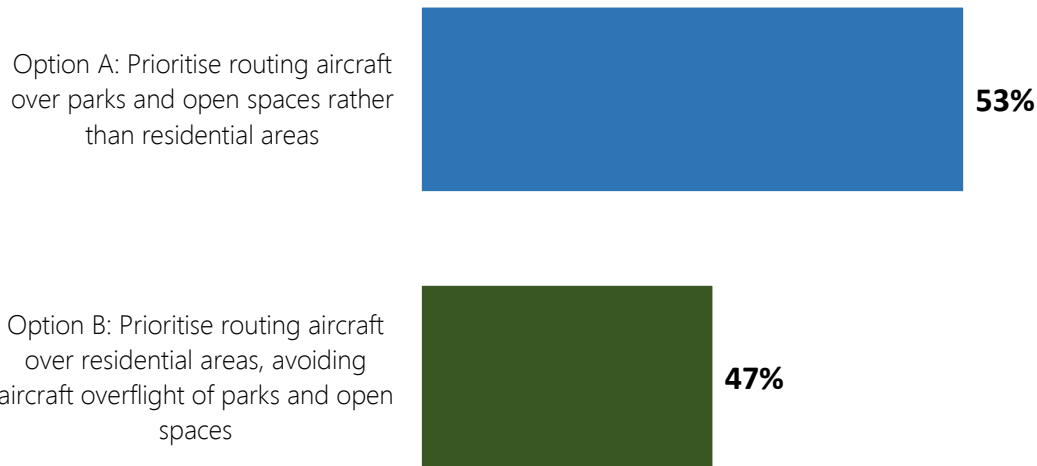
There were 19 stakeholder organisations that selected an option on the response form as shown in the chart below.

Figure 6.7: Question 3 responses from stakeholder organisations



Principle 3 – Urban areas - Stakeholder organisations

Q3. When designing airspace in urban areas, Heathrow should:



Base: 19 organisations who answered Q3 on the online or paper response form

6.5.2 Overview of responses provided by stakeholder organisations

Of all organisations that responded to the consultation by any response method, 44 provided comments relating to the Principle 3 flight path options.

- 16 organisations provided comments about **Option A**, which was to prioritise routing aircraft over parks and open spaces rather than residential areas. Of these organisations, nine provided positive comments or reasons for their preference. These comments included that the option would be the best option (5 comments); that it would reduce noise impact on residential areas (3); and that it was preferred as people spend less time in parks than in their homes (3). A total of 7 organisations provided negative comments about the option, including that it was not practical or realistic (4); worries that parks in general would be impacted by aircraft noise (2); or that specific parks and open spaces would be affected, including Richmond Park (2) or Kew Gardens (1). There was also a single comment that parks benefit the economy, and could be negatively affected by overflight.
- 11 organisations provided comments about **Option B**, which was to prioritise aircraft over residential areas, avoiding aircraft overflight of parks and open spaces. The majority (10 organisations) provided positive or supportive comments in favour of the option including: the option would retain peace and tranquillity of parks (7 comments); that it was the best option (4); and that parks and open space are places to relax (1). Just one organisation provided negative comments about the option, highlighting concerns about impact on quality of life, sleep, and other consequences associated with aircraft noise.
- 15 organisations made suggestions relating to the Principle 3 options. Among these suggestions were that flights could be designed to fly over industrial or business areas (2 comments); and that departing flights could depart at steeper angles to reduce noise impact (2). There were also a number of single comments, suggesting that flights could be alternated between residential areas and open spaces depending on the time of day or night, that flight paths could follow ground transport routes such as motorways and railway lines, that Runnymede Meadows should be avoided, or that neither parks and residential areas should be prioritised.
- 14 organisations made other comments about Principle 3. This included no preference (4 comments); or that people value peace and tranquillity (2). A number of single comments were also provided covering: the impracticalities of the options, that residential areas will be impacted whatever option is taken forward, that people enjoy parks and heritage sites, or that departure routes to the east of the airport cannot be divided into parkland areas and residential areas.
- Some of those who responded to Question 3 on the response form also made comments about other principles. Others commented about existing problems, expansion of the airport, or about the consultation itself. To avoid repetition, these comments are included in the relevant section of this report, rather than being repeated in this section.

The next section covers responses to Principle 3 by key organisational group.

6.5.3 Responses by key organisational group

Action groups

Chiswick Against the Third Runway (CHATR), and East Reading Action Group selected Option A in the response form as their preferred option. However, neither organisation provided reasons for their preference.

Teddington Action Group stated that national parks should be avoided.

"The rules provide that National Parks should be avoided. In any case residential areas will have to be overflowed to get to the park. Parks around Heathrow (e.g. Richmond Park, Bushy Park, Kew Gardens and Windsor Great Park) are of national and regional importance enjoyed by millions of people. They should not be used as a repository for excess noise."

Teddington Action Group

Other action groups did not state a preference, or suggested that neither option should be prioritised. AN3V stated that the options were irrelevant as Heathrow is not surrounded by parks, meaning it is inevitable that residential areas would be overflowed. The organisation suggested that Heathrow should be researching and implementing measures to reduce noise, rather than in its view, to "seek public approval for the least worst noise dumping ground". St. Albans Quieter Skies repeated what it said about Principle 2, questioning the feasibility of how parks and open spaces could be avoided within urban areas.

While Englefield Green Action Group (EGAG) stated that the options are not an either/ or and should be seen as how to provide equitable sharing so that neither area is overwhelmed. It suggested that if the airline sector or government were concerned about noise pollution, then a cap on flight growth should be imposed. It stated that the airline industry must be encouraged to take noise pollution and reduction as a priority over commercial interests.

Local Authority Aircraft Noise Council stated that it makes no comment on where future routes should be prioritised. Other than to say that the value of open space in terms of their quiet environment should not be overlooked. It suggested that Heathrow learn from other airports where route concentration has occurred.

"LAANC urges Heathrow to learn from the experiences of other airports where route concentration has occurred as a feature of PBN with disastrous results for those unfortunate enough to find themselves living under a concentrated route."

Local Authority Aircraft Noise Council LAANC

Plane Hell Action did not believe that the suggested distinction between parks and residential areas was meaningful, given, in its opinion, both would be negatively affected by aircraft noise. It suggested that spreading noise over a wide area over residential areas or parks would be unlikely to make any significant difference to the number of people negatively impacted by aircraft noise across either. It asked if Heathrow would commit to a radical redesign of flight paths, with multiple routes, to share the noise burden widely.

"We do not believe that the suggested distinction between parks and residential areas is a meaningful consideration, given that both will be negatively affected by aircraft noise, and that noise is spread over such a wide area that routing planes over residential areas or parks is unlikely to make any significant difference to the number of people negatively impacted by aircraft noise across either. For us, the fundamental issue is whether Heathrow will commit to a radical redesign of flight paths, creating multiple approach routes, and using these to disperse flights, without the use

of consecutive movements along the same approach route. Given such an approach, this would share the burden of noise very widely, making questions like this one less relevant due to no one area being blighted, and noise being distributed much more fairly across Greater London and surrounding areas."

Plane Hell Action

Residents Against Airspace Noise (RAAN) did not select a preference in its online response form, but provided comments at Question 3, suggesting that aircraft should depart at steeper angles to reduce overall noise at ground level. Richmond Heathrow Campaign stated that there is no simple answer, that it would depend on objectives, and could vary depending on the location. It also stated that it will not be possible to apply a single principle.

"London's population and parks are so intermingled that often it will not be possible to apply any single principle to any length of flight path. Richmond' parks for example have large numbers of visitors and there is no indication how the impact might be assessed."

Richmond Heathrow Campaign

Businesses

Hillingdon Chamber of Commerce selected Option A, but did not provide a reason for their preference. London Luton Airport Operations Ltd selected Option A stating that whilst recognising government policy around protection of tranquil areas, more time is spent by individuals in residential areas, than in parks and open spaces. Its view was that routing aircraft over residential areas would have potential to create greater disturbance and impact on quality of life. And while Rivermead Court Ltd selected Option A in the response form, it stated that there isn't a choice.

"The choice suggested here is a false one as in South-West London, the parks are situated adjacent to residential areas. It is in practice impossible for aircraft to be routed over parks and open spaces without at the same time crossing residential areas."

Rivermead Court Ltd

White Waltham Airfield preferred Option B, but did not provide a reason or reasons for such a preference. Other organisations did not state a preference. London Southend Airport stated that it did not have a preference, as the decision was for Heathrow Airport to take in conjunction with local stakeholders. It suggested that the key principle would be to optimise airspace design following that decision.

As with Principle 2, Virgin Atlantic Airways Ltd asked that the reader should see response to Question 1. Here it mentioned that until more detailed proposals for airspace modernisation in the context of an expanded Heathrow are published, it was unable to comment on which approach should be adopted.

Annie's Nest Nursery repeated its response to other questions in that noise has a detrimental impact of many people, and that the airport should be turned into luxury flats.

Environment, heritage or community group

Several organisations preferred Option A

- The Egham Residents' Association stated that routing aircraft over parks and open spaces should be prioritised over residential areas, whilst doing the best possible to protect some rural areas such as Runnymede Meadows.

- Bean Residents Association selected Option A in the response form. The organisation however, stated that it remained unconvinced that it would be practicable to find routes in urban areas over parks and open spaces, given in its opinion, the south east of England isn't like North Wales or the Lake District, where people might choose to visit for total silence.
- The Camberwell Society and Cheyne Walk Trust preferred Option A, but did not provide reasons for their preference.
- And while SCR Residents for a Fair Consideration of Heathrow Expansion selected Option A on the response form, it was clear from its response that it was not in favour of any option.

While Richings Park Residents Association didn't say it supported or preferred Option A, it did state that it could not support any increase in aircraft noise above existing levels for residential areas.

The organisations that preferred Option B included:

- Fulham Palace Trust who emphasised the importance of parks and open spaces to local people:

"Parks and open spaces are crucially important for people to enjoy peace and quiet in a busy city such as London. Many people escape their flats and homes with small gardens to go to open air spaces such as parks."
- The Chiltern Society who cited that the methodology under Question 2, which would take account of ambient noise levels, could achieve the same objective.
- The Chilterns Conservation Board who said that people would experience aircraft noise the most when outdoors, and as such, it was important to keep urban parks and open spaces peaceful.

London Parks and Gardens Trust selected Option B, but stated that the question was "a loaded one".

"This is a loaded question. Parks are of primary importance to enabling dense living whilst allowing for health and well-being benefits. Parks in London are already under considerable pressure. Routing aircraft over residential areas does not always mean flying over housing, but instead can be filtered along existing transport corridors and over industrial areas. Special consideration should be given also to the status of historic landscapes such as Richmond Park and Kew Gardens which are currently blighted by inappropriate aircraft noise."

While The Royal Parks did not say that flights over residential areas would be its preference, it did say that it discourages flight paths designed over parks and open spaces.

Other organisations did not prefer either option, with Kingston Environment Forum stated that neither of the options were ideal. Wimble East Hill Resident Association stated that it objected to any increase in the number of flights, or hours of operation over Wimbledon.

Ealing Fields Resident Association (EFRA) questioned the feasibility of the options, stating that departures from Heathrow Airport to the east cannot be divided into residential areas and parkland areas, given parkland areas are bordered on all

sides by residential areas. It explained that the route over Ealing flies over part of Heston, then over Osterley Park, then over Ealing.

The Fulham Society suggested that as parks within urban areas are valued areas of tranquillity, flight paths should follow commercial areas and transport corridors wherever possible, rather than residential areas.

Local government

Four local government organisations stated a preference for Option A. Reading Borough Council expressed a preference for this option, particularly with priority given for avoiding noise pollution over residential areas during anti-social hours. Woking Borough Council was also in favour of prioritising Option A, stating that flight paths should be designed over parks and open spaces rather than over residential areas to minimise impacts on residents. Wokingham Borough Council stated that where practical to do so, aircraft should be routed over parks and open spaces to minimise noise nuisance in residential areas. Runnymede Borough Council also expressed a preference for Option A.

“Within urban areas, the Council believes that positioning routes over parks and open spaces, particularly in the evenings, is more favourable than residential areas because like above the exposure experienced by individuals will generally be less frequent. The Council therefore favours Option A.”

Runnymede Borough Council

Three local government organisations preferred Option B:

- Slough Borough Council selected Option B, stating that it did so in order to protect and enhance the borough’s parks and to ensure residents can enjoy these amenities. The council did however recommend a hybrid approach to flight paths whereby Heathrow focuses flight paths over residential areas during the day, and parks in the evening, night-time, and early morning to give respite to residents. It also recommended that departures should be over Slough, the M4, Ditton Park, Eton Wick, avoiding more densely populated parts of the borough.
- Cholesbury-Cum-St. Leonards Parish Council, and Chobham Parish Council both selected Option B in the response form, but did not provide a reason for their preference.

While Southwark Council did not say it favoured Option B, it did say that it would oppose concentrating flight paths over urban parks or other areas known for their relative tranquillity. It continued by stating that the authority would support concentrating overflight over densely populated areas in the urban fabric, such as predominantly commercial areas. The London Borough of Hounslow also did not suggest that Option B was preferable, but it did state that the overriding priority in urban areas should be to reduce the number of people affected by overflying by positioning routes over commercial/retail areas, and that to avoid parks and open spaces as far as possible.

Other local government organisations questioned the feasibility of the options, or stated that neither option was preferable. St. Albans Quieter Skies repeated its comments about the feasibility of the options given there are both parks and open spaces and residential areas within the same area in urban environments. As with their responses to other principles, both Spelthorne Borough Council, and the London Borough of Ealing mentioned that due to a lack of detailed information on possible flight paths, it was almost impossible to respond to the questions.

"Ealing Council believes that the lack of detailed information on possible flight paths makes responding in any detail almost impossible. Within an urban context, it is unclear how flight paths could be designed that could achieve both these objectives. It should also be appreciated that open spaces in urban areas are vital for the health of the population and a degradation in their environmental quality in preference to dwellings (which, in contrast, can be protected against noise impacts) is to be resisted."

London Borough of Ealing

Some of the local government organisations, including the London Borough of Waltham Forest, and Albury Parish Council did not favour either of the options. Albury Parish Council however did state that it placed great importance on the value of peaceful amenity space as provided by parks and open spaces.

Some local government organisations, including Surrey Heath Borough Council, and Surrey County Council suggested a balanced approach was needed.

"The council recognises the merits and detriments of the two design options presented...it is therefore considered that in the interests of communities who enjoy visiting local green spaces, but also reside within settlements, a balanced approach should be taken to future flight paths."

Surrey Heath Borough Council

Kent County Council stated that it would defer selection of the preferred option to the local communities affected.

"Many areas and buildings (such as parks, religious and heritage sites) are valued for their tranquillity, and indeed some landscapes are designated partly for this reason. Therefore, judgement on whether it is more appropriate to route aircraft over these areas or over residential areas must come from those living in and utilising these different spaces."

Kent County Council

The London Borough of Hammersmith & Fulham stated that while it would seem obvious there would be greater impacts of overflying residential areas, it recognised that parks and open spaces are valuable assets which should not be overlooked. As with its response to other principles, it suggested that further research was needed to assess the positive and negative impacts of both of the options in more detail.

Other category of organisation

Two organisations (The British Helicopter Association, and World Federalist Party) provided their response on the response form. Both of these organisations selected Option A, but neither provided reasons for their preference.

The Church of England Diocese of London, Oxford, and Southwark indicated that it considered both options would be feasible, depending on the time of day or night.

BAR UK referred to its response at Question 1, suggesting that there was a need for the right balance between relevant options.

6.6 Organised Campaign responses

Teddington Action Group and Chiswick Against The Third Runway used the response form to send their campaign responses.

Teddington Action Group did not indicate a preference for either option, but stated: “*The Rules provide that National Parks should be avoided. In any case residential areas will have to be overflowed to get to the park. Parks around Heathrow (e.g. Richmond Park, Bushy Park, Kew Gardens and Windsor Great Park) are of national and regional importance enjoyed by millions of people. They should not be used as a repository for excess noise.*”

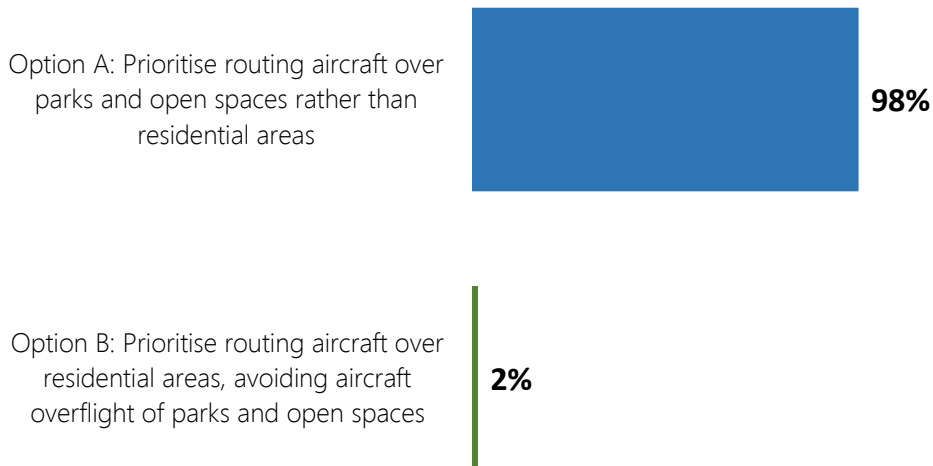
Chiswick Against The Third Runway did not provide commentary, all but one of those who selected an option, selected Option A as their preference (55 campaign responses selected Option A, and one campaign response selected Option B).

Figure 6.8: Question 3 campaign response



Principle 3 – Urban areas - Campaign organisations

Q3. When designing airspace, Heathrow should:



Base: 56 campaign responses that answered Q3 on the online or paper response form

7. Analysis of responses to Question 4

7.1 Introduction

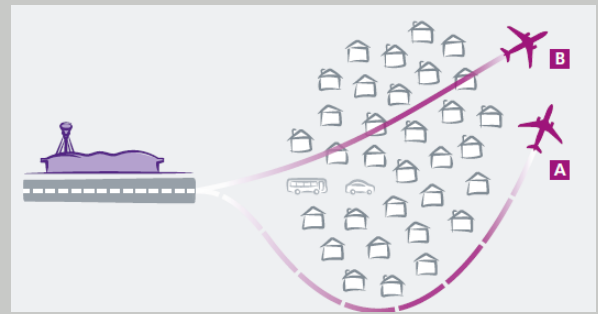
This section provides a summary of responses to Question 4 on the online and paper response form, as well as unstructured responses via email and letter that make reference to issues relating to **Principle 4: Noise and emissions**. Participants who completed the online or paper response form were given the opportunity to select one of the options A or B as well as provide any further comments on noise and emissions. Please note that where percentages are given, these are only based on those who completed the tick box questions on the response form.

Principle 4: Noise and emissions

When designing airspace, Heathrow should:

- Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions.
- Design flight paths that prioritise a reduction in fuel burn and emission over those that reduce noise for local communities.

Please provide any comments you have on noise and emissions.



7.2 Summary of the findings


The balance of opinion was in favour of Option A, which would prioritise noise reduction over the cutting of emissions. This was the case for both the closed and open-ended sections of Question 4. The detrimental impact of noise on local quality of life, health and wellbeing were the main factors in participants' choice. Many of them recognised the negative effect of fuel emissions but still considered noise to be the greater issue. Some were also sceptical about how much fuel emissions could be reduced in any case, and so favoured the reduction of noise as a more realistic and urgent objective. However, a common suggestion was that reducing noise and fuel emissions should not be seen as a binary choice; both should be reduced in tandem.

7.3 Emerging themes from the consultation responses

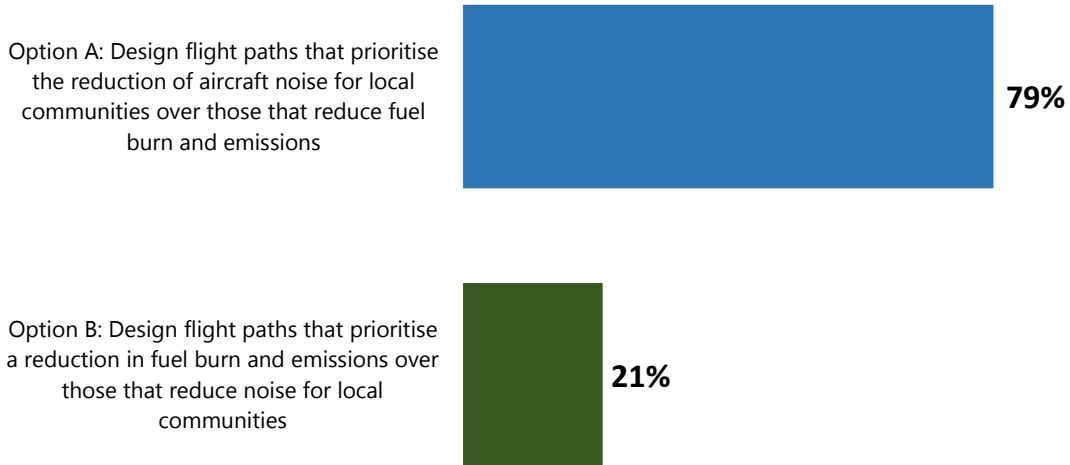
Across both the closed and open-ended parts of Question 4, the balance of opinion was in favour of Option A which would prioritise the reduction of aircraft noise over fuel emissions. Participants were distinctly less likely to favour Option B which would prioritise the reduction of fuel emissions.

Looking at the closed-question data (Figure 7.1), there were 1,232 participants who answered the tick box part of Question 4 on the response form, including campaign submissions sent through the response form. Four in five participants who used the response form to take part in the consultation chose Option A as their preferred option (79% - 979 out of 1,232 participants). One in five participants preferred Option B (21% or 261 out of 1,232 participants).

Figure 7.1: Principle 4 - Responses from the closed questions on the online/paper response forms

 **Principle 4 – Noise and emissions** **Heathrow**


Q4. When designing airspace, Heathrow should:



Base: 1,232 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

As shown in Figure 7.2, participants who are not being overflowed by flights to and from Heathrow Airport are more likely to favour Option A (86% - 192 out of 223 participants)²⁸.

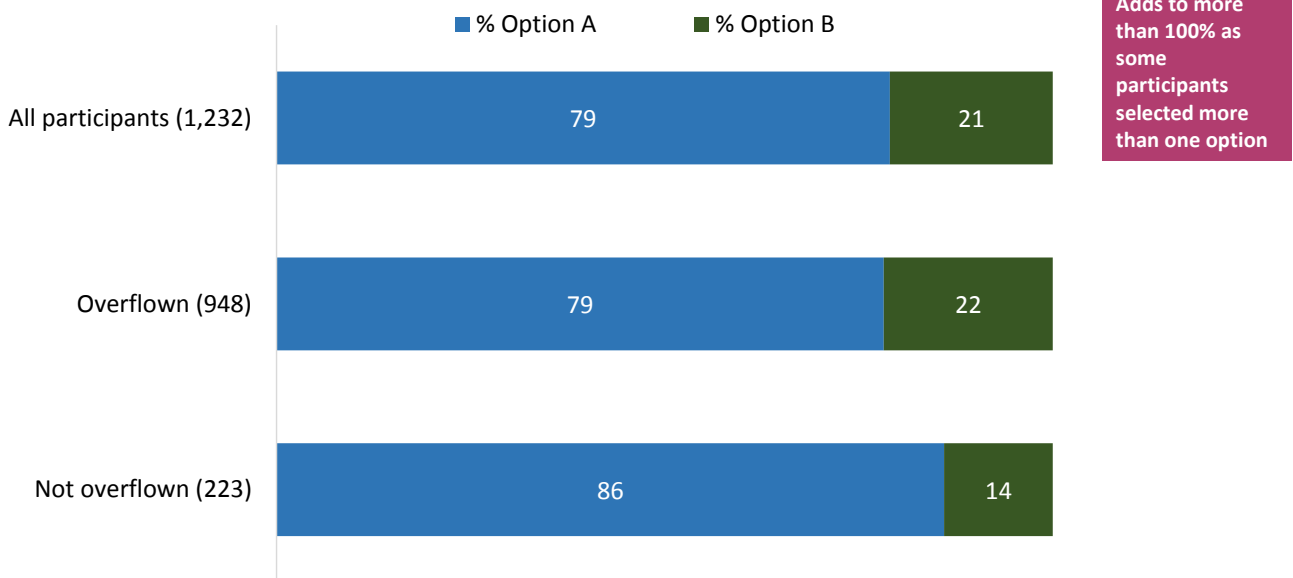
Figure 7.2: Principle 4 - Responses from the closed questions on the online/paper response forms, broken down by whether participants are overflowed

 **Principle 4 – Noise and emissions** **Heathrow**

Q4. When designing airspace, Heathrow should:

Option A: Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions

Option B: Design flight paths that prioritise a reduction in fuel burn and emissions* over those that reduce noise for local communities



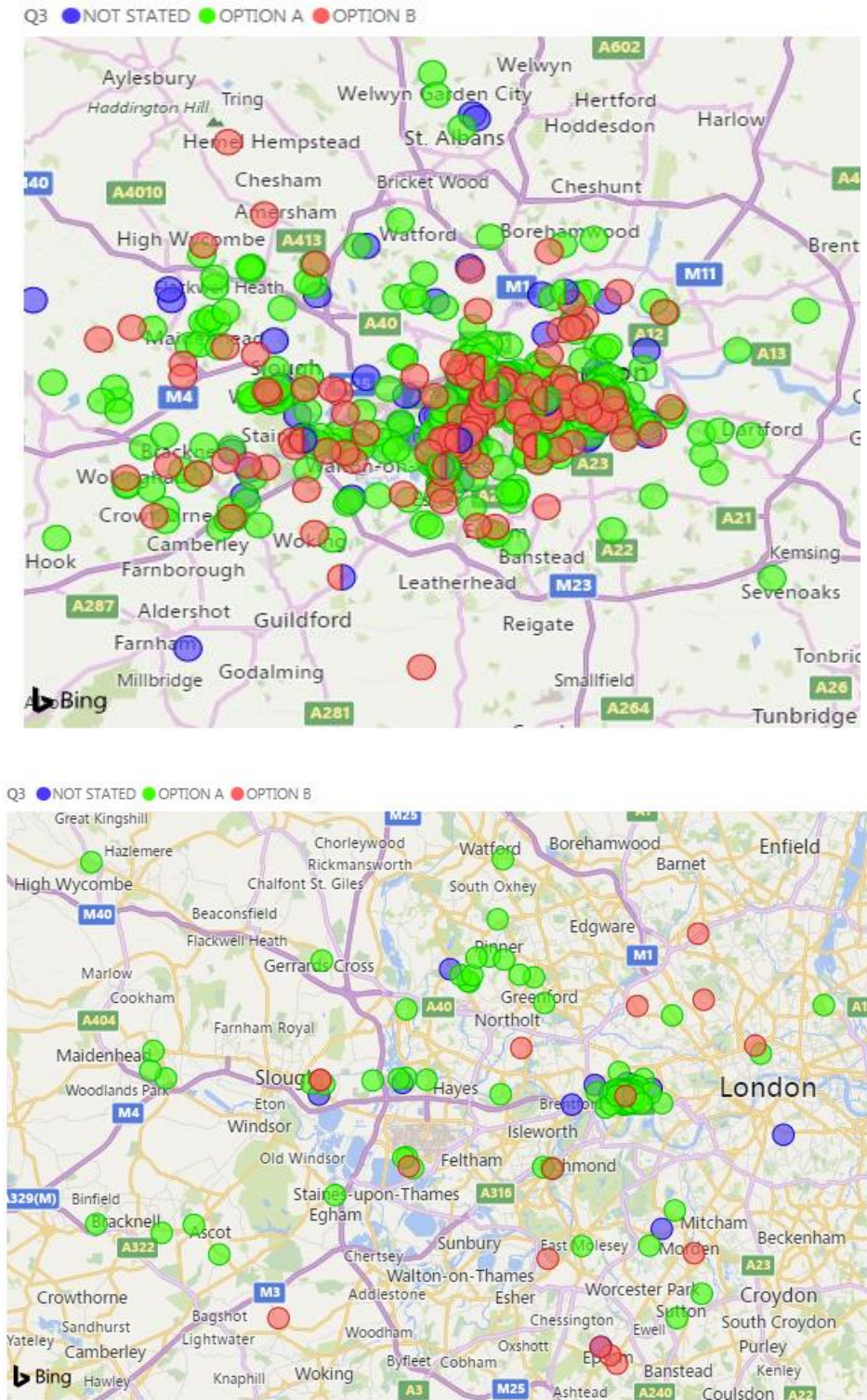
Base: 1,232 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Figure 7.3 shows the geographical distribution of responses for those favouring Options A and B²⁹. The first map is based only of those who consider that they are overflowed by flights to or from Heathrow Airport. The second map is based on those who consider that they are not currently overflowed. What can be seen from these map is the weight of opinion behind Option A no matter whether participants are overflowed.

²⁸ This information was derived from the question asked on the online/paper response form "Are you currently overflowed by aircraft flying to or from Heathrow"

²⁹ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response.


Figure 7.3: Principle 4 – Maps of those who say they are overflow and not overflown showing preference for the two options ³⁰



There were no major differences in responses according to participants' age group.

³⁰ Only includes participants who took part in the consultation using the online or paper response form and who provided a valid postcode with their response. Not all responses outside the area are represented within the maps but have been recorded and assessed.

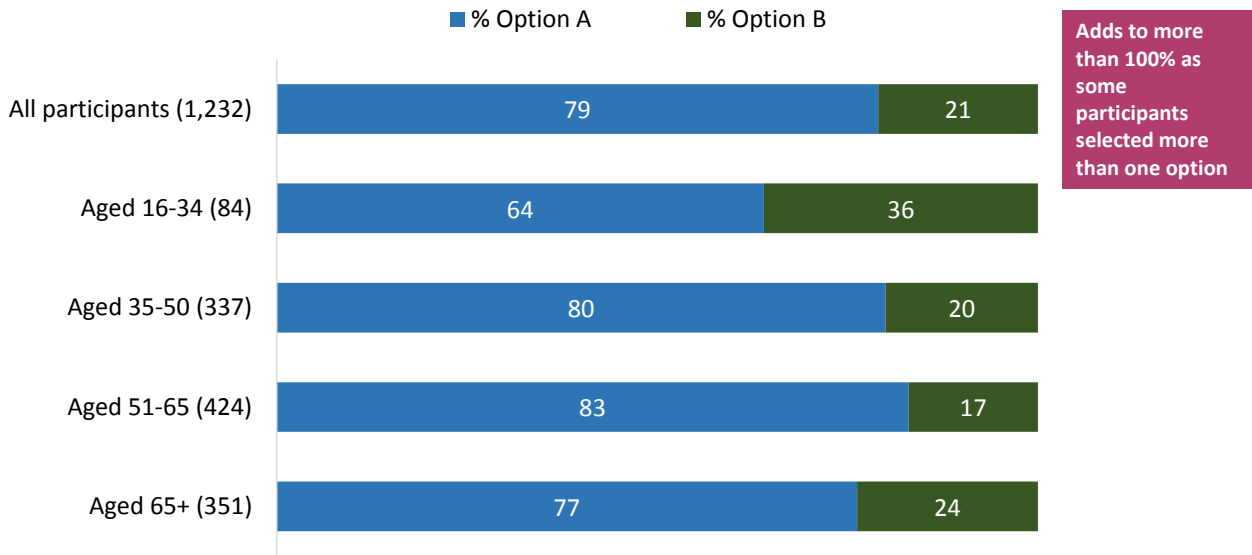
Figure 7.4: Principle 4 - Responses from the closed questions on the online/paper response forms, broken down by participant age group

 **Principle 4 – Noise and emissions** **Heathrow**

Q4. When designing airspace, Heathrow should:

Option A: Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions

Option B: Design flight paths that prioritise a reduction in fuel burn and emissions* over those that reduce noise for local communities




Base: 1,232 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

In terms of geographical location (Figure 7.5 ³¹), those living to the northeast of Heathrow Airport were somewhat more likely to favour Option A (85% - 255 out of 300 participants).

³¹ Only includes participants that took part in the consultation using the online or paper response form and who provided a valid postcode with their response.

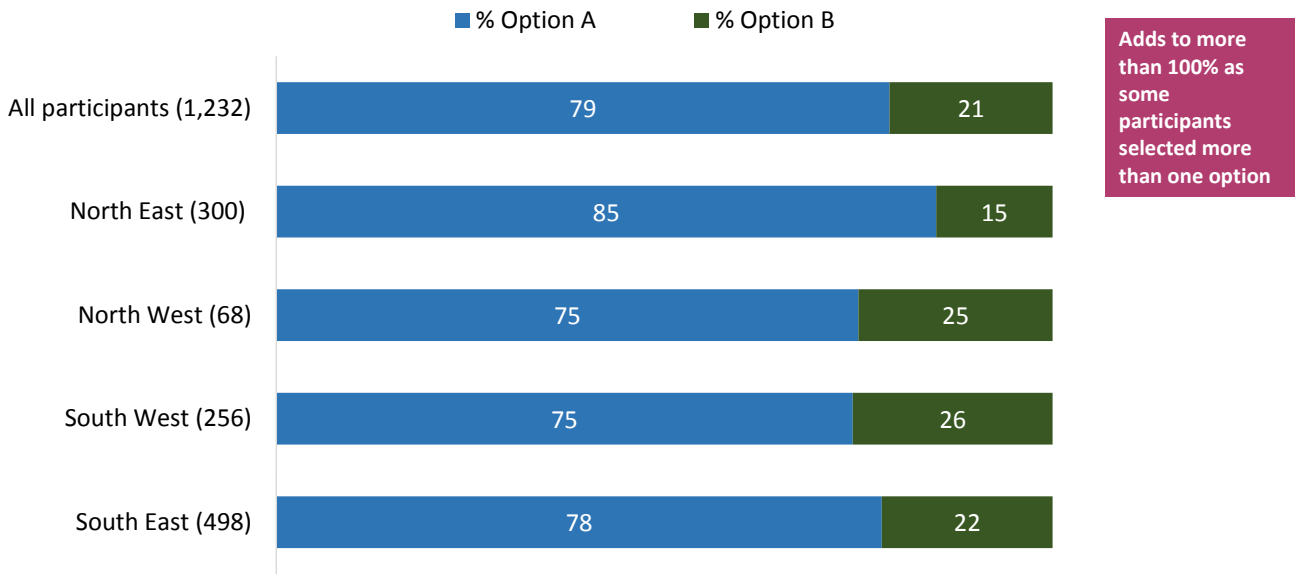
Figure 7.5: Principle 4 - Responses from the closed questions on the online/paper response forms, broken down by geographical location

 **Principle 4 – Noise and emissions** **Heathrow**

Q4. When designing airspace, Heathrow should:

Option A: Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions

Option B: Design flight paths that prioritise a reduction in fuel burn and emissions* over those that reduce noise for local communities



Base: 1,232 participants who took part in the consultation using the online/paper response form only between 17 January and 28 March 2018 (ie some members of the public, some stakeholders, some campaigns)

Looking at the open-ended responses, a total of 771 participants made a comment. The balance of opinion was also similar to that for the closed-question data. The relative importance of noise reduction emerged as a vital factor.

- Option A was the most favoured option, with more than one in three participants who said it was their preferred choice (289 out of 771). The main reason given for favouring Option A was that reducing noise was considered more important (97 responses). The other main reasons were that improved technology would reduce emissions in any case (48), that reducing noise for local communities was most important (46), that Option A would have least effect on people’s quality of life (44) and a general preference for this option (39).
- Only 14 participants said Option A was their least preferred choice. Among the reasons were concern about fuel burn, about the inefficiency of longer routes and about the impact on the environment and air pollution (mentioned by two responses in each case).
- Comparatively fewer participants said Option B was their preferred choice (103 out of 771 participants). The main reasons for favouring Option B were that it was vital or important (33 responses) the importance of climate change or the long-term impact on the environment (17) and that the environment was more important than noise (16).

- There were only 23 participants who said Option B was their least preferred choice. This was most often because aircraft were either only one source or not even the main source of emissions (6 responses) and because of the impact on noise insulation in people’s homes (5)

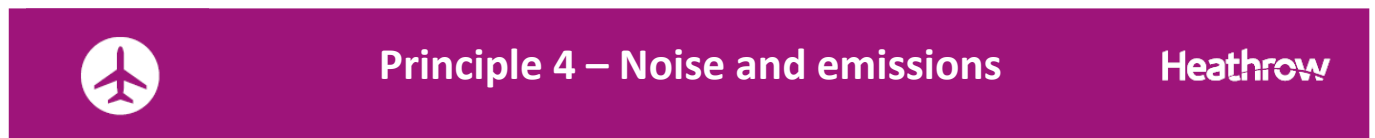
In addition, there were 246 participants who made a suggestion of some kind. Most often, it was that noise and emissions should both be kept to a minimum (109 responses) and that both were important and should be considered (33). This was followed by the view that airlines should reduce emissions (17) and that the number of flights should be reduced (13).

7.4 Community responses

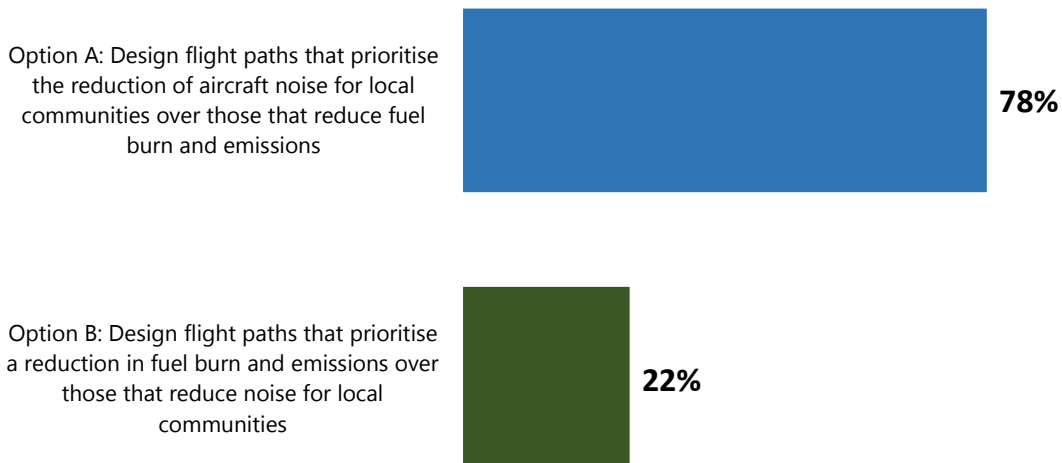
7.4.1 Response form

Of the tick box responses received for Question 4, almost four in five members of the public (80% - 904 out of 1,153 participants) favoured Option A for flight path design, which prioritised a reduction in aircraft noise over fuel burn and emissions. Only about one in five (22% - 257 out of 1,153 participants) preferred Option B which would prioritise the lowering of fuel burn and emissions.

Figure 7.6: Question 4 responses from individuals



Q4. When designing airspace, Heathrow should:



Base: 1,153 participants who completed a response form between 17 January and 9 April 2018

7.4.2 Detailed commentary

A total of 540 members of the public made 905 comments on, or relevant to Principle 4. In summary, the total number of positive and negative comments received for each option was as follows:

- Option A: 259 members of the public provided 362 positive comments about the option. By comparison, 11 members of the public provided 13 negative comments about Option A.
- Option B: 99 members of the public provided 131 positive comments about the option. By comparison, 20 members of the public provided 22 negative comments about Option B.

Principle 4: Option A: Prioritising noise reduction

There were 267 members of the public who provided comments on Option A (priority given to noise reduction). Almost all had positive comments about this option (259 comments). Most often, these comments were about how reducing noise was the most important consideration, either generally (85) or for local communities (43). This was usually because noise was thought to have a greater negative effect on people's lives than fuel emissions. Some participants were also sceptical about how much emissions could be limited, in which case noise reduction was something that could and should be done instead.

"The noise has a much greater direct negative impact on everyday lives for tens of thousands of people and should be prioritised. Burn and emissions come from many sources, and aviation is not the overwhelming culprit than it is for noise."

Member of the public

"Ideally, it would be better to do both. If that is not possible then reduction of aircraft noise for local communities is a must. I was on Richmond Square Green the other day, taking my dog for a walk, and the noise was horrendous."

Member of the public

"Reduction of aircraft noise must surely be the priority. If the impact of emissions on climate change is a serious consideration then the number of flights into Heathrow should be capped and the third runway not built."

Member of the public

Closely connected with these views were comments about the impact of noise on people's health and wellbeing. This included persistent noise outdoors as well as indoors, the perceived violation of existing noise controls and the effect on children. These were all thought to make noise reduction a more urgent priority than cutting emissions (40 comments).

"While reducing emissions and greenhouse gases is a high priority, so should be the negative health impacts of aviation noise for communities under concentrated flight paths. The World Health Organisation and others have documented these as real and significant."

Member of the public

"Life is intolerable for some local communities due to noise. Children need to be able to run around outside without being deafened, and residents enjoy their homes and fresh air rather than being forced to live behind layers of glazing."

Member of the public

In addition, there were comments about how advances in technology and aircraft design would lower fuel burn and emissions no matter what happens, and this meant that lowering noise should take more immediate priority (44 comments).

"Pilots are actively requested and flight plans are designed to reduce fuel burn, as this is in the best interests of the airline companies, shareholders and the climate - so will happen anyway. Please prioritise the health benefits of reduced noise for the benefit of your local population."

Member of the public

"Hoping innovative lighter weighted aircraft, and using batteries, which include graphene, should together reduce fuel burn anyway."

Member of the public

Others favoured Option A due to scepticism about how much emissions could be limited, given the amount of existing air traffic (20 comments). On the assumption that such reductions would be negligible, they favoured noise reduction as something that was realistic and very important to achieve.

"The planes coming into Heathrow already give off so many emissions that it seems somewhat futile to seek what, proportionately, must be a small reduction in emissions at the cost of people's quality of life in terms of aircraft noise."

Member of the public

"It is unlikely that flight path manipulation would on its own achieve significant incremental emission reduction; prioritising noise reduction would achieve greater real, and perceived, protection of well-being."

Member of the public

A total of 11 members of the public made critical comments about Option A. These chiefly included general concerns about the impact of fuel burn, for example on the environment, local communities and air pollution.

"Again, terrible options for both the environment and for residents. Perhaps either / both of them could have been considered around the time you decided to spend millions bidding for permission to massively expand your capacity?"

Member of the public

Principle 4: Option B: Prioritising reduction in fuel burn and emissions

A total of 117 members of the public commented on Option B (priority given to reduction in fuel burn and emissions). Most of the comments made were favourable. The most common among these were that reducing fuel burn was more important than noise reduction (33 comments). This was closely associated with concerns about the effect of emissions on climate change (17) and the natural environment (15). Although those who made these comments acknowledged the negative effect of aircraft noise, they often felt this was not so long-lasting or damaging as the perceived impact of emissions on the environment.

"I would prioritize minimizing fuel burn and emissions over minimizing noise as the fuel burn and emissions have a potentially longer term environmental impact as opposed to noise which is a transient impact. Noise does not add to the 'greenhouse effect' on the planet whereas emissions do."

Member of the public

"Heathrow should design flight paths that prioritise a reduction in fuel burn and emissions over those that reduce noise. The noise pollution only lasts a short time, but exhaust pollution poisons our environment forever."

Member of the public

Another factor identified was the effect of fuel emissions on air quality and thereby on people's quality of life and health (10 comments), for example through respiratory problems and unpleasant odours.

"This is a difficult decision as London's air quality is generally poor and as our winds come from the west the pollution will spread over West and Central London. Residents health has to come before noise reduction."

Member of the public

"Fuel burn and emissions is contributing greatly to health problems. There has been an increase in lung problems in surrounding areas around Heathrow."

Member of the public

A total of 20 members of the public made negative comments about Option B. These included the view that the aircraft emissions were only one among many other sources of air pollution, and that noise, in any case, had a more negative effect than fuel burn.

"Although emissions are important people who want to reduce their carbon footprint can avoid flying as regularly. This is a causal relationship. Noise disturbance to residents is not. Whilst it might be thought that residents can move, this is not the case as a large part of West London is affected by aircraft noise and house pricing/ stamp duty prevents this from being a viable option for most ordinary people."

Member of the public

"Aviation is probably not a very major contributor to urban air pollution in this final section of the flight before landing, and certainly not to the extent that is a noise polluter, so it is the minimization of noise, especially nocturnal, sleep-destroying noise, that should be the priority."

Member of the public

Principle 4: Suggestions

A total of 220 members of the public put forward a suggestion of some kind in relation to Principle 4. By far the most common were that restricting noise and fuel emissions were both important (101 comments). This was followed by the closely related suggestion that both Options A and B should be considered (27). Many of those who made these comments did not think problems with noise or emissions were separate, but rather that action on one could and should

be associated with action on the other. Specific points raised included the effect of technology on reducing noise and fuel use, and the need for both noise and emissions to be governed by regime or agreement that would limit them.

"Should we prioritise minimising noise for the overflow community or saving the planet by cutting emissions??! The answer is both! Noise and emissions are well known hazards to human health. It's a travesty that aviation noise as well as emissions are not subject to more stringent regulations and are exempt from the Paris climate agreement."

Member of the public

"As the future technology in aircraft development is expected to enable aircraft to reduce both noise & emissions according to the Commission documents, therefore future flight paths should be able to be designed that both include a reduction of noise & emissions affecting the environment & the quality of life of local communities that will be overflowed by an expanded Heathrow airport, even on the longer routes which the graphics show as reducing noise for local communities."

Member of the public

Other suggestions included the view that the airlines should take responsibility for reducing fuel burn and emissions (16 comments). This was because they were thought to be chiefly responsible for the emissions, especially if they used older and less efficient aircraft.

"The airline industry by their own admission significantly contribute towards carbon emissions which are a health issue. The airline industry should therefore be tasked with finding the technology to decrease their carbon footprint without impacting the health of local communities through noise pollution."

Member of the public

"Fuel burn as a commercial cost needs to be managed by the airlines and should not be prioritised over the health and wellbeing of local communities."

Member of the public

"Although I have answered 'a' more should be done to look at aircraft that reduce emissions regardless of flight path. Airlines operating aircraft which are older should have to pay higher fees like cars do on roads in London area."

Member of the public

Principle 4: Other comments

Some 87 members of the public made other comments that related to Principle 4. The most common of which was that emissions affected health as well as climate change (12 comments) and that both options A and B would negatively impact people's sleep patterns (11).

At Question 4 in the response form, 70 members of the public also made comments about the proposed expansion of Heathrow Airport. Almost all (69 participants) were negative; the main comments were ones of general opposition to

expansion (41 comments) and that it would have a negative impact on the environment (8), on emissions (7), on noise pollution (7) or on air quality (6).

There were 91 members of the public who made comments at Question 4 on the response form that related to the consultation itself. The main comments were about dislike of all options covered (46 comments), complaints about a general lack of information (11) and the view that the questions were unfair or *leading* (8).

Some members of the public also provided comments about other principles at Question 4 in the response form. To avoid repetition, these comments are included at other relevant questions in this report.

7.5 Stakeholder responses

7.5.1 Response form

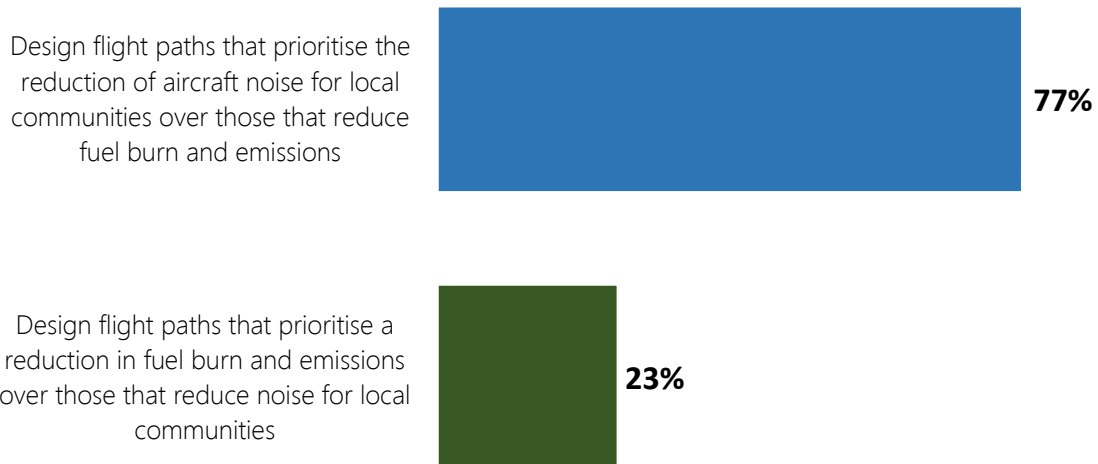
Of the 17 organisations that commented on Principle 4 through the online or paper response form, the balance of opinion was in favour of Option A. As shown in Figure 7.7, three in four of them supported Option A, which prioritised the reduction of aircraft noise. Only four favoured Option B for prioritising the cutting of fuel emissions.

Figure 7.7: Question 4 responses from stakeholder organisations



Principle 4 – Noise and emissions - Stakeholder organisations

Q4. When designing airspace, Heathrow should:



Base: 17 organisations who answered Q4 on the online or paper response form

7.5.2 Overview of responses provided by stakeholder organisations

Of all organisations that responded to the consultation by any response method, 43 made comments on Principle 4 about noise and emissions.

A total of 24 organisations made comments about **Option A**. Almost all (22) made positive comments. The most common of these were that noise reduction was most important goal (9 comments) and emissions were less significant compared with people's health (3). Only three organisations made negative comments about the option. These included concerns about the effect of Option A on fuel burn (1), on people's quality of life (1) and about a possible clash with the goal of more direct flight paths through better navigation (1).

Only five organisations provided comments about **Option B**. Three of them provided positive comment about this option. This included the view that Option B would have economic benefits (1 comment), reduce the impact on the environment (1) and lead to shorter routes and create the least disturbance (1). Two organisations made negative comments about Option B. These were about the impact of the option on noise insulation in people's homes, and concern about the impact on residents.

A total of 22 organisations made suggestions that related to Principle 4. Most often, these were about how noise and emissions were both important (6 comments), that both should be reduced or kept to a minimum (5), that a balance was needed between the two options (2), that the planning process should be coordinated with the consultation (2) and finally that noise should be prioritised for altitudes below 7,000ft (2).

Six stakeholder organisations made other comments about Principle 4. This included the view that neither noise nor emissions should have priority over the other, that both options would affect people's quality of life, that flight paths should not be excessively altered and that noise was a significant health problem.

Some of those who responded to Question 4 on the response form also made comments about other principles. Others commented about existing problems, expansion of the airport, or about the consultation itself. To avoid repetition, these comments are included in the relevant section of this report, rather than being repeated in this section.

The next section covers responses to Principle 4 by key organisational group.

7.5.3 Responses by key organisational group

Action groups

The most consistent response was support for noise reduction over reducing emissions (Option A), something explicitly indicated by 6 of the 10 action groups that commented on Principle 4. Some action groups did acknowledge the negative impact of fuel emissions and the need to reduce it. However, the impact on local people's quality of life was thought to make noise reduction the main objective.

"While reducing emissions and greenhouse gases is a high priority, so should be the negative health impacts of aviation noise for communities under concentrated flight paths. The World Health Organisation and Civil Aviation Authority have documented these as real and significant."

"We believe both are important but that reduction in noise is the first priority. The feedback we have is that communities wish to enjoy their current lives rather than bluntly living longer in noise misery!! Of course, fuel burn as a commercial cost is irrelevant to local communities but carbon emissions is a health issue, which by the very question the airline industry accepts they significantly contribute towards."

Englefield Green Action Group

A range of comments and suggestions were made by action groups about how to achieve this. Englefield Green Action Group advocated multiple rotated flight paths to achieve respite and a fairer sharing of aircraft noise; it considered this to be one of the benefits of PBN. Plane Hell Action also wanted multiple approach routes to disperse flights. It wanted flight management systems upgraded to allow many programmable routes for dispersal, as well as GBAS, which it said would allow closer approaches to be used along with PBN. It did not want PBN to be used to concentrate flight paths.

The Local Authority Aircraft Noise Council wanted every effort to be made to reduce noise, even if this resulted in increased fuel burn. It said the airline industry could make savings by reducing CO₂ emissions. Options to do this included fleet replacement and the group wanted this to be prioritised instead of a policy of simply flying the most direct route. Similarly, HACAN East said that *'up to at least 10,000ft noise should be prioritised over climate emissions.'*

Other action groups did comment about striking a compromise with emissions reduction as well, with comments about how noise and fuel burn were linked. For example, the Richmond Heathrow Campaign favoured prioritising noise reduction, but recognised the need for a balanced approach.

"There are vertical and acceleration dimensions to this question as well as a lateral dimension. Generally speaking we would place noise ahead of fuel burn but often one has to look at the whole flight path otherwise Peter can be robbed to pay Paul."

Richmond Heathrow Campaign

Residents Against Aircraft Noise took a different approach and wanted a reduction in air traffic from Heathrow to achieve Option B.

"Reduce amount of overall flights to achieve b) above, to help save the planet. Kerosene is finite, as is the carbon we can use, and your expansion plans are robbing your grandchildren and their children of the opportunity to fly. This is being traded for quick money now and shareholder return, at the expense of the future traveller."

Residents Against Aircraft Noise (RAAN)

Two action groups (Teddington Action Group and AN3V) believed the consultation document had too little information on Principle 4 for them to make a detailed response. However, both felt that Heathrow Airport was already in breach of current health guidelines on the safe quantity of emissions. Both organisations also referred to information supplied by the Committee for Climate Change as evidence.

Businesses

Two airport operators commented on Principle 4; London Southend Airport had no option preference, but emphasised the need to make the most of airspace design. London Luton Airport Operations Ltd wanted a balanced approach 'to ensure that prioritising the reduction of noise does not impact on the work to minimise carbon emissions'.

The most detailed response was from British Airways, which expected government policy to continue prioritising noise reduction over reducing emissions below 7,000 ft, although it also expected the Civil Aviation Authority to intervene in cases that would lead to serious increases in carbon emissions under that height. British Airways also urged that '7,000ft' be defined more clearly in terms of distance from the airport. It took the view that it should be the average distance that it took to achieve 7,000ft from 'start of roll', when measured across all aircraft types. It emphasised that Heathrow should not concentrate only on noise reduction, as it would still have environmental targets to reach. The approach British Airways recommended for flight path design was that:

"Each proposed flight path should be compared against a baseline of a flight path designed to minimise emissions, with the additional annual CO₂ emissions reported. Lateral or vertical requirements that would increase carbon emissions from the minimum emissions baseline should be avoided and excessive increases in carbon emissions deemed unacceptable. Heathrow must consider that higher track mileage would not only lead to increased fuel burn but could end up sustaining aircraft noise over a larger population for longer periods of time."

British Airways

Across other businesses, Annie's Nest Nursery reiterated its criticism of the current level of noise and its effect on local communities. Rivermead Court Ltd was also critical of having to make a choice between cutting emissions and reducing noise. It believed that both should have equal priority because '*both are harmful to the physical and psychological well-being of those beneath the flight-path.*'

Environment, heritage, amenity or community groups

The range of responses from environmental and heritage groups reflected the differing priorities of each one. The London Parks and Garden Trust favoured Option B and said that more direct flight paths would have less impact on local communities and the environment. The Church of England dioceses of London, Southwark and Oxford also favoured Option B, but for different reasons, namely concern for those affected by climate change around the world.

Other environment and heritage groups favoured noise reduction and Option A. The Chiltern Conservation Trust wanted there to be flexibility in flight path design in case a direct path was harmful to local communities or AONBs. In contrast, the Fulham Society favoured noise reduction because of the perceived greater effect of noise on local people:

"Close to an airport, noise reduction should be prioritized over reducing emissions and fuel burn. The impact on fuel burn would be relatively small compared to the noise benefits possible from avoiding residential areas."

The Fulham Society

Two other environment and heritage groups (The Royal Parks and the Kingston Environment Forum) did not see why there had to be a choice between reducing noise or emissions. They considered both to be important and in need of action.

Residents associations tended to favour noise reduction. Of the eight that commented on Principle 4, five supported Option A at either the closed or open-ended part of Question 4. The impacts of noise on local communities and upon residents' quality of life were consistent reasons.

"We cannot support any changes to flight paths that increase noise pollution to local communities. There is plenty of evidence to demonstrate the impacts on noise on people's health. If emissions cannot be contained at today's levels, whilst avoiding increased noise impact on local communities, then the airport should not be expanded."

Richings Park Residents Association

"For existing flightpaths that may change for 'Performance Based Navigation' (PBN) the focus must be on noise reduction and no fudging with regard to emissions which will only be minimal changes."

Ealing Fields Residents Association

Egham Residents Association wanted both noise and fuel emissions to be cut down because 'for our town, and many other areas, it's not one or the other – we're suffering from both.'

Another view among some residents associations was opposition to any increase in flights or to expansion of Heathrow Airport. This was the case for Colnbrook Community Association, Wimbledon East Hill Residents Association and Ealing Fields Residents Association.

Local government

Most local authorities which commented on Principle 4 favoured Option A to some extent. Most serve areas that are close to Heathrow Airport and are already affected by noise from air traffic. These authorities were therefore keen that noise be reduced as much as possible.

The London Borough of Hounslow advocated priority to noise reduction up to a minimum altitude of 4,000ft, on the grounds that, up to this height, noise had a far greater impact on residents' health and quality of life than fuel emissions.

The London Borough of Southwark based its support for Option A on community feeling: '*Where noise impacts are likely to result in community annoyance, the Authority would support the prioritisation of noise impacts over reduced fuel use for aircraft flying at relatively low altitudes.*'

Reading Borough Council thought that, in the context of long distance travel between countries, it would not make much difference to emissions if aircraft had to take a slightly longer route to reach Heathrow, and it believed this was worthwhile for the sake of respite to residents.

Runnymede Borough Council took a very similar view that slightly longer or more circuitous flights paths would only lead to minor increase in emissions. Therefore, this was a price worth paying to shield residents from the impact of overflight noise.

For Slough Borough Council, '*the health and wellbeing of our local residents takes priority if this means designing flight paths that minimise noise impact*'. It believed that newer aircraft would reduce emissions anyway and also pointed to international standards and obligations aimed at sustained reductions in airport operations and emissions. Finally, the council said flight paths into Heathrow would not need much alteration to reduce noise as well as to ensure aircraft fuel efficiency. It recommended a path south of Slough that would avoid the heaviest populated areas.

St. Albans City and District Council recognised the negative effects of fuel emissions, it also pointed to the impact of noise on people's health, and said '*no reasonable flight path should be excluded in favour of minimising track miles if there are benefits for communities on the ground.*'

Surrey County Council sought a balance between the reduction of noise and emissions, as it recognised the negative effects of both. However, it felt that noise reduction should be the priority up to an altitude of 7,000ft.

Surrey Heath Borough Council also wanted a balanced approach between mitigating sound and fuel emissions. However, it concluded that *'where flight paths are not excessively extended or altered, the benefits generated for communities may be found to outweigh the harm of additional journey times and fuel burn.'*

Woking Borough Council favoured noise reduction over cutting fuel emissions. However, it urged HAL to continue the work to lower emissions through the introduction of new technology:

"Work with its partners to invest and explore advanced technologies to improve the efficiency of aviation fuel, fuel efficient aircrafts and electric powered aircrafts. Significant advances have been made by the car industry to improve fuel efficiency and electric cars to serve as useful lessons."

Woking Borough Council

Windlesham Parish Council preferred Option A because newer aircraft would be less polluting and would lower fuel emissions anyway. Reducing noise would therefore have a more important positive effect on the areas currently overflowed.

Wokingham Borough Council thought noise should take priority over local communities even if that entailed a slightly longer flight path into Heathrow Airport

There were a few of the 17 local authorities that commented on Principle 4 that did not favour either option.

Albury Parish Council did not think fuel emissions and noise could be traded off against each other. It expected that new technology would lead to more accurate flight times, eliminate the need for 'stacking' before arrival and reduce the noise and emissions this process caused. However, it also believed new technology would lead to a greater concentration of flights paths and called this unreasonable for those who lived below.

Kent County Council recognised that government policy prioritised noise reduction in airspace below 4,000ft and closer to airports. However, it also understood the importance of reducing aircraft emissions as well. Subject to the views of communities, the council urged there to be a balance between the two considerations, with multiple routes to provide predictable respite, to avoid certain communities and to reduce emissions at the same time.

The London Borough of Ealing found it difficult to provide a response because of a perceived lack of detail in the consultation documents. However, it said that one option may not necessarily be the best for all flight paths. It recommended a compromise between the two as a better way forward.

The London Borough of Waltham Forest saw the reduction of noise and emissions as equally important in the future design and operation of airspace. It did not believe either one should be prioritised over the other.

"This isn't about which is the least worst - they are both serious issues that have to be addressed."

London Borough of Waltham Forest

Spelthorne Borough Council submitted a very similar response to the London Borough of Ealing. It did not think one option was necessarily the best option for all flight paths. It favoured a compromise to secure sufficient benefits from both noise and emissions reduction.

Other category of organisation

The Chartered Institute of Logistics and Transport indicated that the cutting of emissions should be carried out from 4,000ft upwards, ahead of any requirement to follow existing routes. This was because noise was less significant at these heights and more had to be done for the UK to meet its climate change obligations.

7.6 Organised campaign responses

Organised campaign responses were received for Question 4 from *Chiswick Against the Third Runway* and the *Teddington Action Group*. The standard campaign text for Chiswick Against Third Runway was a simple statement in favour of Option A. The standard text for the Teddington Action Group response was longer; it stated that “we have not selected either of the boxes”. It stated that Heathrow had not given enough information to answer the question. It also believed that the airport breaches the rules and stated that any change worsening the situation would be unlawful.

A total of 62 campaign responses to the closed section of Question 4 were made through the online or paper response form (57 from Chiswick Against the Third Runway and 5 from the Teddington Action Group). Each one indicated support for Option A.

8. Analysis of responses to Question 5

8.1 Introduction

This section provides a summary of responses to Question 5 on the online and paper response form, as well as unstructured responses via email and letter that make reference to issues relating to Principle 5: **Technology and innovation**.

Principle 5: Technology and innovation

In order to deliver any of these design principles, all aircraft will need to be equipped with the latest technology.

We will not design flight paths to accommodate aircraft with older navigation technologies and there may be parts of the design where aircraft with the highest specification of navigation technology have an advantage.

Please provide any comments you have on technology and innovation.

8.2 Summary of the findings

A total of 802 members of the public and organisations made comments about Principle 5 (743 members of the public and 59 organisations). The balance of opinion was generally positive towards newer technology, particularly in the form of cleaner, quieter aircraft as well as more effective navigation systems. This was expected to limit the noise and fuel emissions that affected overflow communities. It also corresponds with the most common suggestions from members of the public which were that older, noisier and less efficient aircraft should be either banned or phased out as soon as possible.

8.3 Emerging themes from the consultation responses

Of those that responded to the question the following key themes were identified:

- Older, noisier and less efficient aircraft should be either banned or phased out as soon as possible.
- There were concerns about the possible concentration of air traffic as a result of PBN technology
- New navigation technology should be used to ensure a variety of flight paths and effective respite. Other concerns included the length of time it would take to introduce new technology.

8.4 Community responses

8.4.1 Detailed commentary

Advantages of technology and innovation

A total of 743 members of the public made comments about Principle 5 either through the response form, by email or by post. Responses were generally favourable towards the greater use of technology and innovation in airspace design as stated in Principle 5. By far the most common comment was that technology and innovation should be encouraged (214 comments). This was followed by other comments about how it would make aircraft quieter and create less disturbance (65), help to phase out older aircraft (22), give aircraft the latest navigational equipment (19) and reduce emissions (17).

The negative impact of noise and emissions were strong factors in participants' actual comments. Using new technology was recommended as a way to reduce these problems, especially from older aircraft. Participants often commented on the need to make airlines adopt cleaner, quieter technology, even if it cost more. Passing the costs on to passengers was also mentioned by some participants.

"Technology and innovation must be exploited to the highest degree to reduce the negative impacts of air travel. Phasing out of older aircraft to achieve noise reduction has been promised for a long time but I have not noticed any worthwhile improvement. The economic negative suggested by the phasing out of older aircraft must be ignored if we are to progress."

Member of the public

"Anything that can be done to upgrade the fleet to the highest, modern, less-polluting standards should be encouraged. This includes noise and emissions (health and climate change). To me, this is no different than imposing special charges in cities to force auto-fleets to be modernised."

Member of the public

"Absolutely agree - if an airline is serious about serving London through the 'prime' airport at Heathrow, they should be prepared to have the latest technology available to do so. Forcing some of the less established operators out of Heathrow to other airports might be no bad thing in terms of congestion/slots."

Member of the public

The ability of performance based navigation technology to concentrate flight paths also received comment. Some of the participants hoped it would narrow flight paths and reduce the number of people who would be overflown.

"If PBN can be used to make flight paths more specific and narrow so they affect fewer people under them AND it can be used to improve respite periods by having more PBN flights paths over a wider area, which reduces the total number of people most affected by the routes as the noise is shared more equally, then I am in favour."

Member of the public

However, others wanted to ensure this narrower concentration of flights paths would not increase the impact of noise and emissions over certain communities. This was something they wanted to be avoided, for example through the use of a wider range of concentrated flight paths to disperse the impact of air traffic.

"The technology should be applied to spread out routes over a wider area, the aim should be an averaged concentration of flights everywhere across the city, and computer algorithms should be able to achieve this. I recognise the above could be 'more difficult' for air traffic control, however, ATC shouldn't use this as a reason to say no."

Member of the public

"Fine. But the document states that the new technology will lead to greater concentrations of noise under narrower flight paths. This should be avoided."

Member of the public

Concerns about technology

The most common concern about the use of technology was the length of time it would take to implement or whether it will be introduced at all (29 comments). Some members of the public commented about perceived failures of HAL to implement previous promises of quieter, less disturbing technology.

"This has been a promise in the past by Heathrow which has NOT BEEN DELIVERED. Therefore, local residents do not trust the current 'promises' of an insistence that all aircraft will be equipped with the newest navigation technologies."

Member of the public

"We have been promised all sorts of improvements to noise, emissions, etc through "improved technology" and it is not obvious, certainly not at 5.00am (and sometimes earlier) in my area, that any of this has improved anything"

Member of the public

There were also concerns about whether airlines would comply with drives to implement newer technology and whether or not Heathrow Airport would take a firm stand on the matter. Even if such implementation took place, some members of the public were concerned about the length of the interim period before this happened.

"The document states that 90% of aircraft are 'expected' to be modern, less noisy, more fuel efficient models by the time plans are implemented. 'Expected' is not the same as 'will be'. Also push back from airlines will inevitably mean that there are 'transition' periods where both older and newer aircraft have to be accommodated, some with, but many without, the beacon technology."

Member of the public

"I believe this is yet another empty promise to appease but never to implement. Is Heathrow seriously asking us to believe that it will turn away planes not equipped with appropriate technology and lose their juicy landing and myriad of other fees they charge airlines? Are we really thought of as being that stupid?"

Member of the public

The other main concern highlighted by members of the public was that newer technology would not actually reduce noise at all (28 comments). Some participants considered that the ability of technology to reduce aircraft noise had already reached its limits, and that further improvement was unlikely. A more common concern was, again, about the concentration of flight paths as a result of technical innovation.

“As the navigation technologies become more specific, it seems to me that our house suffers more as they go directly over our roof. Obviously technology will evolve but it should make things better for us that live under the paths. Not worse. If you could just spread them out a little or give us a break from time to time which we would know about in advance. ”

Member of the public

“Strongly oppose any technology being used by aircraft which will involve the implementation of Concentrated Flight Paths at Heathrow This will result in certain parts of London becoming “Noise Ghettos”. Consideration should be given to residents over the economic benefits to the airlines.”

Member of the public

Suggestions

A wide range of suggestions were made about the use of technology and innovation. The most common suggestions were for banning older aircraft (63 comments), prioritising quieter aircraft (59) and prioritising aircraft with lower emissions (41). Consistently, members of the public urged that a tough stance towards airlines be taken, with certain aircraft banned and potentially with airlines excluded from Heathrow if they refused to comply.

“Highly in favour of an improved technological solution. It should not be “airlines invest in some of the older aircraft” but in all. They either upgrade or those aircraft are prohibited from using Heathrow.”

Member of the public

“First, Heathrow needs to prohibit, not just limit, airplanes with older, noisier technology. These quieter airplanes still do make considerable noise over a long flight path when landing, and therefore should also be spread out, with areas sharing relief.”

Member of the public

Other suggestions included spreading out flight paths so that they were less concentrated (26 comments) and investing in technology to lower noise (22).

“Technology should not be used to allow aircraft to fly along more concentrated paths blighting the lives of those that live under these flight paths. Innovation should be used mainly to reduce noise and air pollution.”

Member of the public

Other comments

There were 67 members of the public who made other comments about Principle 5. No one comment emerged as predominant, although the most common was that new technology already exists and should be introduced no matter what happens (15 comments).

At Question 5 in the response form, 47 members of the public also made comments about the proposed expansion of Heathrow Airport. Almost all (44 participants) were negative; the main comments were ones of general opposition to expansion (29) and that it would have a negative impact on people’s quality of life (4), on noise pollution (3) and on the environment (3). Three members of the public also believed that proposals were motivated by profit and greed.

There were 42 members of the public that made comments at Question 5 on the response form that related to the consultation itself. The main comments were that there was a general lack of information (17), that the consultation was *dishonest* or used inaccurate data (8) and that the information was too complicated to understand (5).

Some members of the public also provided comments about other principles at Question 5 in the response form. To avoid repetition, these comments are included at other relevant questions in this report.

8.5 Stakeholder responses

8.5.1 Overview of responses provided by stakeholder organisations

A total of 59 organisations submitted a response that was relevant to Question 5. This section examines the responses according to the various types of organisations that participated.

Action groups

Action groups that commented on Principle 5 were split in their attitudes towards newer technology. Some were positive about its potential. For example, HACAN East called it essential *'as the less sophisticated technology could limit the sophistication of the design of the new flight paths and, with it, the amount of respite that might be on offer'*. The East Reading Action Group said that if the technology existed to concentrate aircraft, then it could also be used to disperse over a wide area and ensure respite. Similarly, Chiswick Against the Third Runway was also favourable to new technology and urged *'all airlines to use the newer aircraft with quieter engines'*.

However, most action groups that commented were concerned about the impact of PBN on flight paths. For example, the Englefield Green Action Group said new technology should not be used to concentrate flight paths and create *'noise ghettos'*. Instead, it urged the design of multiple routes to ensure respite and wanted the technology used to reduce noise and air pollution rather to serve commercial efficiency. It was against the idea of quieter planes at lower altitudes, as this would only maintain current noise levels rather than reduce them. Rather, it favoured *'a tapering reducing noise target'* as part of the modernisation of airspace.

AN3V expressed concerns about a perceived lack of research and assessment into the effects of PBN. It said that *"the industry has no clue how it plans to manage this new technology and to ask such a broad question in this consultation is simply ludicrous without detailed information on the effects of PBN, routes and how any form of respite is possible with the introduction of PBN which will, in itself, reduce respite from 50% to 33%"*. Plane Hell Action Group was similarly concerned. It said that the use of PBN to concentrate flight paths consistently over certain areas *'would be an outrage and condemn communities to suffer depleted wellbeing within noise sewers.'* It said HAL had a moral duty to use technology to disperse flight paths and to ensure no consecutive approaches over the same routes. Its recommendations were to adopt the latest flight management systems, including GBAS, and to exclude from the airport those aircraft not able to work within a system of multiple flight paths.

Other groups expressed similar concerns about how technology would be used.

- The Richmond Heathrow Campaign group pressed for the introduction of newer, quieter aircraft, but went on to say that *'PBN and other flight systems are driving change on how planes are flown. It is not yet clear what benefits and costs there will be.'*

- Residents Against Aircraft Noise said that technology should be used to help people, not the aviation industry. However, it believed '*All innovation has been stolen by the industry for its own benefit, and PBN is another abuse tool to achieve exactly that - seek to squeeze a quart into a pint pot*'. It anticipated continuous levels of noise if a third runway at Heathrow went ahead, and pushed for technology that would get aircraft to climb more sharply and curb the impact of overhead take-off noise.
- St. Albans Quieter Skies noted that the airspace redesign was being touted as 'a once in a generation' opportunity to upgrade navigation technology, but it was anxious about what the real effects would be on noise dispersal.

"Concentrated flight paths are expedient for the aviation industry, permitting more flights in a given airspace – they are not beneficial for any communities over or near which they pass."

St. Albans Quieter Skies

- The Teddington Action Group criticised the length of time it would take to bring in new technical advances, and did not think newer, quieter aircraft would be brought in substantially by 2028. It also questioned whether respite would even be possible with PBN and whether aircraft technology would be able to handle multiple approach routes. The group also did not believe respite would be severely reduced if a third runway went ahead; the only way to preserve would be to have only one runway in use in each direction.

Businesses

Annie's Nest Nursery did not comment on technology directly, but criticised the current levels of aircraft noise and the effect on local communities, and urged the closure of Heathrow Airport. Rivermead Court Ltd wanted regulations to keep pace with technological improvements, and therefore wanted older aircraft to be banned from Heathrow Airport.

Three airports commented on Principle 5, and all favoured the introduction of new technology. London Luton Airport Operations Ltd said '*it is essential that as an industry both airports and airspace users move to PBN in order to maximise the exploit the environmental benefits that can be achieved with more flexible design tolerances*'. White Waltham Airfield expected new technology to allow aircraft to descend and climb more quickly and thereby to lower the impact on local communities. London Southend Airport simply said it supported Principle 5 '*as it is in line with the UK Future Airspace Strategy*'. Virgin Atlantic was also supportive and '*agree with this design principle that fits with the best equipped / best served approach*'.

British Airways supported the introduction of new ways to mitigate noise, as long as they met safety, operational and efficiency requirements and delivered a balanced outcome. However, they were critical of the lack of progress in modernising UK airspace over the last 20 years when put in a global context.

"Aircraft that BA operates in the UK have not been able to fully utilise their advanced navigational capabilities despite being able to use them in the rest of the world, e.g. the benefits of Performance Based Navigation (PBN) standards are already being demonstrated in Frankfurt, Hong Kong and Atlanta and other overseas airports. BA equipped its Boeing 777 fleet with on-board navigation systems to enable area navigation routings (RNAV), but these aircraft will start to be retired before this technology has had the chance to benefit consumers and communities in the UK by flying more efficiently and precisely."

British Airways

Environment, heritage, amenity or community groups

Attitudes towards the adoption of new technology and innovation were positive among some heritage and environmental groups. For example, the Royal Parks, the London Parks and Garden Trust, the Cheyne Walk Trust and the Camberwell Society all thought new technology should be adopted to reduce noise and fuel emissions, or hoped that it would do so.

Other groups were cautious about new technology. For example, the Fulham Trust did not know what the effect of PBN would be on flight restrictions, the availability of destinations or airfares. Similarly, the Campaign to Protect Rural England (Surrey) said it remained to be seen whether quieter aircraft would actually reduce noise levels. It thought more sophisticated flight programming might be beneficial, but said this needed better coordination to reduce 'stacking' and the noise and emissions this would cause.

The most sceptical group of all was the Kingston Environment Forum, which believed too much had been made of technical innovation.

"It seems to us that the case for Heathrow expansion depends rather too much on technologies that do not yet exist or have not yet been widely adopted e.g. electric vehicles on the roads surrounding Heathrow, which are currently some of the worst in London for air pollution."

Kingston Environment Forum

The residents associations that commented on Principle 5 were generally sceptical about potential benefits from technology. For example, SCR Residents for a Fair Consideration of Heathrow Expansion said that new technology would help to reduce noise only if Heathrow Airport did not expand, but that expansion would cancel out any improvements. Claims that new technology would improve noise levels were therefore considered 'fatuous'. Richings Park Residents Association also highlighted that they considered too much was being expected from new technology.

"Richings Park will fall within 1km of the proposed third runway and no amount of new technology will be able to reduce the substantial increase in noise impact on this community. All technology has its limits and the major noise reduction gains have already been achieved."

Richings Park Residents Association

Local government

Generally, local authorities were positive towards the introduction of new technology, particularly in the form of cleaner and quieter aircraft that would limit the impact on their residents.

- Kent County Council was positive towards the approach set out in Principle 5. It felt that the phasing out of older technology would stimulate the aviation industry to develop newer, quieter and cleaner aircraft that could keep to precise routes. Although the implementation of this was still expected to take some time, the council urged close continual contact with airlines to ensure they adapt their fleet accordingly.
- The London Borough of Ealing and Spelthorne Borough Council submitted very similar responses. They believed the introduction of PBN could only happen if aircraft were able handle this technology. It therefore pressed for the rapid phasing out of older, noisier and polluting aircraft.

- The London Borough of Southwark was keen for new technology to be implemented as quickly as possible and across the board.

“The Authority agrees with use of the most up-to-date technology and believes this should apply to aircraft noise emissions, not just navigation technology. The Authority considers there should be strong incentives and penalties to ensure only the quietest aircraft can use Heathrow.”

London Borough of Southwark

- The London Borough of Waltham Forest said it was essential to bring in new technology as soon as feasible, as it felt that delays could limit the ability to design new flight paths and the amount of respite.
- Reading Borough Council thought that, in light of the inconvenience and disruption caused to local people by the expansion at Heathrow, the aviation industry should take responsibility for newer aircraft technology. This was not just the case for better navigation and airspace performance, but also for improved noise and emissions performance.
- Runnymede Borough Council, Surrey Heath Borough Council and Woking Borough Council submitted similar responses to Principle 5. They all supported the work by HAL with airlines, for example on the introduction of new navigation technology and on the upgrading of older aircraft to bring them up to modern capabilities.
- Slough Borough Council supported the introduction of new navigation technology and the moving of flight paths away from residential areas. It also favoured the introduction of defined respite periods for its residents based on balanced runway alternation. It urged the introduction of newer aircraft and that this should be a condition for an airline to operate at Heathrow. It considered the phasing out of older aircraft to be a necessary part of sustainable noise management. The council also expected any breaches in noise standards to be subject to strict penalties and for the money to be redistributed to local communities around the airport.
- Windlesham Parish Council believed investment in new technology was a pre-requisite for expansion at Heathrow, as only innovation could guarantee the best outcome for areas that would be affected.
- Wokingham Borough Council said HAL should encourage the most modern aircraft, if necessary through differential landing charges to push airlines to adopt the latest navigational technology. It expected such aircraft to be less noisy and more fuel efficient as well.

There were several local authorities that took a more critical view of new technology and innovation.

- The London Borough of Hammersmith and Fulham responded with a series of questions about how technical advances would be implemented. It wanted to know how HAL was working with airlines to bring in new technology and what proportion of aircraft would be completely new rather than upgraded existing planes. The council wanted to know precisely how new technology would be used to benefit local communities affected. It also wanted to know what factors would determine whether an aircraft complied with the minimum PBN standard.
- The London Borough of Hounslow was concerned that working with airlines might not be enough to ensure they brought in modernised aircraft, and it urged the importance of legislation to guarantee improvements. Partnership working alone was thought by the council to have only ‘limited leverage.’

- The use of PBN also caused concern to Surrey County Council which acknowledged the benefits of this type of technology but said that 'excessive concentration impacts must be avoided'.
- St. Albans District Council noted the emphasis placed on PBN by the consultation document and that this was seen as a 'once in a generation' opportunity to change airspace design. However, the council did not think the effects of PBN were necessarily positive. It also described concentrated flight paths as expedient for the aviation industry, but not beneficial for any communities affected.
- Albury Parish Council said that new technology had its limitations and would entail a trade-off between noise and emissions. Further innovation might make aircraft quieter, but it would also increase their frequency and concentration. This was considered unacceptable. Similarly, Cholesbury-cum-St Leonards Parish Council said PBN technology should not be misused to route departing traffic along extremely narrow flight paths over the same ground.

Other organisations

BAR UK Ltd said the airline community supported the introduction of PBN in all phases of flight and also Approaches with Vertical Guidance (APV) based on RNP APCH procedures with Baro-VNAV. However, it also said the airline community did not support mandating specific PBN navigation specifications without corresponding operational benefits. It said PBN specifications should be based on '*operational and safety improvements, short and long-term planning and projection of fleet equipage*'. BAR UK Ltd also supported the use of Global Navigation Satellite Systems as the primary navigation infrastructure supporting current and future applications, and enhancements, of PBN. It did not want 'high-end' avionics to be mandated, but said it could be appropriate to move to a 'best equipped/best served' policy that incentivised airlines and aircraft operators to invest in newer aircraft navigational technology. They highlighted that it is important that HAL follow established principles and guidelines, and this is managed within a wider context than expansion at Heathrow, rather than creating its own bespoke approach which would likely have unconsidered consequences.

"This would represent a departure from accepted practice worldwide but with the increasing demands on London and South-East airspace, this approach does warrant careful review. Airlines that do choose to equip their aircraft with such high-end avionics will want to be assured that the Business Case principle results in sustainable and prolonged benefits in terms of shorter routes and less fuel consumption."

BAR UK Ltd

The Guild of Air Traffic Control Officers was favourable towards the introduction of more advanced navigation technology, and the favouring of aircraft equipped with it. More specifically, it supported a policy of 'best equipped-best served' that would reward aircraft with higher equipment specifications.

8.6 Organised campaign responses

The Teddington Action Group campaign response for Principle 5 was as follows:

“Heathrow have been completely disingenuous with this. It is not clear even if respite is possible with PBN – there is a thought that present technology of aircraft electronics cannot cope with the multiple routes that will be needed. The whole concept is grossly unfair pitching one community against another. The load should be shared. With 3 runways, respite will not be possible to the same degree and to suggest otherwise without a detailed explanation is equally disingenuous. Respite will be reduced substantially unless only one runway is in use in each direction. With two runways in use in either direction there is only the opportunity to offer respite 33% of the flying time rather than 50%. This is set out in the evidence of the Secretary of State to the Transport Commission on the 7th February”.

The suggested text from the Chiswick Against The Third Runway campaign was to insist that all aircraft use the latest navigation technology and fly newer aircraft with quieter engines.

The NPS campaign did not use the response form – analysis of this campaign is provided within Chapter 11.

9. Analysis of responses to Question 6

9.1 Introduction

This section provides a summary of responses to Question 6 on the online and paper response form, as well as unstructured responses via email and letter that make reference to issues relating to **Principle 6: Night Flights**

Principle 6: Night Flights

Heathrow has made good progress over the last few years in reducing the number of late running flights that operate from the airport and, with expansion, we have committed to a six and a half hour ban on scheduled flights in the night period (sometime between 11pm and 7am).

However, some aircraft will need to use Heathrow late at night or early in the morning: what key principles should we apply to the design of flight paths for arrivals and departures during these times? (You may like to consider the design principle options set out in Questions 1-5).

9.2 Summary of findings

A total of 1,160 participants submitted responses relevant to Principle 6 in the response form, or who made comments via email and unstructured letter that referenced Principle 6. (1,103 members of the public and 57 organisations did so). The overwhelming issue highlighted by members of the public and organisations was to limit the effect of night time and early morning flights as much as possible. They frequently mentioned the negative effect these flights currently have on the local quality of life in the form of reduced sleep and generally lower health.

9.3 Emerging themes from the consultation responses

Of those that responded to the question the following key themes were identified:

- Night flights moved away from residential areas and towards green, open or rural spaces.
- There should be a ban of at least the 6.5 hours set out in Principle 6, if not longer.

9.4 Community responses

9.4.1 Detailed commentary

There were 1,103 members of the public who made a comment about Principle 6. The majority of the comments were about limiting or diverting night flights to ensure as few people were affected as possible.

Concerns and priorities

Across all responses received, the impact of current night flights on people's quality of life emerged as a major issue. Concerns were raised about the impact on sleep patterns (75 comments) as well as about the how the current night flight limits were not being met (93).

"My sleep has been disrupted for several years now and this has got worse over time. Originally there was some respite from early morning flights but this changed a few years ago and now there is no respite with flights starting at 4.30am and sometimes earlier - DESPITE promises of regulation etc. which clearly are NOT being adhered to."

Member of the public

"Our experience was that the hours of operation were not respected in the corridor experiment period. We were kept awake by late planes and woken by ones between 4 and 5am. I am confident it won't be respected in any permanent scenario either."

Member of the public

As a result, the priorities frequently identified for Principle 6 included noise reduction (61 comments) and prioritising residents' health and wellbeing (45).

"At present I am often woken by flights passing overhead at 4:30 and this is not acceptable. The early morning flights affected me particularly badly during a stressful period in my life around 3 years ago and were responsible for slowing my return to health. I know I am not alone in this. And it feels 'rude' to have the noise of a plane crash into your life at 11pm."

Member of the public

Routing of flights

The most common specific suggestions were about the routing of night flights, with comments that these should be diverted over parks, open spaces and rural areas (164 comments). This was followed by suggestions that night flights should be banned over residential areas (120) and that flight paths for night flights should be spread out to avoid concentration (54). Other similar suggestions included generally minimising the number of areas overflown during these hours (49) and using alternate routes for respite (40).

Participants who made these suggestions consistently emphasised the need to reduce aircraft noise over the places where people were living and sleeping. As evidence, some participants referred to their current experience of being disturbed at night by air traffic from Heathrow Airport.

"I am frequently woken by night flights over Fulham, these are not infrequent as some would like to suggest. I think it is absolutely necessary to route these aircraft over rural rather than urban areas and for the aircraft used at these times to have strict noise control guidelines."

Member of the public

"During the hours of night-time, when the basic need for sleep trumps our need to enjoy of the countryside, overflying rural areas is preferable to overflying urban areas. Likewise, overflying parks and open spaces is preferable to overflying built-up areas by night (we sleep in houses, not parks)."

Member of the public

"The guiding principle at any time and all of the time must be to use flightpaths that impact as few people as possible then to dilute the impact over as wide an area as possible by varying flightpaths on a daily basis."

Member of the public

Flight timings

Other suggestions identified by participants were the need to ban or restrict the timings of night flights. Most often, participants commented in favour of a ban on flights between 11pm and 7am (116 comments). This was followed by support for respite or a ban on night flights for longer than 6.5 hours (82), and for at least 8 hours (49). Other participants wanted there to be no exceptions to a curfew on night flights (42).

Restricting flights at night and during the early morning was felt necessary because of the need for sleep and the impact on health if this was regularly disturbed. There were also some criticisms about a perceived failure by HAL to limit night-flights at the moment.

"A six and a half hour ban is not sufficient. I need 8 hours' sleep a night in order to function properly and this is the recommended level. I am significantly affected by lack of sleep and cannot function properly. There should be NO flights between 11pm and 7am in order to be compatible with most people's family and working lives."

Member of the public

"Annoyance, impairment of learning in children and increased risk of heart disease, heart attack, stroke and dementia. Expanding Heathrow would significantly and unjustifiably increase the number of people affected by aircraft noise and suffering these negative impacts."

Member of the public

"You are cheating with your 'reductions.' We used to have only very infrequent flyovers. Now, since this consultation, you have been routing your aircraft over Wimbledon regularly, frequently, and into the night.... You must not be permitted to run any flights over our homes - where we need to SLEEP at night - between the hours of 11 pm and 7 am, ideally between 10 pm and 7 am."

Member of the public

Other suggestions

A range of other suggestions made by participants were concerning night flights. Some members of the public wanted only emergency flights to be allowed at night or in the early morning (63 comments) or at least wanted night flights to be kept to a minimum (45). Another suggestion was ensuring that only quieter aircraft were accommodated or that loud aircraft were banned (64). Those who made these comments emphasised again the importance of regular and lengthy sleep, and some insisted this should take priority over other considerations, such as relations with airlines and commercial cargo customers.

“Minimise the number of aircraft movements, e.g. there is no justification in disturbing people’s sleep in order to fly in e.g. flowers or fruit etc. from abroad in order to get them to the markets early. Only hospital-emergency flights should be allowed between 11pm and 7am., undisturbed sleep being as essential to humans as clean air, food and water.”

Member of the public

“Only the quietest planes should be permitted to fly during the night envelope. It is not good enough merely to “encourage”.

Member of the public

Several other comments were also made that were relevant to Principle 6. The most common of these were that problems with early morning flights were already bad, and that people were being disturbed far too early in the day (97 comments); that people needed at least 8 hours of sleep, and that a 6.5-hour night ban was not good enough (85). This was followed by the view that the same principles should apply to airspace across all hours, both day and night (45), and that early morning flights were the most troubling and did more to disrupt sleep than flights late at night (44). These comments underline the general pattern of responses to Question 6, namely that night time and early morning aircraft was a serious concern for those who experienced it and that a lot of effort had to be put into mitigating it. Those who made these comments were very often in favour of a more ambitious programme of respite and flights restrictions.

“Six and a half hours is not sufficient to provide the needed eight hours of sleep. It is disturbing that the original plans for significant displacement of landings from the runway threshold for night activities appear to be disintegrating. Better rotation of night time runway use should occur and departure and arrival routes used at night should be limited and rotated so that the minimum number of people are affected on any one night.”

Member of the public

“There should be daily rotation of a range of flight paths and a selection of those over a range of largely green spaces should be prioritised above exclusively urban areas for early/late flights.”

Member of the public

At Question 6 in the response form, 57 members of the public also made comments about the proposed expansion of Heathrow Airport. Almost all (54) were negative; the main comments were ones of general opposition to expansion (30), that the expansion plans were motivated by greed (7) and that Heathrow Airport was in the wrong place (6).

Some members of the public also provided comments about other principles at Question 6 in the response form. To avoid repetition, these comments are included at other relevant questions in this report.

9.5 Stakeholder responses

9.5.1 Responses by key organisational group

A total of 57 organisations submitted a response that was relevant to Principle 6. This section examines the responses according to the various types of organisations that participated.

Action groups

Action groups that commented on Principle 6 were consistently critical about the length of the proposed night flight ban. They frequently commented about the impact of current night flight arrangements, particularly in the early morning, and about the impact this had on residents' health and quality of life.

"5:30am starts are totally unacceptable and a worsening of conditions on departures. WHO evidence is that 8 hours sleep is required for good health and wellbeing. There is ample evidence of the negative effects of disruptive sleep on early learning, stress, and on general health."

Englefield Green Action Group

"Currently this area suffers aircraft noise from as early as 04:30 am often extending until almost midnight. This has a severe and detrimental impact on the health of those beneath. Heathrow may mislead and argue its operation boosts the economy, but the real cost is to health and productivity of family members and ultimately the potential cost to the NHS."

AN3V (Aircraft Noise 3 Villages – Lightwater, Windlesham & Bagshot)

Teddington Action Group, AN3V, Residents Against Aircraft Noise and Englefield Green Action Group all wanted a ban on night flights for eight hours, and Plane Hell Action wanted a ban for seven hours. There was general criticism about the ban of 6.5 hours set out in Principle 6, which was considered inadequate.

"The proposal is quite unacceptable. To start at 5:30am as suggested in the First Consultation would give people under the departure routes 30 minutes per night LESS sleep than before. An 8 hour outright ban from 10pm to 6am should be provided."

Teddington Action Group

Businesses

The most detailed response came from British Airways. It requested a balance between the need for limitations on night flights and potential operational, logistical and financial practicalities of delivery. It did not think HAL should have the final say over any operating and noise restrictions, but thought that airlines were integral to the decision-making process. It criticised the idea that HAL would propose a night flight regime in order to secure a third runway rather than to balance the interests of consumers, airlines, communities and the UK.

British Airways expressed concerns about the loss of early morning arrival flights through a rigid night ban which it said would damage Heathrow as a hub airport and the broader UK economy. It particularly objected to bringing in these proposals ahead of a third runway. It said it would continue to collaborate with the airport to deliver incremental improvements in night time operations, noise management and mitigation. It objected to further restrictions or cancellations of these.

“Any cancellations would lead to severe passenger hardship, avoidable delay, significant additional cost and compound disruption to the Heathrow operation in subsequent days, owing to the lack of spare capacity in the programme. Consequently, we fully support the retention of the dispensation guidelines as these are a vital tool in schedule recovery after extenuating circumstances have disrupted operations at Heathrow.”

British Airways

Across other businesses, Rivermead Court Ltd welcomed a widening of the night flight ban, but commented that London was unique among major world cities in allowing overflying at night or during the early morning. London Southend Airport had no views about Principle 6, but wanted the ‘*best design of airspace*.’

Environment, heritage, amenity or community groups

Environment and heritage groups wanted the effect of night flights to be limited, but submitted a range of responses on how to achieve this. Some wanted diversions. For example, the Fulham Society and the Chiltern Society wanted night flights routed over rural or open spaces and away from built up locations. Conversely, the Chilterns Conservation Board and the Campaign to Protect Rural England (Surrey) wanted the Chilterns and Surrey Areas of Outstanding Natural Beauty, respectively, to be avoided. The Fulham Palace Trust simply wanted to stop the continual overflying of the same areas at night or early morning.

Other groups commented on the quantity of night flights. The Royal Parks said more of these flights ‘*would increase the need for ancillary infrastructure and lighting which would be detrimental to wildlife corridors created by the project.*’ Similarly, the Cheyne Walk Trust wanted the period of overflying to be reduced to seven hours. The London Parks and Garden Trust welcomed the proposed night flight ban but hoped it would go further to address transport problems that might make the problem worse.

“The supporting infrastructure (train, tube, bus etc.) does not at present serve Heathrow well at the extreme ends of the flight patterns as passengers seeking a flight at 7am need to check in by 5am and few transport operators run through the night meaning a reliance on roads.”

London Parks and Garden Trust

Residents associations were generally critical of the current proposals, and wanted a longer ban on night flights of between seven and eight hours. For example, the Richings Park Residents Association noted the ‘deleterious effect of night noise disturbance on human health’ and wanted a minimum ban between 11pm and 6am. The Ealing Fields Residents Association and the Colnbrook Community Association both wanted a ban between 11pm and 7am. The Wimbledon East Hill Residents Association wanted to go further, with the night period defined as 8pm–7am and with a ban on all cargo flights during this time.

Local government

Local authorities all wanted to mitigate the impact of night flights on their residents, but were mixed in their responses. Many of those nearest to Heathrow Airport were critical of the proposals and wanted different arrangements to mitigate or stop night-time noise.

- Albury Parish Council favoured a night time ban between 11pm and 7am, a reduction in the number of aircraft allowed to breach this period, and fines for airlines that regularly offended. It said that if a ‘stack’ system was to be

used to hold aircraft, this should be higher and further out over sea and not over the Surrey Hills or the Surrey Downs. The council also wanted a ban on night flights at Gatwick.

- Ealing Council wanted night flights to be stopped and strict penalties for any breaches. It therefore favoured a 7-hour cessation rather than the 6.5 hours proposed, and it wanted a complete ban with no exceptions for unscheduled flights. It said this would provide a clear social benefit for a third runway, for example by reducing the effects on local children through less sleep deprivation and a greater ability to learn at school.
- The London Borough of Hammersmith & Fulham was critical of current night flights. It disputed claims by HAL that it had made good progress with the management of night time noise. For example; it described a 'high' number of late-night movements after the start of the current night quota period. The council stressed the negative effect of night flights on residents' health through sleep disturbance and quoted government advice on the need for 8 hours of sleep each night. As such, it described the proposed 6.5 hour ban as 'inadequate', and pressed for an 8 hour ban between 11pm and 7am. It wanted this brought in as soon as possible.
- Similarly, the London Borough of Hounslow thought the number of night flights to be too high already because it only applied to scheduled flights. It considered this to have significant adverse effects on residents, particularly children and vulnerable members of society. For these reasons, the council quoted EU, British and World Health Organisation guidelines to request a complete ban on night flights between 11pm and 7am. It was felt this would help school children to attain the recommended 8 hours of sleep. The council also wanted night flight arrangements to limit the effect on protected local species, such as birds and bats.
- The London Borough of Southwark wanted a minimum ban between 11pm and 6am to ensure no flights during the designated night period. It termed the proposed 6.5 hour ban 'inadequate and insufficient to prevent sleep disturbance.'
- Runnymede Borough Council wanted evening flights routed over parks and open spaces within denser residential areas. It also favoured the Airport Commission's proposal of a ban between 11:30pm and 6am, which it expected to be generally less disruptive to local communities than the ban from 11pm to 5:30am set out in Principle 6.
- Slough Borough Council was concerned about the proximity of residents to Heathrow and the fact that they would be overflowed if a third runway was introduced. They were also particularly concerned about the effect of aircraft noise on schoolchildren and the elderly, who were considered especially vulnerable to the impact of night time noise. The council expected a robust peer-reviewed health impact assessment when it came to gauging the noise impacts from the airport. The council urged the need for a full 8-hour ban on night flights at Heathrow. It also expected night flights to avoid urban areas and to be routed through rural areas, even if this made flight paths slightly longer.
- Surrey County Council favoured the Airports Commission's proposal for a compulsory scheduled night flight ban between 11:30pm and 6:00am. It also wanted additional measures for operating the quietest aircraft for the full night-time period (11pm to 7am). The council supported the Transport Select Committee's proposal for a minimum average period of 7 hours of respite a night. Furthermore, after any expansion, the council wanted noise quotas for the wider night period beyond the ban to be reviewed regularly in order to share benefits of future technology improvements. It requested this to be included within the design parameters of the noise envelope.

- Surrey Heath Borough Council welcomed HAL's commitment to encourage only the newest and quietest planes to use the airport, particularly during the night period. It also supported the commitment to keep the majority of future flights between of 7am and 11pm, and the proposed extension of the night time ban to 6.5 hours. However, it favoured a cessation period between 12am to 6:30am rather than that put forward in Principle 6. The council said this was 'principally due to early morning flights generating enough background noise to disturb residents' sleep more so than late night flights.'
- Windlesham Parish Council said that noise had been a contentious issue for some time now and the source of frequent complaints. The council appreciated that the perception of noise might be subjective, but also said that noise was measurable and therefore objective. As such, it welcomed the proposed 6.5 hour ban on night flights, as 'this will go some distance to helping residents adversely effected by the noise, especially in the early hours of the morning'. However, it also preferred a ban between 12am and 6.30am rather than the one proposed in Principle 6.

There were some local authorities that supported the arrangements set out in Principle 6.

- Woking Borough Council was supportive of HAL's general approach to limiting the impact of night flights. However, it said that 'much more effort, in particular, on flight management will be needed to minimise noise and air pollution impacts during the night'.
- The London Borough of Harrow supported Heathrow's pledge that the majority of future flights to the airport will be between the hours of 7am and 11pm, and the proposed extension of a night time flight ban from 5 hours to 6.5 hours'.
- Wokingham Borough Council also supported the proposed ban between 11:00pm and 5:30am. It accepted that there would be exceptions to this ban, but it wanted these to be closely monitored.

"Heathrow will know which operators try to turn round aircraft on small margins and who are persistent offenders. The same principles should apply to aircraft presenting themselves early for landing and early landings should only be allowed in extreme circumstance."

Wokingham Borough Council

Other local authorities did not give explicit support to any particular night ban period, but instead set out more general priorities for night time flights.

- Kent County Council wanted specific times for night flight bans to be left up to local communities, but urged use of the latest research on the effects of noise on sleep disturbance and quality of health. The council said this made a probable case for moving night flights away from residential areas and specialised buildings such as hospitals.
- Spelthorne Borough Council wanted night flights banned and strict penalties for any breaches. It was critical of the current voluntary agreement that allows some unscheduled flights between 4:30am 6:00am, an average of 16 planes per day. Instead, it hoped that noise quotas around Heathrow would be progressively limited as quieter aircraft were brought in, and with a night period extended beyond the 6.5 hours.

- St. Albans District Council reiterated concerns about the impact of night flights on communities and the effects on health and wellbeing. Although the council welcomed the principle of a ban on scheduled night flights, it was concerned that further restrictions at Heathrow Airport could potentially result in increased night activity at Luton.
- Reading Borough Council said the option of making different choices for a '*small number*' of early flights before 7am or late flights after 11pm should be viewed '*with the overriding principle that there should be a fair distribution of noise nuisance, with priority given to avoiding residential areas during anti-social hour.*'
- Cholesbury-Cum-St Leonards Parish Council wanted night departures to be fanned out rather than concentrated. It also wanted noisier, older aircraft to be banned.
- Chobham Parish Council said '*the same principles should apply late at night and early in the morning as during the rest of the day.*'

Other organisations

BAR UK Ltd again stressed the need to balance the mitigation of noise with commercial considerations. It agreed that different principles for airspace management would have to apply at night over residential areas. However, this should '*seek to strike a fair balance between these and the potential operational, logistical, and cost practicalities of delivery*'. According to BAR UK Ltd, aircraft that use Heathrow have PBN capabilities that are RNP1/RF leg compliant; as such, this should be enough for any operating principles, day or night. The organisation was against any principles that required different avionics capabilities between day and night operations.

BAR UK Ltd said airlines were already incentivised to reduce late running flights for reasons of customer service, the knock-on impacts on operations, and potential for costs under EU regulation EC261/2004. It said it was important to recognise that these flights counted against the airport night flight quota, so they did not increase the annual number of night flights.

In the context of Heathrow expansion, BAR UK Ltd supported the continuation of a carefully managed quota for non-dispersed late-running flights so that airlines could get passengers and cargo to their destinations without difficulty. For exceptional circumstances such as major airport disruption, it wanted the current dispensations regime defined by the Government to continue.

The Guild of Air Traffic Control Officers was positive about the night time ban period proposed in Principle 6, as it thought this took better account of current air traffic

"Currently, the night restriction applies from 11.30pm to 6am. However, the document does not mention the number of aircraft which are currently allowed to land between 4.30am and 6am, which can amount to 20-25 aircraft during that period. In that respect, the proposal from 11pm to 5.30am is probably better than the current 11.30pm to 6am, in terms of using the time effectively (very little traffic between 11pm and 11.30pm)."

Guild of Air Traffic Control Officers

9.6 Organised campaign responses

The Teddington Action Group campaign response to Principle 6 was as follows:

"The proposal is quite unacceptable. To start at 5.30am as suggested in the First Consultation would give people under the departure routes 30 minutes per night LESS sleep than before. An 8 hour outright ban from 10pm to 6am should be provided. People need at least 8 hours sleep and even this will not cater for people working odd hours. To breach this is incompatible with family life and people's health and welfare."

The suggested text from the Chiswick Against The Third Runway was to comment that the same principles should apply to day and night flights.

The NPS campaign did not use the response form – analysis of this campaign is provided within Chapter 11.

10. Analysis of responses to Question 7

10.1 Introduction

This section provides a summary of responses to Question 7 on the online and paper response form, as well as unstructured responses via email and letter that make reference to other comments.

Question 7:

Please provide any other comments you would like to make about our approach to airspace change, and let us know if there are any other design principles we should consider.

10.2 Summary of findings

A total of 1,118 participants made comments that were relevant to Question 7 (1,028 from members of the public and 90 from organisations). The main issue raised across all responses was the need for the impact of airspace changes to be mitigated. In particular, members of the public were concerned about the existing levels of air traffic, especially at night or in the early morning and about the effect of expansion at Heathrow.

Action groups, local authorities, environment and heritage groups and residents associations expressed similar concerns about the impact of airspace changes in the form of increased noise and emissions. However, there were some organisations, especially those involved in the aviation sector, which responded favourably and considered the changes to be necessary.

Comments about the consultation process itself were generally negative, with widespread criticisms from members of the public and organisations about a perceived lack of detail. In particular, there was criticism about a lack of information on the precise route of new flight paths.

10.3 Emerging themes from the consultation responses

Of those that responded to the question the following key themes were identified:

- Concerns about the existing levels of air traffic, especially at night or in the early morning
- Concerns about the impact of airspace changes in the form of increased noise and emissions.

10.4 Community responses

A total of 1,028 members of the public made comments on the response form at Question 7, or made comments via email or letter relevant to Question 7. These responses covered a wide range of subjects and were as much about the expansion of Heathrow as about the airspace consultation itself. The majority were about the need to limit the impact of overflying aircraft as much as possible for the local communities affected.

Suggestions

A total of 437 members of the public made suggestions. These were very broad in variety, with no single one that emerged as predominant. However, almost all related to impact mitigation in some way. This reflected the influence of two factors that will be covered later on in this chapter: concern about existing levels of noise under flight paths into Heathrow, and anxiety about the impact of expansion from a third runway.

The suggestions that appeared from at least 15 members of the public are as follows:

- Not increasing the number/frequency of flights (30);
- Reducing aircraft noise/noise pollution (24);
- Bringing noise levels into line with WHO guidelines (20);
- Using steeper aircraft descent to reduce noise (17);
- Prioritising the quality of life of residents (16);
- Consulting more with residents/listening to local opinion (15);
- Using steeper aircraft take-offs to reduce noise (15).

The range of comments reflected the concerns already expressed across Principles 1-6 about the effects of current and future air traffic on local communities, especially in terms of health, sleep disturbance, quality of life, house prices and the local environment. Participants put forward a range of proposals, such as reducing flight numbers, diverting traffic to other airports, using quieter aircraft and a more thorough programme of respite through more dispersed flight paths. All of these, it was hoped, would reduce the impact of air traffic on local communities.

"The priority should be to minimise the total number of flights. Quieter planes with the lowest technologically possible emissions should be mandatory and the routing should spread the negative impacts of noise & pollution more evenly among the population to avoid disproportionate effects being suffered by a section. Priority should be given to routing early morning & late night flights over parks and recreation spaces when they are not in public use. The angle of approach during landing should be steepened to reduce noise."

Member of the public

"There should be fewer flights not more. The time without flights should be extended, especially early in the morning. - The benefits of quieter planes should result in genuinely lower noise levels for a greater number of people rather than helping to offset an increased number of flights. Only the

quietest planes should be permitted to land late at night and early in the morning - say between 9pm and 9am. The height of planes during landing should be increased and the approach steepened. Flight paths should be rotated on a more frequent basis and spread over a wider area so that no household (or community) is subject to more than 3 hours of flights directly above in a single day."

Member of the public

"It is totally iniquitous to introduce yet more flight paths over as highly populated an area as London, you should be looking to reduce the volume, noise, pollution, and energy use of flying into Heathrow overall by cutting non-essential flights and investing in alternative transport, e.g. high speed rail."

Member of the public

Existing problems

Of those members of the public who responded to Question 7, one in four (287 out of 1,028) mentioned existing problems caused by operations at Heathrow Airport. This underlines the perceived problems associated with local air traffic, even before any proposed changes take place.

The most frequent comments were that noise from aircraft was already bad enough and that no more was needed (51 comments), and that there was too much air traffic at the moment (36). In close connection with these issues, participants also mentioned problems with sleep disturbance (19) and the current impact of early morning flights (20). The proximity of Heathrow to major urban areas was also noted. It was for these reasons that participants favoured airspace redesign to improve respite or reduced flight numbers.

"Heathrow is in the wrong place for expansion. It is already too noisy for too many people. I cannot understand where there is so little regard for large numbers of people blighted by an already heavy schedule of flights. Flights frequently arrive from 4:30am and its ghastly over Kew."

Member of the public

"Airplane noise has increased dramatically in my area in recent years, with the night-time ban seemingly flaunted every other night. The airspace must be redesigned so that flight paths are rotated and no areas suffers constant noise."

Member of the public

Thirty-two responses mentioned problems with pollution caused by air traffic, and twenty-five responses mentioned a negative effect from air operations on people's quality of life. Nineteen responses also mentioned problems with the current level of local traffic. The assessment of these problems was often made not just with reference to the airspace principles but also the possibility of a new runway at Heathrow.

"Please make consider plans to locate a new airport in an area by the coast of Thames Estuary. Protect our wildlife and precious environment. Our future generations need it and it is a huge attraction for tourists. Protect our population from noise and pollution. It really is having a detrimental effect on our health."

Member of the public

"Heathrow already pollutes the local air with both noise and toxic emissions. Gatwick would have been a better choice as it is in dire need of another run way! This was a terrible choice."

Member of the public

Heathrow expansion

Of those members of the public who commented on Q7, 20% mentioned the expansion of Heathrow Airport (405 out of 1,028), and the majority of these responses (368) were negative. This underlines the importance of the expansion programme to responses to this consultation, and also that this influence was negative. Many participants were critical of the idea of a third runway, and this could have affected how they viewed the idea of airspace changes.

The most common single comment about expansion was one of general opposition (198 comments). This was followed by criticisms of the effect of expansion on more specific other things. These included

- noise levels (77);
- air pollution (63);
- quality of life (57);
- the wellbeing of local residents generally (53);
- the environment (37); and
- levels of traffic (32)

Looking at some specific comments, it is clear that participants considered changes to airspace with an eye to the negative impacts they expected from a third runway. Some wanted to make the best of things, opposing a third runway but hoping that airspace could be redesigned to mitigate negative impacts.

"The intensity and level of noise are unacceptable and are ruining our lives. We are extremely upset by the decision to expand Heathrow which is a lobbying exercise and other alternatives could be immeasurably better. Having said that, in the current circumstances sharing flight paths over a wider area will be a partial and effective solution to protect communities from blight, otherwise we will be noise sewers."

Member of the public

"Ideally, I would prefer that Heathrow was not expanded at all and that we reduced our reliance on aviation powered by fossil fuels, but in the meantime, I feel that protecting the environment is more important in the long term than noise reduction in the short term."

Member of the public

However, other participants were consistently negative, and questioned whether airspace redesign could accomplish anything in light of the major increases in air traffic from another runway.

"The government should have a duty to protect the well-being of citizens by strictly controlling the flight paths and night ban to ensure adequate rest for communities around airports. In doing so, they should also be attending to the destructive overall environmental impact of airports and aircraft."

Heathrow expansion should be stopped, for the airspace is limited even if the ground space can be forcibly purchased. How can design principles mitigate against increasing numbers of aircraft? "

Member of the public

"Routing Heathrow flight arrivals over South East London is a disaster. I'm convinced that the routing, intensity and frequency of flight arrivals have all increased over the last 20 years - perhaps not, but the expansion of Heathrow (plus City Airport) is a really worrying development. Perhaps the adoption of "Flight path option C" would help in this context, but one wonders. Lots of reasons to be depressed!"

Member of the public

Other negative comments about expansion were that the airport was in an unsuitable location (44), that the expansion proposals were motivated by greed (27) and disagreement with a third runway (23).

There was a smaller number of responses that were favourable to expansion at Heathrow (45). Other than a general statement of support (23), the most common specific comments were that expansion would help the economy (11), support for expansion because of changes to flight paths (8), a conditional statement of support for expansion (8) and support because of additional job opportunities that were expected (6).

Comments about the consultation

One in five members of the public who responded to Q7 made a comment about the consultation itself (227 out of 1,028). The majority of these responses contained criticism of it (200). The most common of these negative points were about the quality of the detail. More specifically, this included:

- Not enough information generally (37);
- Not enough information on flight paths (34);
- The consultation was dishonest/used inaccurate information (32);
- A lack of detail in the consultation document (16);
- Not enough information on noise (11).

Criticism of a lack of detail focused in particular on flight paths, for example information about their precise route, the details for route alternation and the level of aircraft concentration. Frustration was expressed by participants who could not find the information they wanted, and who considered the consultation to be deficient as a result.

"There needs to be greater transparency about actual flight paths, with the details of the flight times, noise levels and number of flights that will use the paths before residents can offer true consultation on these proposed principles. There also needs to be transparency about the compensation for residents that Heathrow will offer and its plans to reduce the environmental impact of changes too."

Member of the public

"It is very hard to comment without knowing the flight paths you propose - there are some false propositions (such as whether flights should be over parks and rural areas rather than urban areas - in

some areas, they are intertwined) that will only be exposed when you map the possible flight paths. This part of this phase of the consultation is flawed."

Member of the public

Some consultees also mentioned a lack of information about other issues, such as the impact of navigation technology. This was a particular concern that some members of the public had about Principle 5, and they did not feel enough data had been given to allay their concerns.

"The consultation leaflet fails to make any reference to international experience where PBN has not produced expected benefits to the industry but where it has led to multiple protest movements leading in some cases to legal challenges. Before PBN is introduced over London, this needs to be understood, confronted and addressed."

Member of the public

"Ultimately not enough information on flight times, paths, PBN etc has been given to allow people to provide informed feedback."

Member of the public

Comments were also received that the consultation was biased or misleading (20 comments), that it was irrelevant or that Heathrow would not listen to residents' views (18), that the proposals were already a done deal (13) and that the consultation was badly thought out (11). Those who were cynical about the consultation often felt HAL was not being fully open about the effect that airspace changes, and indeed expansion, would have on local people.

"Chiswick residents are extremely worried about the lack of transparency demonstrated by Heathrow so far in terms of flight paths. We believe there is a high risk of multiple paths converging over Chiswick... This lack of transparency makes the whole process feel a sham but we respectfully submit our views, despite the belief that they are not taken into account for anything other than to claim feedback has been received."

Member of the public

"The secrecy of what additional flight paths are in planning simply demonstrates that commercial interests will push for Heathrow expansion irrespective of either local or national interests against expansion."

Member of the public

There were 28 participants who made favourable comments about the consultation process. Other than a general statement of support for the consultation (9 comments), the most common specific comment was that consultation seemed to have taken everything into account (8), that the document gave good background information on the proposals (5) and that the explanation of the options was clear (4).

Other comments

One in three members of the public who commented on Q7 made another comment of some kind (321 out of 1,028). The range of comments was very broad, and no single response or sentiment was predominant.

The most common specific comment was a general criticism of HAL (33 comments). This was followed by concern about the impact of aircraft noise (28). Other comments that featured in at least 10 responses were:

- concern about the increase in air traffic (14);
- the view that airspace changes would only be convenient for the few who would benefit (11);
- concern about increased air pollution (10); and
- wanting people to be put before profits (10).

Some members of the public also provided comments about Principles 1-6 at Question 7 in the response form. To avoid repetition, these comments are included at other relevant questions in this report.

10.5 Stakeholder responses

10.5.1 Responses by key organisational group

A total of 90 organisations made comments that related to Q7. The following sections review the responses made by each of the various types of organisation.

Action groups

Action groups made several criticisms about the quality of information used in the consultation and made several more general criticisms of the airspace changes.

- Teddington Action Group called the Expansion and Airspace Principles consultations 'a deceptive mixture of voluntary and possibly statutory consultation.' It said that, at the public consultation events, the staff stated that the Airspace Principles consultation was voluntary, but that the CAA would be sent the findings. The group wanted to know what that meant in practice. For example, would the CAA take note of the findings or not? The group did not feel it had been given a proper amount of information, as required by consultation rules, and it said it could not respond properly until it had this data.
- AN3V wanted to know why HAL had undertaken a consultation on airspace principles when it had said it would consult on the actual flight paths. The group said the consultation lacked detailed information on options or outcomes, and so people could not make a properly informed judgement. Its conclusion was that 'at such time as there is the proper and detailed level of data and information available, we will be able to provide a detailed response which will be of more value.'
- Residents Against Aircraft Noise wanted its comments about airspace changes to be counted as criticisms and not presented in any other way. It also wanted all of its comments to be presented to the CAA.
- Chiswick against the Third Runway described the airspace changes as totally unsatisfactory because of the additional numbers of people who would be overflowed and the consequences for pollution levels, sleep patterns and quality of health. It said that Heathrow's expansion would come at the cost of local communities over a very wide area. It also criticised HAL for being insincere about consulting local people and taking their concerns seriously.
- The Local Authority Aircraft Noise Council described the consultation as misleading, as it was not actually voluntary. They indicated that HAL has already submitted a proposal for airspace changes to the CAA, and a

consultation is a mandatory part of the process for such alterations. The group also called the consultation 'meaningless' because it gave too few details on the actual airspace changes. For example, it was critical about the inclusion of indicative flight paths only for departures and not arrivals. It said current flight paths should have been shown so that participants could compare and contrast existing and future arrangements. Similarly, it thought a clear map down to a 1:50,000 resolution should have been produced to let participants check whether their property would be affected. The group criticised a lack of information on areas that might be affected by noise in the future, and on locations that would be affected by the combined noise of Heathrow and London City Airport. It would have preferred to see map data on how the three runways would work together without conflict.

- Ealing Aircraft Noise Action Group criticised the absence of indicative flight paths for arrivals. It considered the consultation materials incomplete without this information and wanted an immediate supplement for arrival traffic.
- The Richmond Heathrow Campaign was also critical of the level of detail. It had difficulty in understanding how the Airspace Principles consultation related to the Expansion consultation. It also did not think enough had been said about the precise airspace design

"The options provided in the consultation are descriptive and not sufficiently developed for objective response. For the most part, it is impossible for individuals or communities to assess the assumptions and decision criteria for choosing between options because the evidence is missing from the consultation and its supporting documents. It is not clear why the proposed options have been selected."

Richmond Heathrow Campaign

Other action groups took the opportunity at Question 7 to make recommendations for the development of airspace;

- East Reading Action Group wanted as much flight path dispersal as possible, rotating successive flights around different flight paths and eliminating concentrated paths at all costs.
- Englefield Green Action Group wanted the aviation sector to put noise and emissions reduction at the top of its agenda as a necessary precondition for changes at Heathrow. It described this as a 'once in a lifetime opportunity' to show that commercial interests could work alongside the interests of communities.
- St. Albans Quieter Skies was concerned about the impact of PBN technology. It called it unreasonable for some communities on the ground to bear all the effects of concentrated flight paths while others were shielded. It wanted multiple PBN routes to be designed, with adequate separation to offer respite, and for this to become a design principle. It also requested effective liaison between airports to ensure that newly created routes worked effectively with and around each other.

HACAN and HACAN East both responded positively to the consultation and said it showed HAL was taking the interests of communities seriously. For example, HACAN East contrasted this approach with what it took to be a much lower level of consultation before London City Airport introduced its new concentrated routes in 2016. GATCOM also supported the move to have an early consultation on airspace design.

Businesses

The airports that responded to the consultation had a variety of views. London Southend Airport supported HAL's approach to design of airspace associated with a third runway and it welcomed involvement in airspace working groups, such as the Future Airspace Strategy Industry Implementation Group. London Luton Airport Operations Ltd was more definite, and said it was imperative that routes into Heathrow were kept separate from those into Luton to remove conflict and improve efficiency. This was thought particularly necessary to allow aircraft to climb more quickly and reduce the effect on residents. White Waltham Airfield said it wanted its glide slope to be increased.

"We suffer from the same difficulties as Heathrow and would like to improve our noise footprint and safety margins for our neighbours. We are unable to do this due to the restrictive nature of Class D airspace. We would like to be outside the Control Zone as other EASA airfields such as Toussus-le-Noble outside Paris, France. This is now possible due to the improvement in aircraft engine technology."

White Waltham Airfield

Gatwick Airport Ltd considered it imperative that the airports around London worked together in the development of their shared airspace. It said that future airspace development was a vital component of Gatwick's future strategy and it welcomed the chance to work together on common approaches and to resolve shared challenges.

British Airways urged modernisation as soon as possible. Even without expansion at Heathrow, it felt airspace upgrades were necessary to avert delays and to ensure safe, efficient connections to the rest of the world. The company fully supported HAL's decision to modernise its routes, and it urged haste if the changes were not dependent on expansion.

The most detailed business response was sent by Virgin Atlantic. Like British Airways, it urged airspace modernisation. In the light of projected increases in air traffic, it expected passenger delays to get worse if airspace was not upgraded in the near future. It quoted data from NATS that, in 2015, a lack of airspace capacity resulted in 78,000 minutes of flight delays (equivalent to 54 days of total delay and an average of 9 minutes per delayed flight). This was projected to grow to 1 million minutes by 2020 if airspace upgrades were not made as a matter of urgency. It stated that if delays reached this level, more than a third of all flights from all UK airports would leave over half an hour late, and the average delay would be 72 times greater than in 2015. As well as significant dissatisfaction for passengers, this was expected to have a marked, negative effect on the environment because of emissions from delayed and taxiing aircraft.

Environment, heritage, amenity or community groups

Environmental and heritage groups made a variety of comments about how airspace should be designed to suit their own particular needs. For example, the Chiltern Society wanted to ensure new flight paths had as little effect as possible on the Chilterns Area of Outstanding Natural Beauty. Measures included moving routes and holding areas for waiting aircraft away from the Chilterns, moving flights paths to and from Luton Airport away from the new routes for Heathrow and also away from the Chilterns, and the use of high climb profiles to get departing aircraft to a higher altitude as soon as possible. The Chilterns Society also wanted high points in the Chilterns' topography to be borne in mind for the design of flight paths

"Overall, it is essential that the project fully addresses impacts on the nationally designated Chilterns AONB and develops operational practices accordingly."

Chiltern Society

The Chilterns Conservation Board made many very similar points about the need to reduce air, noise and visual pollution over the Chiltern Area of Outstanding Natural Beauty. It said that overflying from Luton and Heathrow and the presence of the Bovingdon stack over this protected area were major sources of harm, along with the building and operation of HS2, growth in traffic, major housing development and other threats. The Board pointed out that, at a height of 850ft, visitors at the top of the Chilterns would be much more affected by aircraft activity than other people, and so it was much more important to ensure tranquillity. In particular, it wanted the lower altitude Luton flight paths to be reassessed in light of the probable changes to routes to and from Heathrow.

The Camberwell Society was positive, and said it supported the use of steeper approaches for landings as a way to keep aircraft higher for longer. However, the Campaign to Protect Rural England (Surrey) was more critical. It expressed concern about how flight paths for Heathrow would be integrated with those for Gatwick and Farnborough. It also expressed concern that the use of stacking and a more economic use of fuel would lead to more concentrated flight paths, something which it described as 'unacceptable' for those who lived directly below. It queried how respite was being defined by HAL and how it would be implemented in practice.

The London Parks and Garden Trust thought the issue of airspace principles could not be understood without reference to the probability of a third runway. It did not think distinctions between, for example, urban and rural areas were helpful in light of the great changes that expansion would bring about.

"Setting up false choices between rural and urban; parks and residential is not helpful when there are far greater subtleties at play in relation to chosen routes and desirability of expansion proposals."

London Parks and Garden Trust

Some residents associations were critical of the consultation and did not think it adequately addressed the issues at stake. For example, the Residents Association HGVCA wanted changes to technology and aircraft design to be fully addressed before expansion went ahead. It wanted HAL to '*be honest*' about the numbers of people affected by pollution and noise, as well as to produce a more detailed plan for mitigating emissions. Similarly, the Ealing Fields Residents Association called the approach set out in the consultation 'a simplistic fudge' because of a lack of detail on actual flight paths and arrivals.

"It implies that it is all no big deal even with expansion whereas there potentially could be major changes, not necessarily for the better even at existing levels. The omission of any detail on landings is a severe limitation. A significant flightpath design study should be made for PBN both with and without Heathrow expansion before any decisions on expansion are made."

Ealing Fields Residents Association

In contrast, Richings Park Residents Association put forward a series of its own principles for airspace design. First, it wanted a guarantee that communities would get a steady reduction in loud noise (metric N>65) from better operating procedures and the introduction of quieter aircraft. Second, it requested that no community be exposed to more aircraft noise than they currently experience. Third, if high levels of noise cannot be reduced, it suggested that communities should benefit from respite for at least 50% of the time. Finally, it requested a ban on all night flights between 11pm and 6am as a minimum.

Elected representatives

- Cllr Jarvis, Twyford Ward, was concerned that none of the consultation events mentioned Twyford and Hurst in Berkshire. These areas are directly under the flight paths for arrivals and departures at Heathrow, and he wanted an explanation for the perceived omission
- Kate Hoey, MP for Vauxhall, hoped that the results of this consultation would bring good news for her constituents.
- Justine Greening, MP for Putney, criticised what she perceived to be a lack of information in the consultation. She did not believe MPs could vote on proposals which had no detail about who would be overflowed. As such, mitigation measures would be incomplete. She wanted to know at what stage in the process these details would be made available and when responses to this consultation would be made public.

Local government

A number of local authorities declined to make further comments on the grounds that too little information had been given (Bray Parish Council, the London Borough of Ealing, the London Borough of Hounslow and Reading Borough Council). However, some others took the opportunity to make further points and express more concerns about changes to airspace.

- Buckinghamshire County Council wanted the interests of vulnerable groups of people to be borne in mind, and for adequate mitigation measures to be put in place to reduce the effects of air traffic on their health. The council wanted to be present on the Heathrow Community Engagement Board to consider current and future airspace. It requested further information about several matters such as whether compliance and enforcement measures as well as property compensation policies were really fit for purpose; when compensation for airspace changes would be ready to begin; whether the right incentives were there for the aviation industry to reduce noise; how planning authorities should deal with the needs of growing populations affected by overflying air traffic, as well information about the structures in place between the government, regulators and aviation industry to oversee airspace modernisation.
- Kent County Council was very supportive of early consultation about airspace design. However, it felt that decisions on airspace priorities rightly rested with local communities; as such, it chose not to comment on the varying design options. However, it did urge HAL to consider how best to integrate new flights paths with those of other airports, especially Gatwick. It also questioned the realism of HAL's statement that expansion should not come at a cost to local communities. The council thought it inevitable that communities would be negatively affected. The goal should be the most effective mitigation measures. It urged a compensation package that was 'incredibly generous and world-leading to set a precedent for airports and other major infrastructure projects elsewhere.'
- The London Borough of Hammersmith and Fulham criticised what it took to be a lack of information about the role of the CAA in its airspace redesign, such as about how HAL had advised the CAA of its proposed changes and what view the CAA took of the proposed schedule. The council went on to say the consultation documents fell below Community Engagement Requirements of CAP1616, as they did not provide enough information about the precise airspace changes that would take place. The council also criticised the materials at the consultation events because they did not show arrival routes, only those for departures. Because its residents were affected

only by arrivals, the London Borough of Hammersmith and Fulham felt the absence of this data would cause people to underestimate how much airspace changes would affect them. The council also criticised what it considered to be a disjointed schedule for implementation of airspace changes.

- St. Albans City and District Council submitted a very similar response to St. Albans for Quieter Skies. It was concerned that the introduction of PBN would concentrate flight paths more narrowly over certain areas, which was said to be 'unreasonable'. It requested multiple PBN routes to disperse the air traffic, and urged close liaison with other airports to ensure new flight paths were integrated effectively.
- Surrey County Council wanted steeper landings and take-offs to be explored as a way to reduce the impact on residents. It expected the residents of Elmbridge, Runnymede, Spelthorne and Surrey Heath to be offered adequate compensation for being overflowed. However, it was most concerned about the timetable for airspace redesign. Unless altered, it believed this would create new airspace arrangements without residents being made aware of any precise details.

"It is not acceptable that the eventual airspace change decision is due to be taken in 2022/23, which is timed to occur after HAL's intended DCO submission, on which a decision is expected in 2021. This means that final flight paths will not be decided in time to inform the assessment of aircraft noise impacts required as part of the environmental statement accompanying the application for development consent."

Surrey County Council

- The London Boroughs of Hillingdon, Richmond-upon-Thames and Wandsworth and the Royal Borough of Windsor and Maidenhead submitted a joint response through their legal representative that was critical of the consultation. They called it irresponsible, misleading and meaningless. In particular, they objected to the description of the consultation as 'voluntary' because a consultation is a necessary part of the procedure to change airspace. The four local authorities said the consultation failed to satisfy the Gunning Principles on consultation design, and expected the CAA to block the proposals.

Other organisations

BAR UK Ltd submitted a response that closely mirrored that made by Virgin Atlantic. It urged major airspace redesign in the near future, and quoted extensively from NATS data that predicted severe delays at airports across the UK unless airspace was upgraded.

"These delays will leave passengers spending a great deal more time at the airport that could have been used more productively or enjoyably elsewhere. The most severe disruptions will leave travellers stranded on aircraft which are waiting on the runway or forced to wait for long periods of time in the departure lounges."

BAR UK Ltd

However, BAR UK Ltd was critical of how the consultations related to each other, and believed 'the urgent and essential relationship to the expansion is not adequately conveyed.'

Several other organisations made further comments at Q7

- Heathrow Hub Ltd/Runway Innovation Ltd was critical of the consultation as it could not find any consideration of how airspace changes might affect other airports in London or the South East. Nor could it see discussion of the feasibility of flight paths needed for the runway alternations and respite which were assumed in the consultation documents.
- The British Gliding Association recognised the need for airspace modernisation, but wanted to remind HAL of how important it was to liaise with organisations in the general aviation community (to include gliding) before airspace changes were brought in.
- National Air Traffic Services was positive about the approach taken by HAL. It said that the UK's existing airspace structure was antiquated and in urgent need of modernisation so that it could cope with projected increases in air traffic. Airspace also had to be updated to take advantage of the substantial environmental benefits from new aircraft technology. It therefore fully supported Heathrow's proposal to modernise its routes and was committed to working with the company to ensure a complementary modernisation of the airspace network. It considered this would ensure that traffic to and from the airport could be accommodated efficiently in the UK airspace network.

10.6 Organised campaign responses

The Teddington Action Group campaign provided the following response to Question 7:

"The Consultation is a deceptive mixture of voluntary and possibly statutory consultation. There are stated to be two consultations, with the Consultation Document being misleading implying that there is only one:

1 The first relates to the physical changes on the ground needed to build a new north west runway and operate an expanded airport;

2 The second relates to potential principles Heathrow could apply when designing the new airspace required for an expanded airport. "At this early stage, we [Heathrow] are not consulting on future flight path options" state Heathrow. At the public consultation events Heathrow have stated that the second consultation is voluntary "but the CAA will be sent the findings". What does this mean.? Will the CAA take note of them or not? If they will then what do they say to the irregularities of the Consultation?

When we are provided with a proper amount of information as required by the Rules we will be able to respond in proper detail."

Chiswick Against The Third Runway did not provide a response to Question 7, and The NPS campaign did not use the response form – analysis of this campaign is provided within Chapter 11.

11. Organised Campaign Responses

11.1 Overview

It is common in high profile public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. We define an *organised campaign* as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include for example printed response postcards / suggested response text provided on campaign website or leaflets/ reproduced response forms etc. Where such identical/near identically worded responses have been received these have been treated as organised campaign responses.

The very nature of many campaigns makes submitting a response to a consultation relatively easy. Those responding are provided with suggested text to use for each question. They are not asked to articulate their reasoning behind their opinion as a verbatim response within a specific field, nor do they have to submit a bespoke response in the form of a letter or report etc. We therefore present these responses separately in this report. Where additional comments are provided in addition to the 'standard' campaign response, these are also presented.

A total of 97 organised campaign responses were submitted as part of the Airspace Principles Consultation. Table 11.1 provides a breakdown of the type and number of organised campaign responses received. Please note that the name assigned to each campaign was done so based on either the 'official' name of the campaign or, if this was unclear, a name was assigned based on the broad campaign content.

A number of those who sent generic campaign responses also provided additional, bespoke comments. These comments have been analysed and included in the commentary alongside each campaign summary in this chapter.

Table 11.1: Organised campaign responses submitted

Campaign name		Online	Email	Total
Campaign 1	Teddington Action Group	23	3	26
Campaign 2	Chiswick Against the Third Runway (CHATR)	58	1	59
Campaign 3	NPS Campaign	0	12	12
Total		81	16	97

11.2 Campaign summaries

The summary of each campaign received has been set out below.

Teddington Action Group

Summary: This campaign originated from the Teddington Action Group, and received most of its 26 responses via the Airspace Principles Consultation online response form. One response was received on behalf of the group itself, as well as 25 responses received from individual members of the public.

The campaign included a suggested response to each of the seven consultation questions on the response form, covering the six Principles, and any other comments.

Q1: Principle 1: Flight Paths

The campaign indicated a preference for Principle 1 Option C , and then went onto say that that *"the proposed expansion of Heathrow is opposed absolutely. It cannot work for reasons of cost, damage to the environment, surface access, excessive and unbearable noise, excessive and illegal emissions, as well as climate change. Any expansion of Heathrow will impose unacceptable constraints on future development of regional airports."* In terms of specific comments relating to the airspace principles consultation, the campaign stated that the imposition of concentrated flight paths blighting the lives of people is totally unfair. It was particularly critical of PBN, which it stated was a matter of national importance, and should not be introduced through the back door by Heathrow and their expansion plans. It also stated that the consultation fails to comply with CAA requirements, given a lack of information.

Q2: Principle 2: Urban and Rural Areas

The campaign stated that *"we have not selected either of the boxes"*. It continued by stating that the question cannot be answered as Heathrow have failed to deliver sufficient information on the effects. It claimed that the consultation document was misleading for three reasons: (1) no details of flight path routes (2) that the Development Consent Order (DCO) had not been agreed (3) that it did not know if the level of changes required can be achieved for safe operation. It also stated that the design principles set out by Heathrow do not comply with legal requirements set out in the Air Navigation Guidance 2017. It concluded by requesting that there should be a maximum daytime noise from aircraft of 51dB during the daytime, and 45dB at night.

Q3: Principle 3: Urban Areas

The campaign stated that “we have not selected either of the boxes”. It requested that while national parks should be avoided, it could not see how this could happen given that residential areas would be overflowed to get to parks. The campaign stated that parks around the airport, such as Richmond Park, Bushy Park, Kew Gardens, and Windsor Great Park are of national and regional importance, enjoyed by many people, and should not be a repository for excess noise.

Q4: Principle 4: Noise and Emissions

The campaign stated that “we have not selected either of the boxes”. It stated that Heathrow had not given enough information to answer the question. It also believed that the airport breaches the rules and stated that any change worsening the situation would be unlawful.

Q5: Principle 5: Technology and Innovation

Two slightly different versions of the campaign were received.

Version 1 (9 responses): Those who included this version of the campaign about Principle 5 stated that Heathrow had not been truthful, that it was unclear if PBN could provide respite, and aircraft using present day technology would be unable to cope with multiple routes. It also stated that with three runways, respite would not be possible to the same degree as two runways, and that respite could be substantially reduced unless only one runway is used in each direction.

Version 2: (12 responses) This version of the campaign stated that while the intended opening date for the third runway was 2026, there would still be a number of aircraft without the latest technology. The rest of the response then tied in with version 1 above.

Q6: Principle 6: Night Flights

The campaign stated that the proposal was quite unacceptable. If flights started at 5.30am, this would give people 30 minutes less sleep than before. It requested an 8-hour ban from 10pm to 6am, stating that people need at least 8 hours sleep.

Q7: Other comments

The campaign criticised the consultation, and said that while there are two consultations, the consultation document is misleading to imply there is only one consultation. It concluded by stating that “When we are provided with a proper amount of information as required by the Rules we will be able to respond in proper detail”.

Additional comments: Twelve of those who sent a campaign made additional comments about Principle 1. Comments included that the consultation was unfair; about sharing flight paths over a wider area; references to CAP1616; that regional airports should be developed or expanded instead of Heathrow Airport; criticism of consultation maps and/or that the consultation is badly thought out; and concerns about noise pollution.

Four of those who responded made additional comments about Principle 2. These comments included opposition to all of the proposed options; that background noise in urban areas doesn't prevent aircraft noise from being noticed; and criticism of the consultation.

Two campaigners made additional comments about Principle 3: including that people who chose to live under existing flight paths should accept aircraft noise; and opposition to both options.

Five of those who sent the campaign made additional comments about Principle 4. Comments included dislike of both options; impact of aircraft emissions on people's health, and that insulation does not reduce noise in people's gardens. One campaigner supported Option A.

Few additional comments were received in relation to Principle 5, other than one comment about night flights and one negative mention of the consultation.

Six campaign responses made additional comments about Principle 6. Comments included criticism that proposals only cover scheduled flights; that fines for airlines flout guidelines without severe penalty; and, that if night flight operations are to be extended, that Heathrow should relocate to a coastal location, with Southend mentioned as the example of the ideal location.

Finally, four of those who sent in the campaign made additional comments at Question 7. These included references to CAP1616; criticisms of Heathrow, and the consultation process.

Chiswick Against the Third Runway (CHATR)

Summary: All but one of the 59 responses from this campaign group came via the online response form. The campaign suggested a short response to Questions 1-6, covering the six airspace change principles as follows:

Q1: Principle 1: Option B was suggested as the response, as being the best option for Chiswick.

Q2: Principle 2: Option B was suggested as the response.

Q3: Principle 3: Option A was suggested as the response.

Q4: Principle 4: Option A was suggested as the response.

Q5: Principle 5: It was suggested that those sending their response should insist that all aircraft using Heathrow Airport should have the latest technology, and fly newer aircraft with quieter engines.

Q6: Principle 6: It was suggested that the same principles should apply to day and night flights

Additional comments: A few additional comments were provided by a small number of those who sent in this campaign. Most of these comments related to Principle 5 and Principle 6. One campaigner suggested there should be financial penalties for airlines that do not comply with using the latest navigation technology and fly newer planes with quiet engines. It was suggested that the money could be used for projects to enhance the local environment. Another added that not only should newer aircraft with quieter engines be used (as per the campaign text), but also to reduce emissions. And a third campaigner suggested that Heathrow should be demanding that manufacturers and airlines make bigger investments in environmentally friendly technologies, and that the aviation industry was lagging the automotive industry in this regard.

In terms of Principle 6, one campaigner stated that it was unacceptable to have night flights in residential areas in London. Another suggested that the airport should not expand, and a third campaigner suggested that the current night flight ban should be extended by an additional two hours.

NPS Campaign

Summary: All twelve responses received were received via email. The campaign itself was a version of a previous campaign used in the NPS consultation, with a slight variation to the introductory paragraph. While the campaign was intended for the expansion consultation, all 12 participants sent it to the airspace principles consultation email address.

In summary, the campaign was opposed to the expansion of Heathrow Airport, and most of the campaign was focussed on this. Where airspace change was briefly referred to, the campaign stated that as there was a lack of information around detailed flight paths associated with a third runway at Heathrow, that this was a significant flaw, undermining the credibility of the NPS.

Additional comments: Just four of the 12 campaign responses submitted to the Airspace Principles Consultation included additional comments. These included: that the quality of life, health and well-being of residents should be prioritised, as should the environment. Those providing additional comments also raised concerns about safety and security of airport expansion, and/or mentioned that expansion would have a negative impact on noise pollution.

Appendices

Appendix A Consultation Response Form



AIRSPACE PRINCIPLES CONSULTATION FEEDBACK FORM – JANUARY 2018

Heathrow is a vital national asset. The expansion of Heathrow will help the UK to maintain its international aviation hub status by increasing connections to both established and developing economies, ensuring Britain stays at the heart of the global economy.

Before we can begin to design our future airspace for an expanded Heathrow we need to develop a set of principles or 'rules' for our airspace design team to use when designing the new flight paths – a requirement of the Civil Aviation Authority's Airspace Change Process. This consultation seeks your feedback on the key principles we have developed in order to inform and guide us in creating these new flight paths. Expansion will require and provide an opportunity for the redesign of the way aircraft arrive and depart in the airspace at Heathrow.

These design principles will be applied when making any future airspace changes and not just changes required for a third runway.

You are invited to take part in our consultation that will run for 10 weeks **from 17 January to 28 March 2018**. We will use your feedback to help us develop and refine our proposals for the expansion of the airport.

Please respond to the consultation by using one of the following methods:

- **Feedback form:** Please complete as many sections of this feedback form as you would like and send it to:
Freepost LHR AIRSPACE CONSULTATION.
You do not need a stamp.

If you need more space to answer any of the questions, please continue on a separate piece of paper and attach it to this form. Please ensure you return the whole feedback form even if you do not respond to all questions.

If you would prefer to send us a letter please send this to the freepost address.

- **Online:** Feedback can be submitted online at www.heathrowconsultation.com
- **Email:** Feedback provided by email should be sent to airspace.feedback@heathrowconsultation.com

Please only use this feedback form if you are responding to the Airspace Principles Consultation, to respond to the Airport Expansion Consultation please use the separate dedicated feedback form.

We cannot accept responsibility for responses that are sent to any address other than those described above.

Thank you for your feedback.

The deadline for responding to the consultation is 11.55pm on 28 March 2018.

If you would like any help to complete this form, or information about our proposals, you can:

- Call our dedicated consultation helpline **0800 307 7996**
- Send an email to us at info@heathrowconsultation.com

About you

It's useful for us to understand who has taken part in the consultation, so please can you provide the following details.

Name

Address

Postcode

Email

Age (select from ranges): 16–34 35–50 51–65 over 65

Are you responding on behalf of an organisation or group? Yes No

If yes, please specify:

Please confirm that you have the authorisation to respond to the consultation on behalf of this organisation by ticking this box

Are you currently overflown by aircraft flying to or from Heathrow? Yes No Don't know

At Heathrow, the majority of flights take place during the daytime and evening and for this reason most of the questions (Questions 1-5) relate to flights between 7am and 11pm. Question 6 in this form relates specifically to flights between 11pm and 7am, which is classified by Government as the night period. While there are significantly fewer flights during this period, we know that they can be particularly disruptive to local residents.

Q1. Principle 1: Flight Paths

Please read pages 12 and 13 of the Airspace Consultation Document before answering this question. **Please select one of the options** a-c, and provide any comments in the box below. A trade-off exists between these three principles and we would like to understand which principle you prefer.

When designing airspace, Heathrow should:

- a) Minimise the **total number** of people overflown, with flight paths designed to impact as few people as possible
- b) Minimise the number of people **newly** overflown, keeping flight paths close to where they are today, where possible
- c) Share flight paths over a wider area, which might increase the total number of people overflown but would reduce the number of people **most** affected by the flight paths as the noise will be shared more equally

Please provide any comments you have on flight paths:

Q2. Principle 2: Urban and rural areas

Please read page 14 of the Airspace Consultation Document before answering this question.

Please select one of the options a-b, and provide any comments in the box below.

When designing airspace, Heathrow should:

- a) Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels
- b) Prioritise routing aircraft over rural areas where fewer people live

Please provide any comments you have on overflight of urban or rural areas:

Q3. Principle 3: Urban areas

Please read page 15 of the Airspace Consultation Document before answering this question.

Please select one of the options a-b, and provide any comments in the box below.

When designing airspace in urban areas, Heathrow should:

- a) Prioritise routing aircraft over parks and open spaces rather than residential areas
- b) Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces

Please provide any comments you have on parks and open spaces in urban areas:

Q4. Principle 4: Noise and emissions

Please read page 16 of the Airspace Consultation Document before answering this question.

Please select one of the options a-b, and provide any comments in the box below.

When designing airspace, Heathrow should:

- a) Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions*
- b) Design flight paths that prioritise a reduction in fuel burn and emissions* over those that reduce noise for local communities

Please provide any comments you have on noise and emissions*:

Q5. Principle 5: Technology and innovation

Please read page 17 of the Airspace Consultation Document before providing any comments on the statement below.

In order to deliver any of these design principles, all aircraft will need to be equipped with the latest technology.

We will not design flight paths to accommodate aircraft with older navigation technologies and there may be parts of the design where aircraft with the highest specification of navigation technology have an advantage.

Please provide any comments you have on technology and innovation:

Q6. Principle 6: Night flights

Please read page 18 of the Airspace Consultation Document before providing your response to the question below.

Heathrow has made good progress over the last few years in reducing the number of late running flights that operate from the airport and, with expansion, we have committed to a six and a half hour ban on scheduled flights in the night period (sometime between 11pm and 7am).

However, some aircraft will need to use Heathrow late at night or early in the morning: what key principles should we apply to the design of flight paths for arrivals and departures during these times? (You may like to consider the design principle options set out in Questions 1-5).

Please note: Heathrow's future plans include a six and a half hour ban on scheduled night flights between 11pm and 7am – we are consulting on this in our expansion consultation, please see section 4.2 of our Expansion Consultation Document for more information.

Q7.

Please provide any other comments you would like to make about our approach to airspace change, and let us know if there are any other design principles we should consider:

What happens next?

Thank you for completing this feedback form. Your views are important to us.

You have until **11.55pm on 28 March 2018** to provide us with your feedback to this consultation.

At the end of this consultation we will analyse and consider all of the feedback received as part of the development of our proposals. We will produce a report of the consultation findings.

Following analysis of your feedback and consideration of a range of factors and issues, we will develop design envelopes and carry out further public consultation.

Data Privacy Notice

Heathrow is committed to protecting your personal information. Whenever you provide such information we are legally obliged to use your information in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR) in force from 25 May 2018.

What information will we collect about you?

We will collect the following information about you:

- Your feedback in response to the Heathrow consultation
- Name
- Address and/or postcode
- Email address
- Age range
- Any group you are authorised to respond on behalf of
- If you are overflown currently by aircraft flying to/from Heathrow
- IP address (online only)

IP addresses are collected automatically if you contact us online. Apart from that, we only collect the information you choose to give to us).

How will Heathrow use the information it collects about me?

Heathrow will use your personal data for a number of purposes including the following:

- To record accurately and analyse any questions you raise during consultation or feedback you have provided in response to a Heathrow consultation.
- To report on our consultations, setting out what issues have been raised and how we have responded to that feedback (individuals will not be identified in any such reports).
- To personalise communications with individuals we are required to contact as part of future consultation phases.

The lawful justifications for collecting and using your personal data are that it is necessary in the public interest and also for our legitimate interests and those of third parties (including the Planning Inspectorate), to ensure the consultation process, analysis and reporting are accurate and informative, and carried out fairly and lawfully.

Your information will be handled and used by the following recipients in order to record, analyse and report on feedback received:

- Heathrow colleagues
- Third party service providers
- Advisors who provide services to us
- Ipsos MORI
- The Planning Inspectorate

We will keep your information within Heathrow and our trusted third parties except where disclosure is required by law, for example to government bodies and law enforcement agencies. Your information is processed only in the UK and is not moved or transferred overseas.

How long will Heathrow keep my information?

Your information will be retained and held in secure environment until our proposals are fully built and operational.

What rights do I have over my personal data?

Under the GDPR, you have the right to:

- Access your personal data
- Rectification, erasure or restriction of your information
- Object to processing
- Data portability

For further information about exercising your rights, please contact: privacy@heathrow.com or Tom Stapleton – Data Protection Officer, Heathrow Airport Ltd, The Compass Centre, Nelson Road, Hounslow, Middlesex TW6 2GW

You also have the right to lodge a complaint with a data protection authority if you have concerns about how your personal data are being processed. Please go to www.ico.org.uk for further information.

More details about how we use your information can be found in the privacy notice at www.heathrowconsultation.com

There are lots of ways you can contact us and find out more information:

- visit our project website: www.heathrowconsultation.com
- send us an email at: info@heathrowconsultation.com
- call our dedicated consultation FREEPHONE: **0800 307 7996** (open Monday to Friday, 9am-6pm)
- follow us on Twitter [@LHRConsultation](https://twitter.com/LHRConsultation)

Appendix B List of Organisational Responses

The following is a list of organisations who responded to the Heathrow Airspace Principles Consultation. Organisations that responded by email or letter were allocated to categories by Ipsos MORI to the best of its judgement. (Please note that the categorisation of organisations has been undertaken to demonstrate the breadth of the response; the categorisation is not definitive and has no bearing on the way in which the responses were dealt with):

Action groups

- Aircraft Noise 3 Villages (AN3V) - Lightwater, Windlesham and Bagshot
- Chiswick Against the Third Runway (CHATR)
- Ealing Aircraft Noise Action Group (EANAG)
- East Reading Action Group
- Englefield Green Action Group (EGAG)
- Four Lanes are More Than Enough (FLAME)
- Heathrow Association for the Control of Aircraft Noise (HACAN)
- Heathrow Association for the Control of Aircraft Noise East (HACAN EAST)
- Local Authority Aircraft Noise Council (LAANC)
- Plane Hell Action
- Residents Against Aircraft Noise (RAAN)
- Richmond Heathrow Campaign
- St. Albans Quieter Skies (STAQS)
- Teddington Action Group

Business

- Annie's Nest Nursery
- Bickerton's Aerodromes Ltd
- British Airways
- Fulcrum Pipelines
- Gatwick Airport Ltd
- Hillingdon Chamber of Commerce
- London Biggin Hill Airport
- London Luton Airport Operations Ltd
- London Southend Airport
- Rivermead Court Limited
- Virgin Atlantic Airways
- White Waltham Airfield
- Wiggins Transport

Elected representatives

- Dominic Rabb, MP for Esher and Walton
- Justine Greening, MP for Putney, Roehampton and Southfields
- Kate Hoey, MP for Vauxhall
- Sadiq Khan, Mayor of London
- Councillor John L Jarvis, Twyford Ward

Environment, heritage, amenity or community groups

- Bean Residents Association
- Camberwell Society
- Campaign to Protect Rural England (CPRE) - Surrey Guildford District
- Cheyne Walk Trust
- Chiltern Society
- Chilterns Conservation Board
- Colnbrook Community Association
- Ealing Fields Resident Association (EFRA)
- Egham Residents' Association
- Ellington and District Residents Association (EDRA)
- Fulham Palace Trust
- Fulham Society
- John Ruskin Street Residents (JRS)
- Kingston Environment Forum
- London Parks and Gardens Trust
- Mortlake and East Sheen Society
- Residents Association HVG CA
- Richings Park Residents' Association
- Royal Parks
- SCR Residents for a Fair Consideration of Heathrow
- Staines Town Society
- Wimbledon East Hill Resident Association (WEHRA)

Local government

- Albury Parish Council
- Bray Parish Council
- Buckinghamshire County Council
- Chobham Parish Council
- Cholesbury-cum-St-Leonards Parish Council
- Crawley Borough Council
- East Herts District Council
- Essex County Council
- Hertfordshire County Council
- Kent County Council
- London Borough of Brent
- London Borough of Ealing
- London Borough of Hammersmith & Fulham
- London Borough of Harrow
- London Borough of Hounslow
- London Borough of Southwark
- London Borough of Waltham Forest
- London Boroughs of Hillingdon, Richmond-upon-Thames and Wandsworth, and Royal Borough of Windsor & Maidenhead
- Mole Valley District Council
- Reading Borough Council
- Reigate & Banstead Borough Council
- Runnymede Borough Council

- Slough Borough Council
- South Bucks District Council
- Spelthorne Borough Council
- St. Albans City & District Council
- Surrey County Council
- Surrey Heath Borough Council
- Watford Borough Council
- Windlesham Parish Council
- Woking Borough Council
- Wokingham Borough Council
- Wycombe District Council

Statutory agencies

- Civil Aviation Authority (CAA)
- Historic England
- Ministry of Defence
- Natural England

Transport, infrastructure or utility organisations

- Board of Airline Representatives in the UK (BAR UK)
- British Gliding Association
- British Helicopter Association
- Chartered Institute of Logistics and Transport (CILT)
- Gatwick Airport Consultative Committee (GATCOM)
- Greengauge 21
- Guild of Air Traffic Control Officers (GATCO)
- Heathrow Hub Ltd / Runway Innovations Ltd
- Heathrow Strategic Planning Group
- NATS

Other category of organisation or group

- Church of England Diocese of London, Oxford and Southwark
- Colne Valley Regional Park
- Hounslow Green Party
- Lambeth/Herne Hill Green Party
- Sant Nirankari Madan (UK)
- World Federalist Party

Appendix C Analysis of closed question data

C.1 Introduction

This appendix presented the responses to the closed questions that participants who took part in the consultation using the paper or online response form were asked. The response forms collected information relating to participants name, address/postcode, email address, age band, whether the response was on behalf of an organisation or group and whether the participant was currently overflown by aircraft flying to or from Heathrow.

Please note that these charts are based only on members of the public who provided their response on the online or paper response form.

Stakeholder organisations have not been included as most organisations did not use the response form for their response. The analysis excludes all those who provided their response by email or letter given these methods do not necessarily follow the structure of the questions as laid out in the response form.

Charts by area are based on those who provided their full postcode when responding using the response form. Those participants who did not provide their postcode are excluded from the analysis.

The following charts present views on Design Principles 1 to 4, alongside the characteristics those who chose to take part in the consultation (as described above). The information is presented as follows:-

- Overall (ie all participants who used the response form to take part in the consultation)
- Region (NE, NW, SW, SE) – as defined in Table C.1 below
- Region (Inner/Outer) – as defined in Table C.2 below
- Age band of the participant completing the response form
- Whether the participants has stated that they are overflown by aircraft flying to or from Heathrow

Any differences between subgroups cannot be interpreted as statistically significant differences given that the findings are not representative of the wider community, but instead based on a self-selecting sample of who responded to the consultation. The sample sizes in some of the sub-groups are small and so suitable caution should be exercised in the interpretation of the data. These findings should be considered as indicative only and any provisional conclusions drawn should be investigated further.

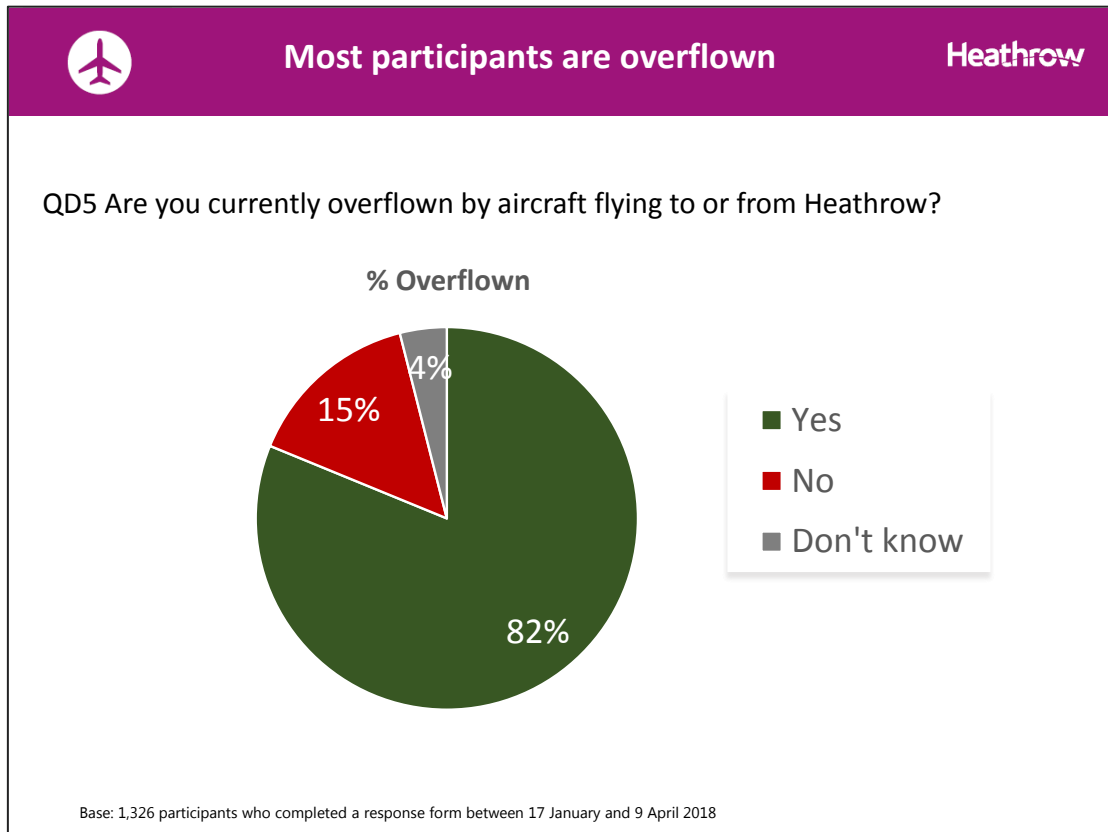
Table C.1 Local Authority groupings for analysis of closed question data - Regions

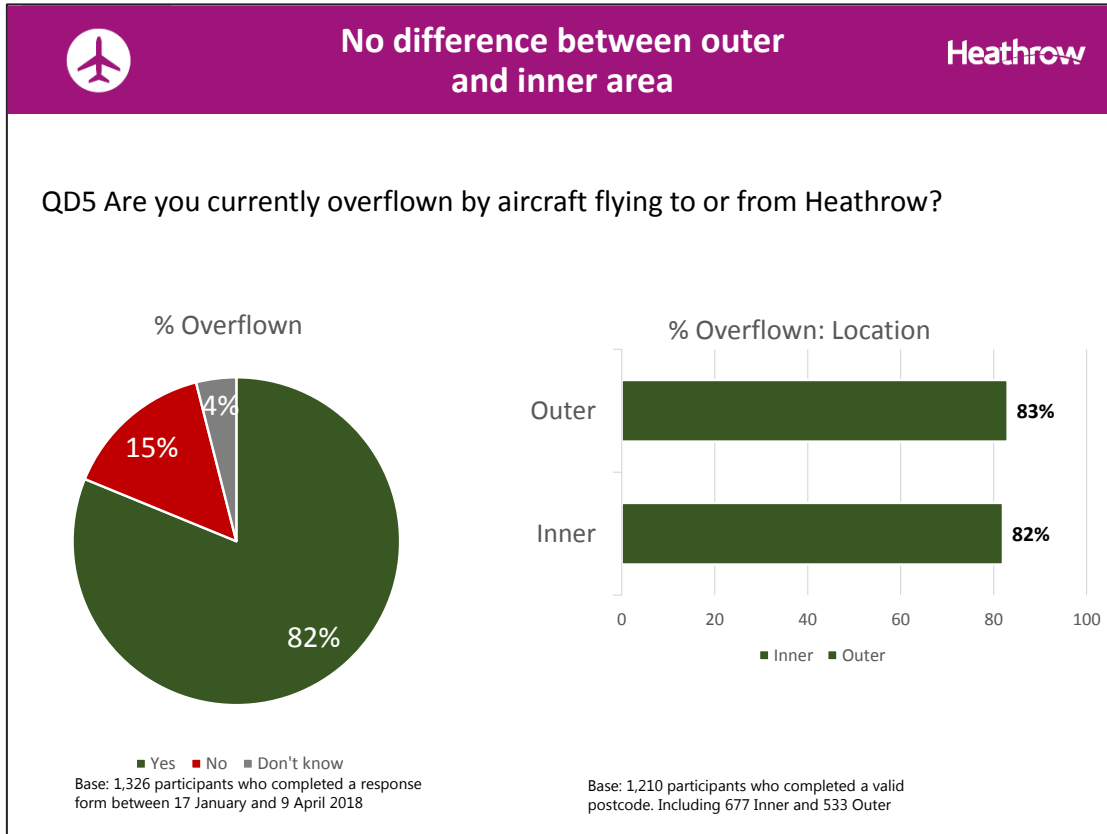
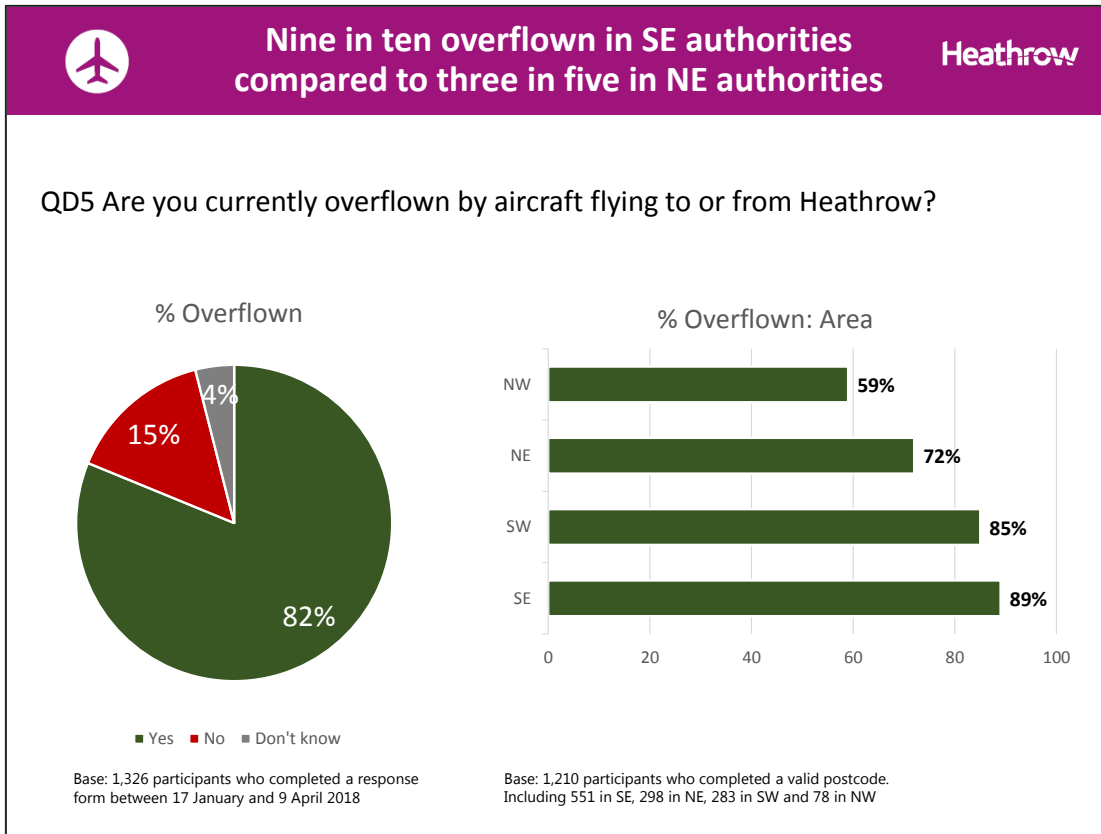
North East	North West	South East	South West
Babergh	Chiltern	Bexley	Basingstoke & Deane
Barking & Dagenham	Coventry	Bromley	Bracknell Forest
Barnet	Craven	Crawley	Chichester
Brent	Hillingdon	Croydon	Cornwall
Camden	Sheffield	Dartford	Fareham
Chelmsford	Solihull	Elmbridge	Guildford
City of Westminster	South Bucks	Epsom & Ewell	Hart
Ealing	South Derbyshire	Greenwich	Reading
East Hertfordshire	South Oxfordshire	Horsham	Runnymede
Enfield	Three Rivers	Hounslow	Slough
Hackney	Wycombe	Kingston-upon-Thames	Spelthorne
Hammersmith & Fulham		Lambeth	Surrey Heath
Haringey		Lewisham	Winchester
Harrow		Merton	Windsor & Maidenhead
Havering		Mole Valley	Woking
Hertsmere		Reigate & Banstead	Wokingham
Islington		Richmond-upon-Thames	
Kensington & Chelsea		Sevenoaks	
Luton		Southwark	
Rochford		Sutton	
St. Albans		Swale	
Tower Hamlets		Wandsworth	
Waltham Forest			
Watford			
Welwyn Hatfield			

Table C.2 Local Authority groupings for analysis of closed question data – Inner v Outer

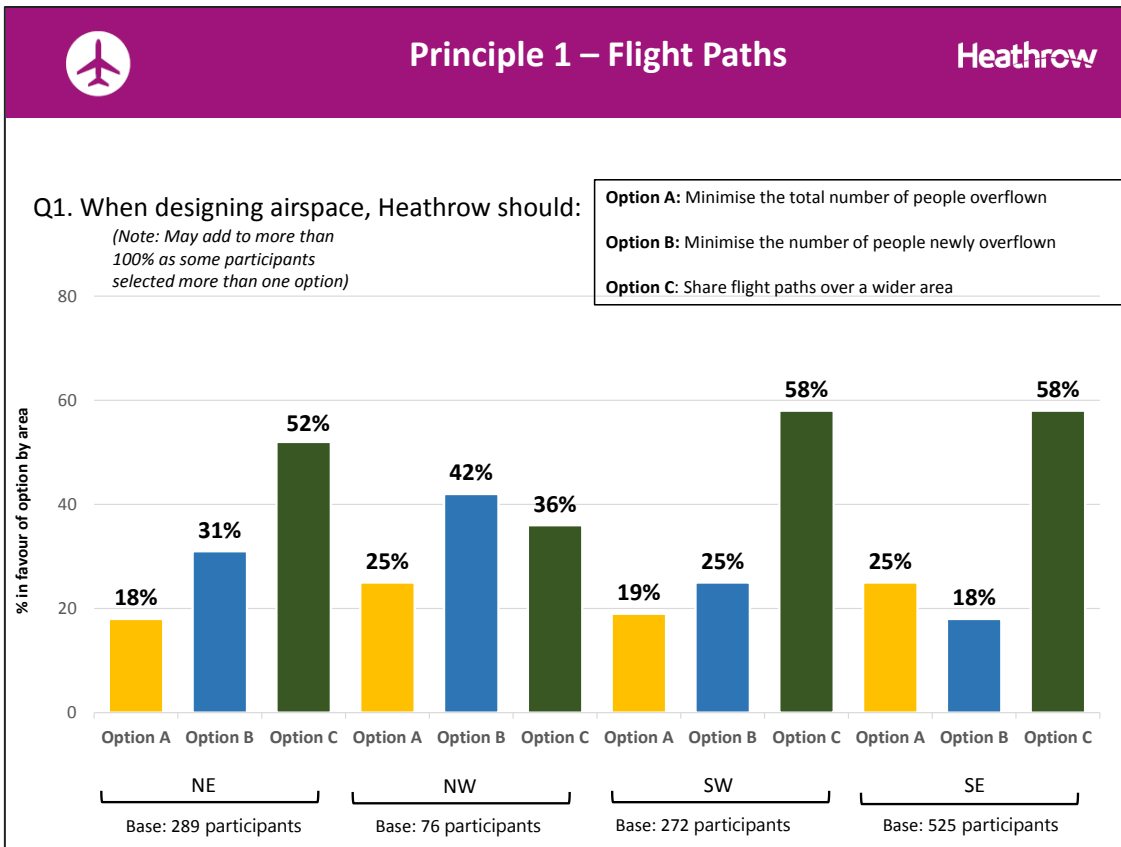
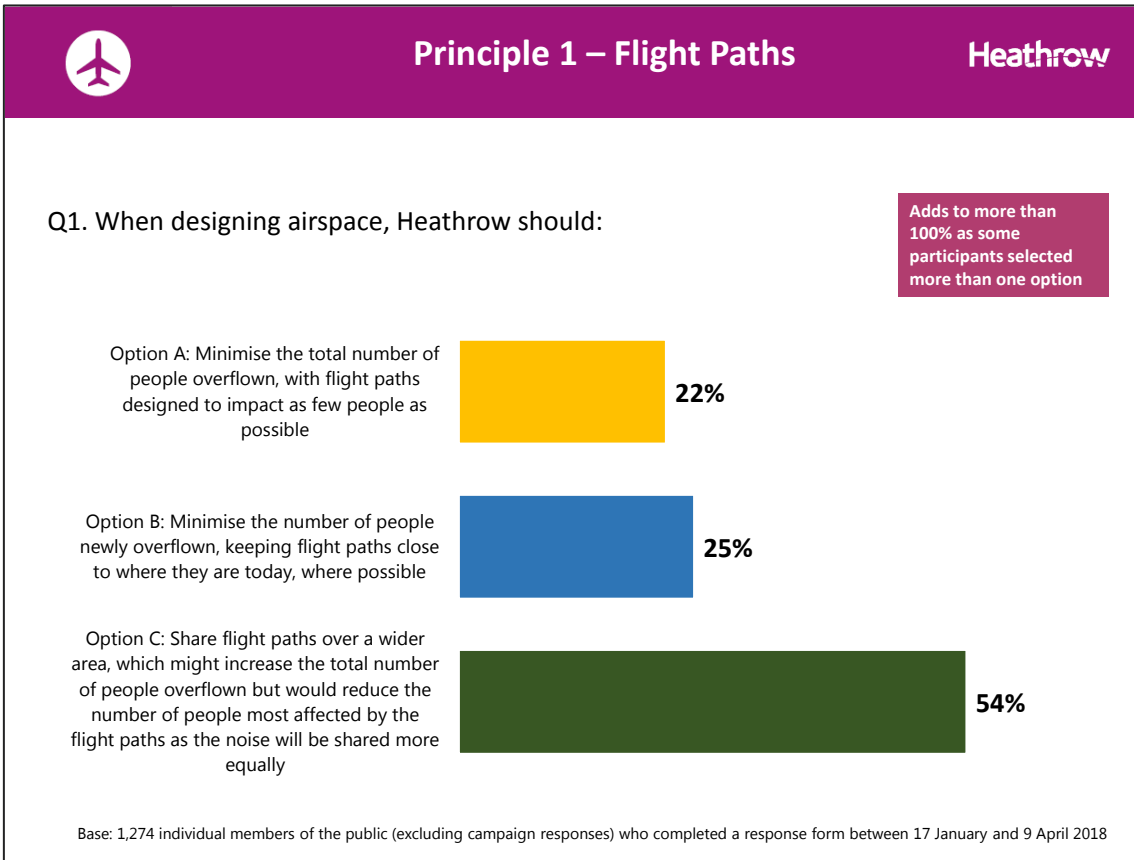
Inner Authority	Outer Authority		
Brent	Babergh	Fareham	Sevenoaks
Ealing	Barking & Dagenham	Greenwich	Sheffield
Elmbridge	Barnet	Guildford	Solihull
Harrow	Basingstoke & Deane	Hackney	South Derbyshire
Hillingdon	Bexley	Hammersmith & Fulham	South Oxfordshire
Hounslow	Bracknell Forest	Haringey	Southwark
Kingston-upon-Thames	Bromley	Hart	St. Albans
Richmond-upon-Thames	Camden	Havering	Surrey Heath
Runnymede	Chelmsford	Hertsmere	Sutton
Slough	Chichester	Horsham	Swale
South Bucks	Chiltern	Islington	Three Rivers
Spelthorne	City of Westminster	Kensington & Chelsea	Tower Hamlets
Windsor & Maidenhead	Cornwall	Lambeth	Waltham Forest
	Coventry	Lewisham	Wandsworth
	Craven	Luton	Watford
	Crawley	Merton	Welwyn Hatfield
	Croydon	Mole Valley	Winchester
	Dartford	Reading	Woking
	East Hertfordshire	Reigate & Banstead	Wokingham
	Enfield	Rochford	Wycombe
	Epsom & Ewell		

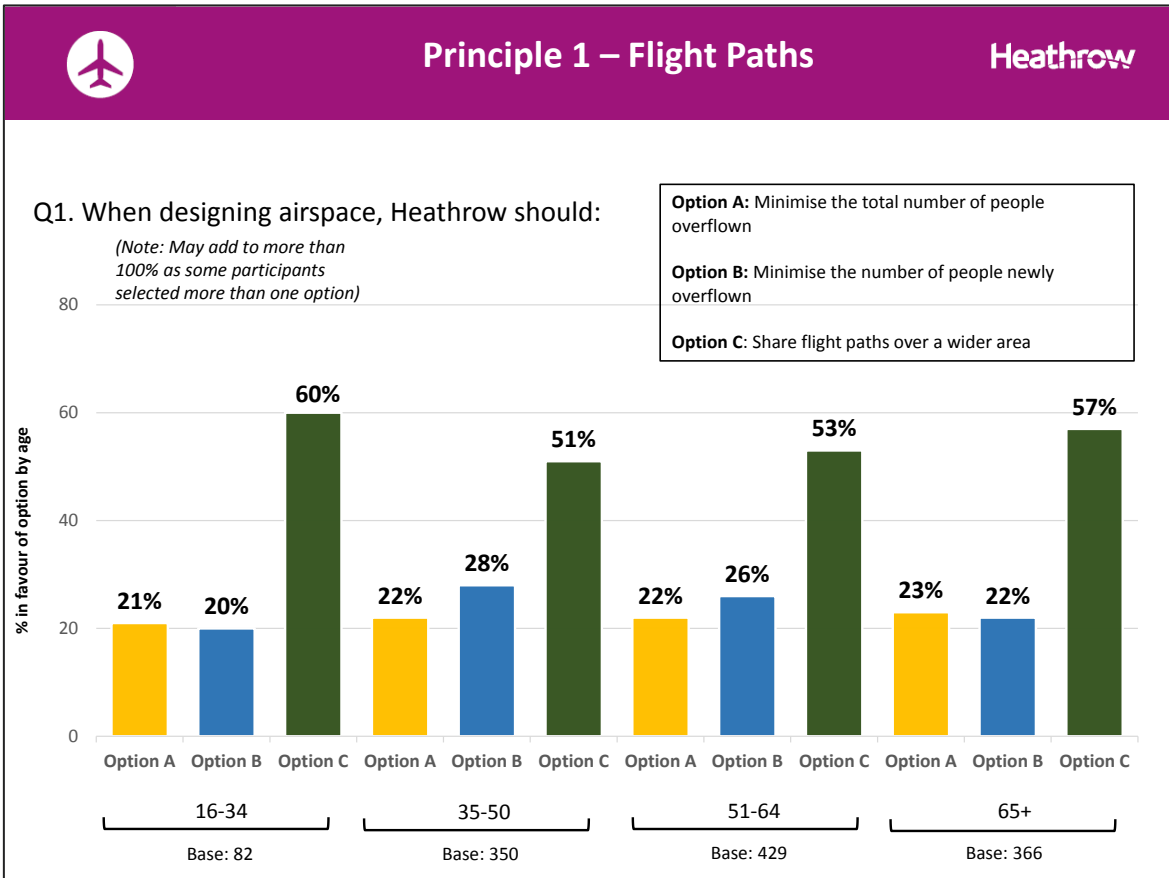
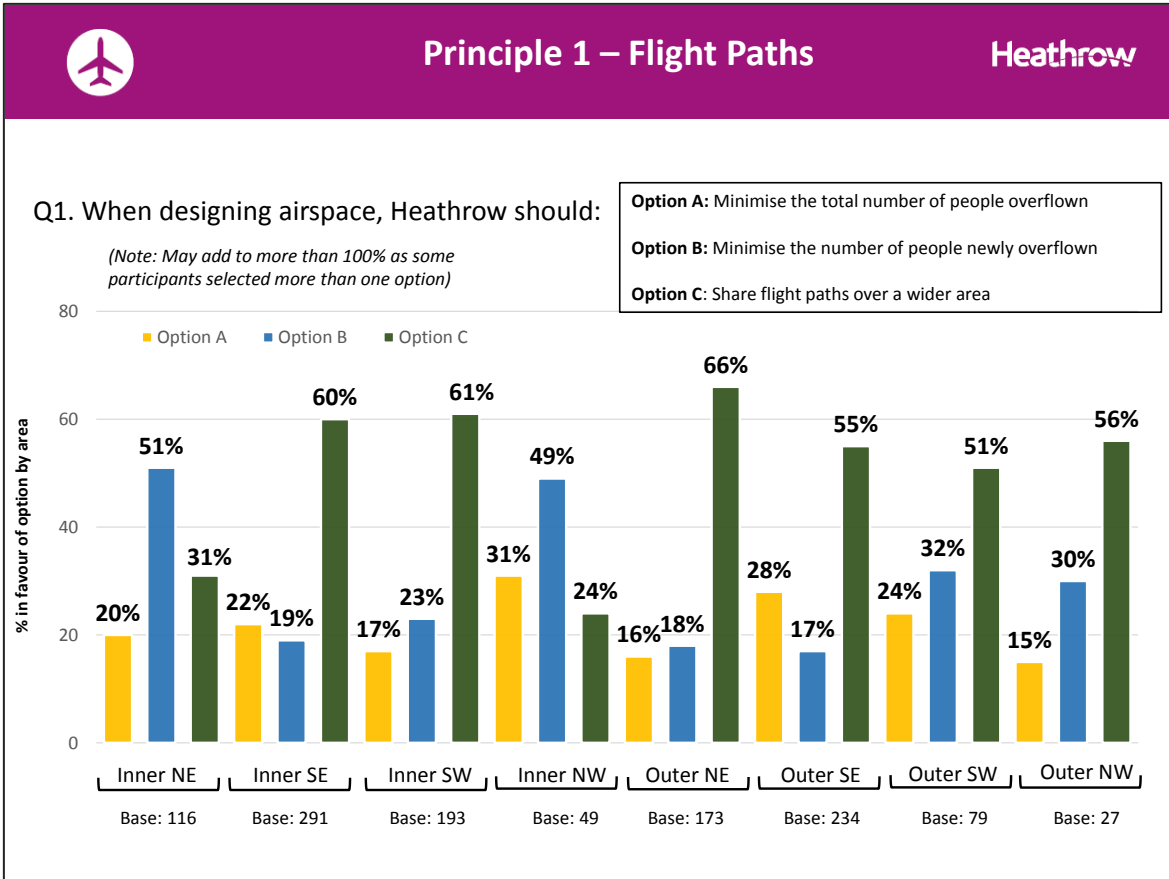
C.2 Respondents overflown

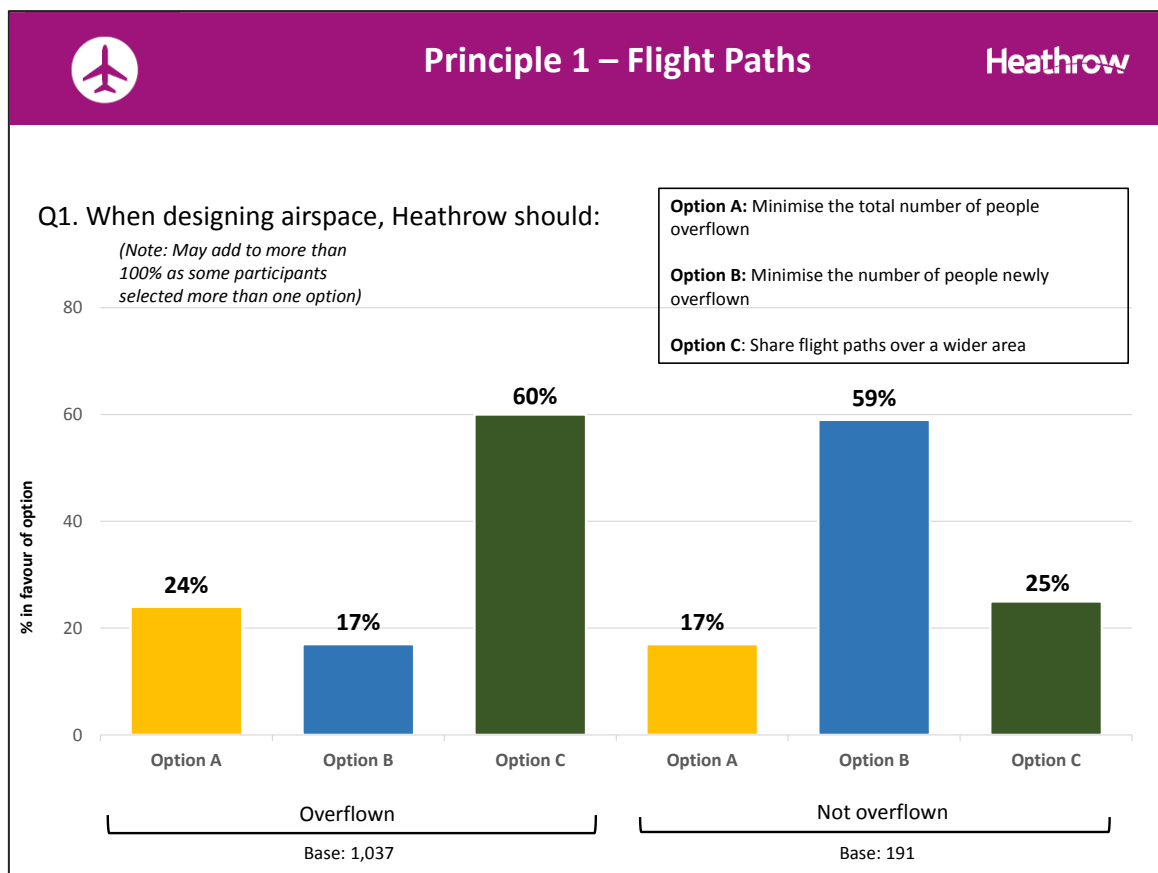
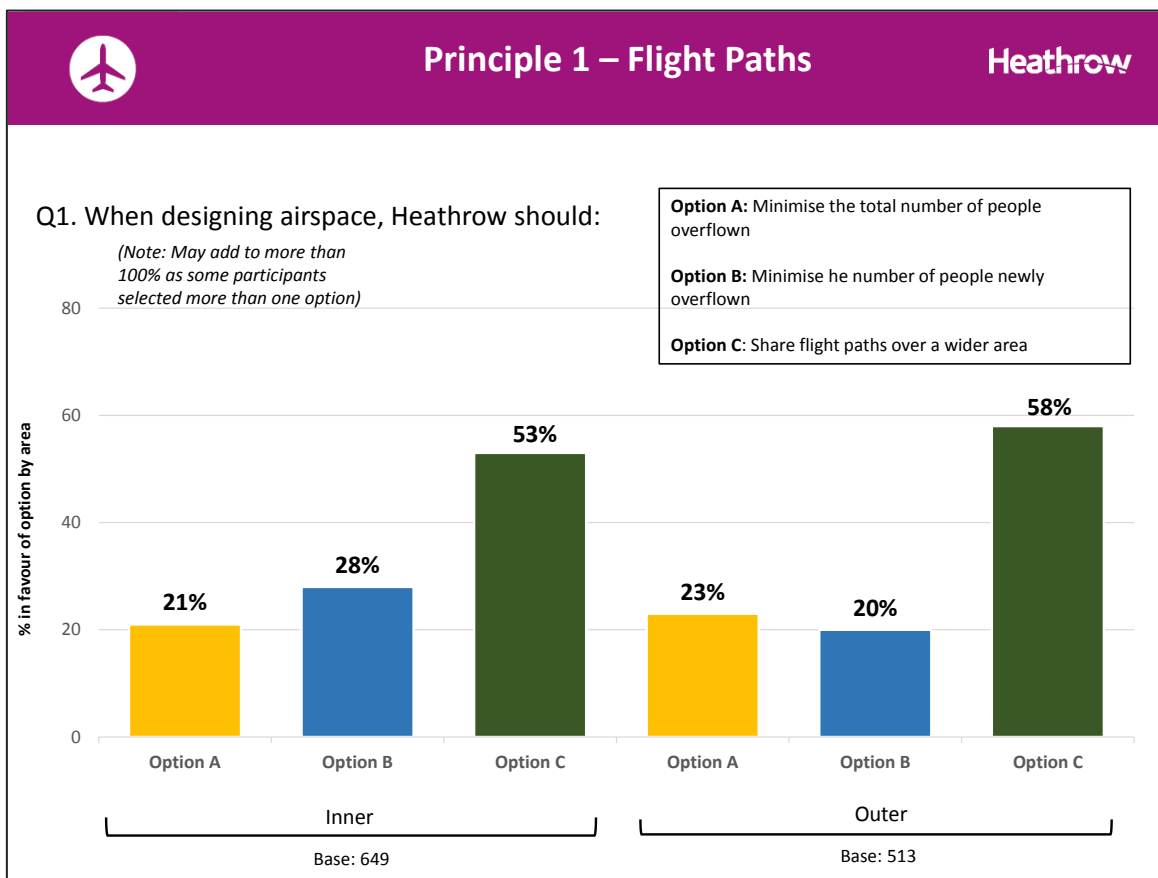




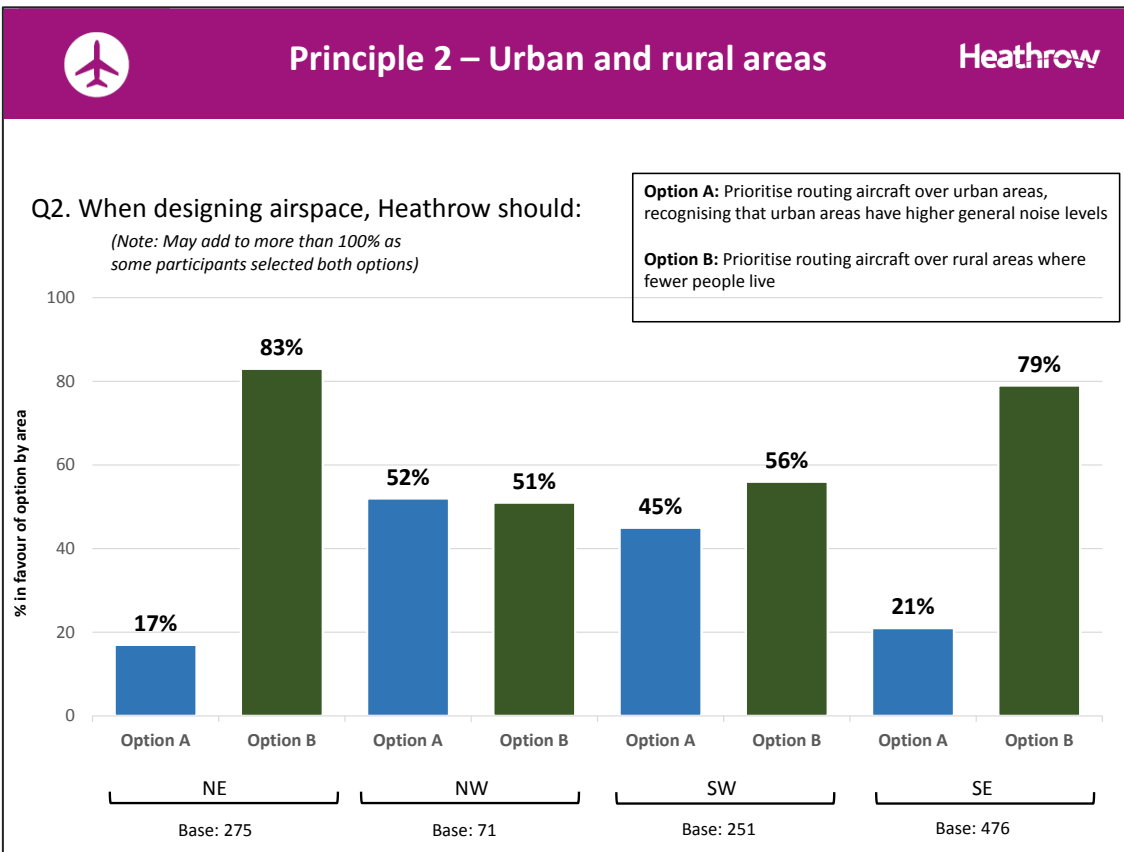
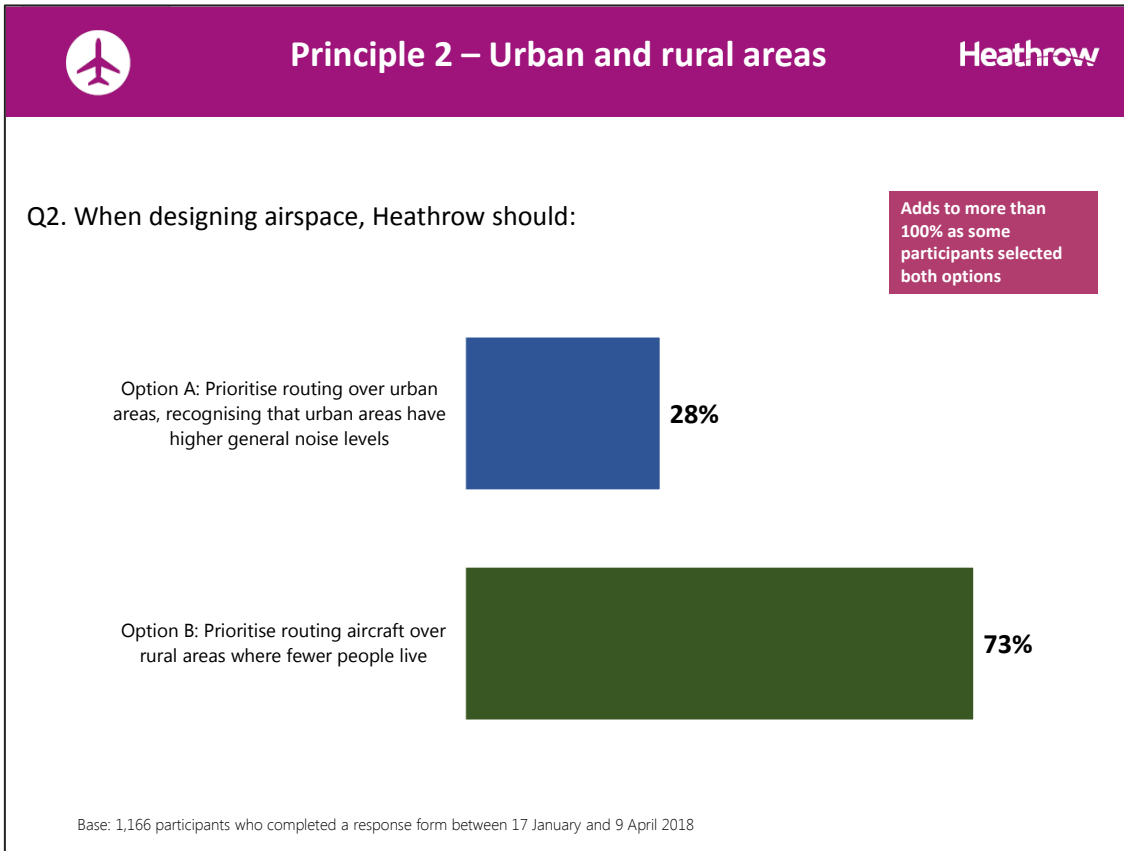
C.3 Principle 1 – flight paths

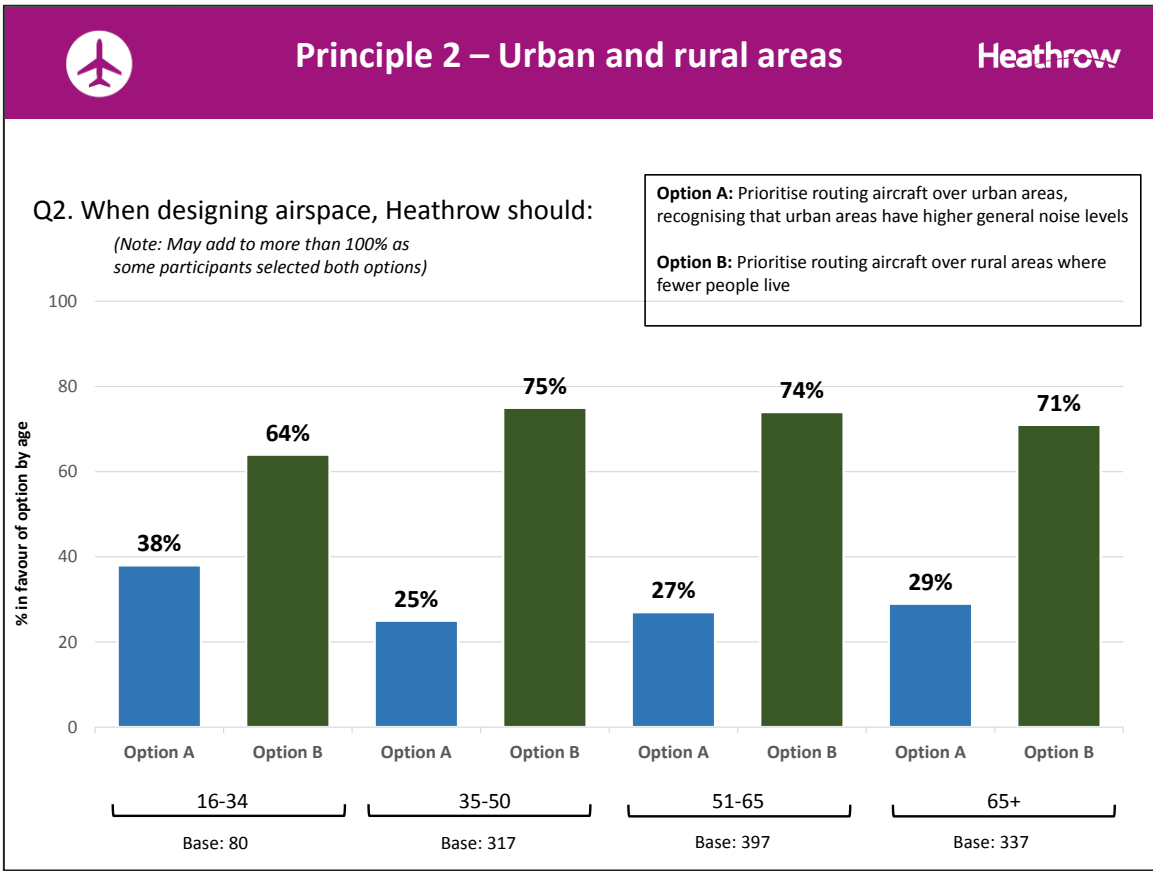
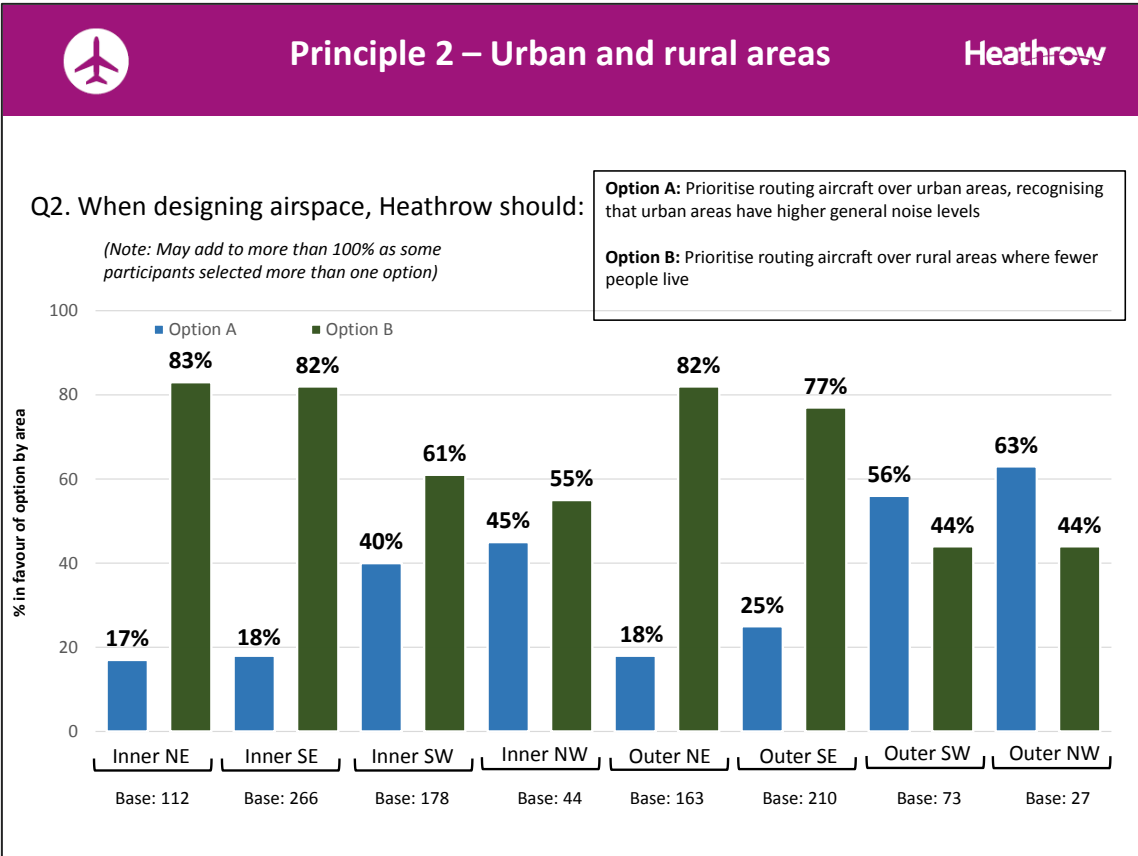


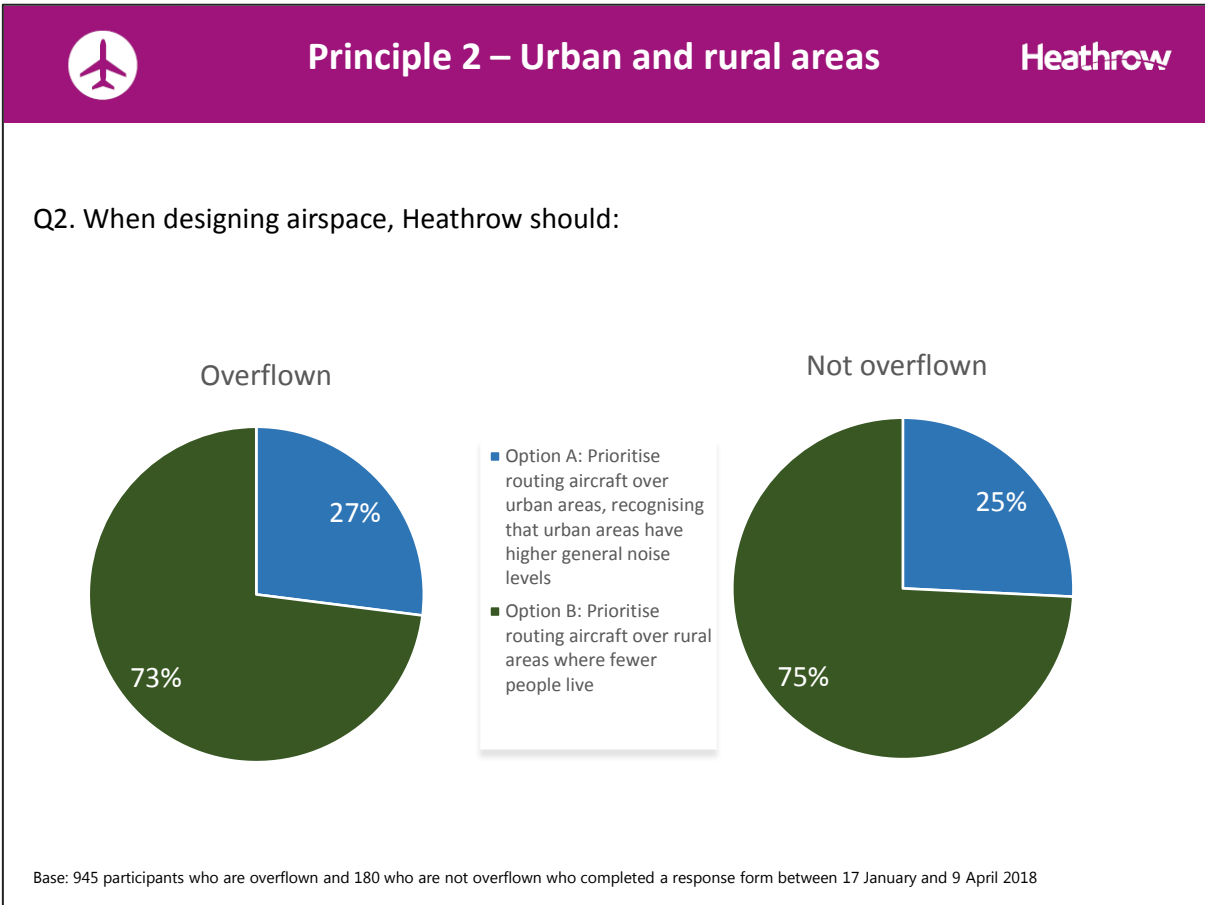
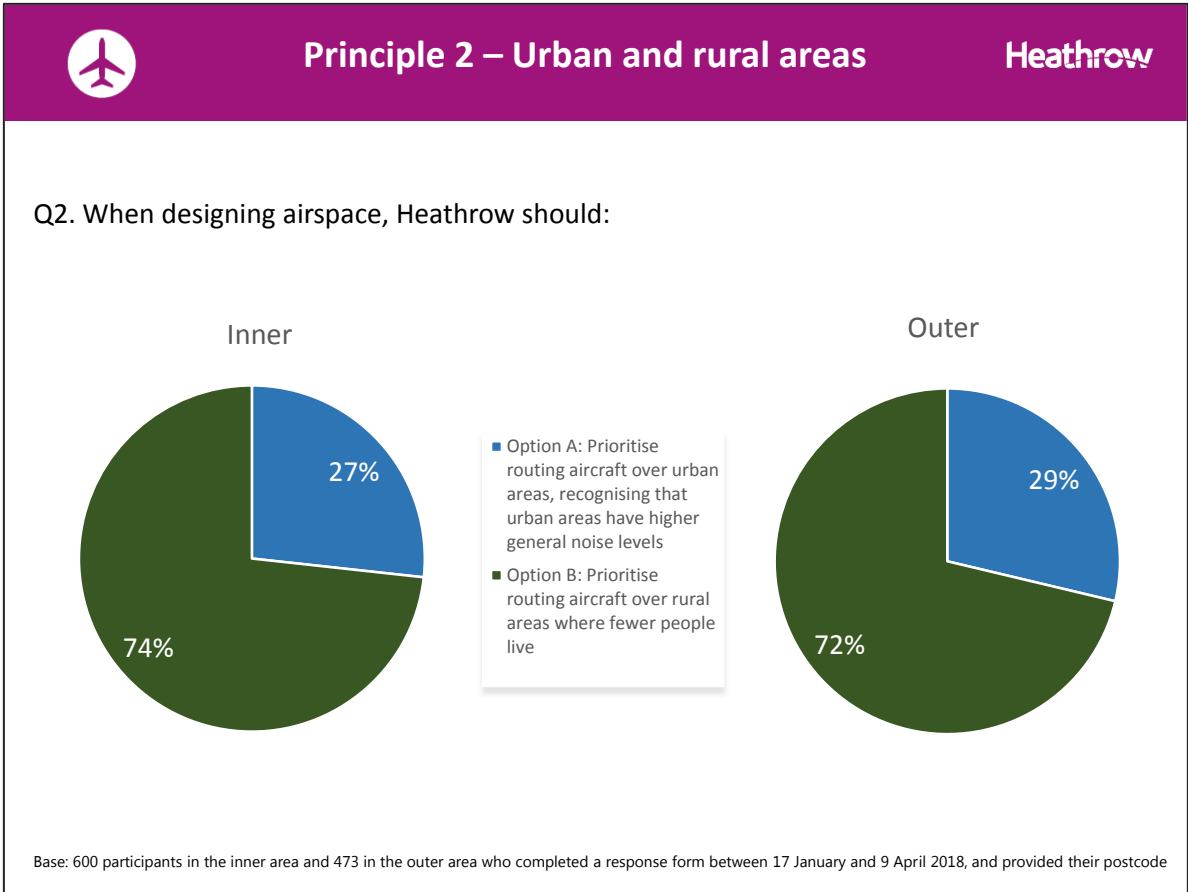




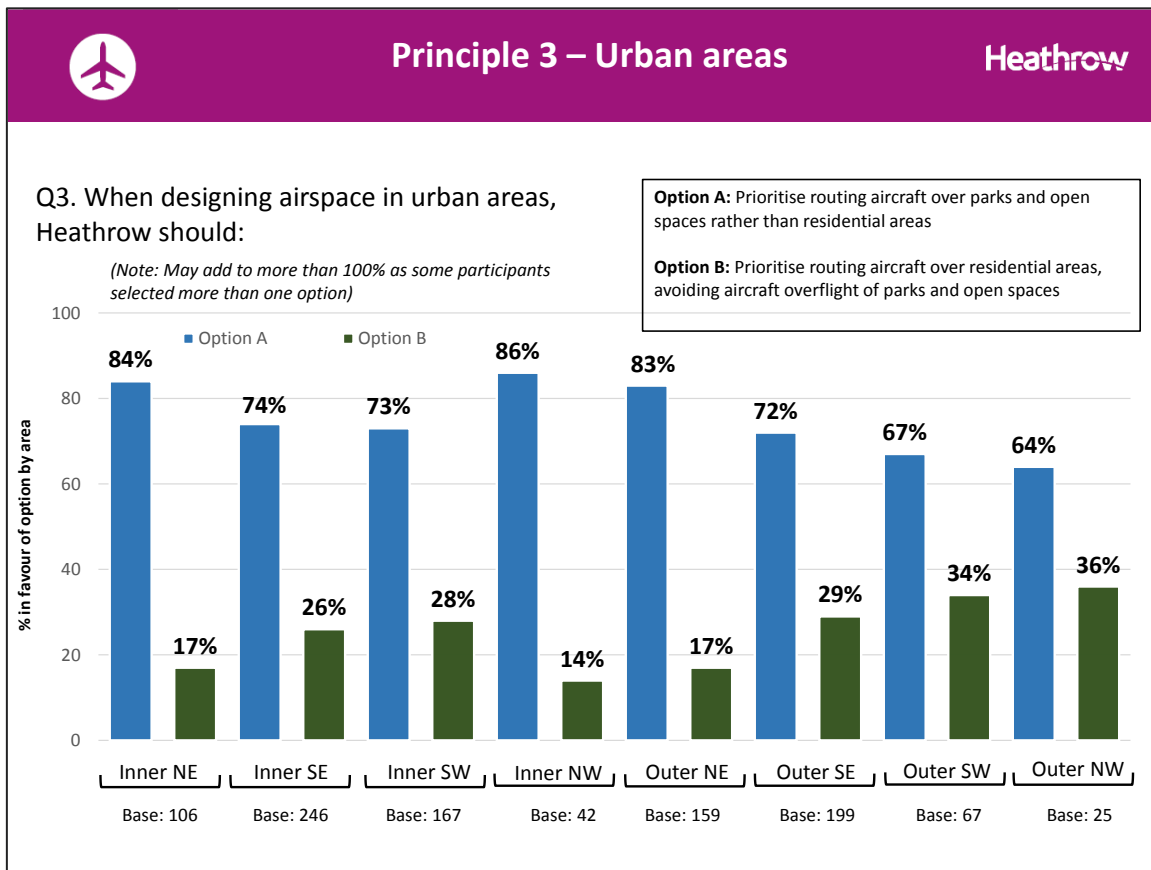
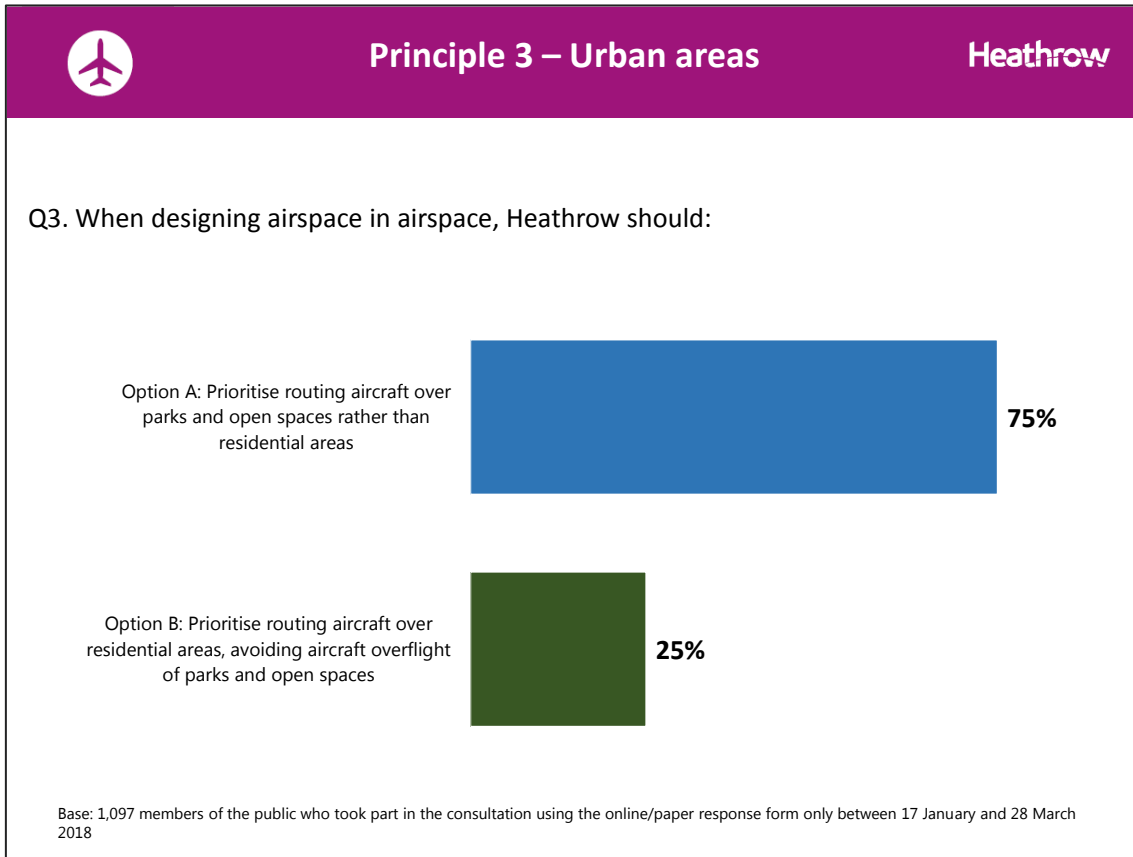
C.4 Principle 2 – Urban and rural areas

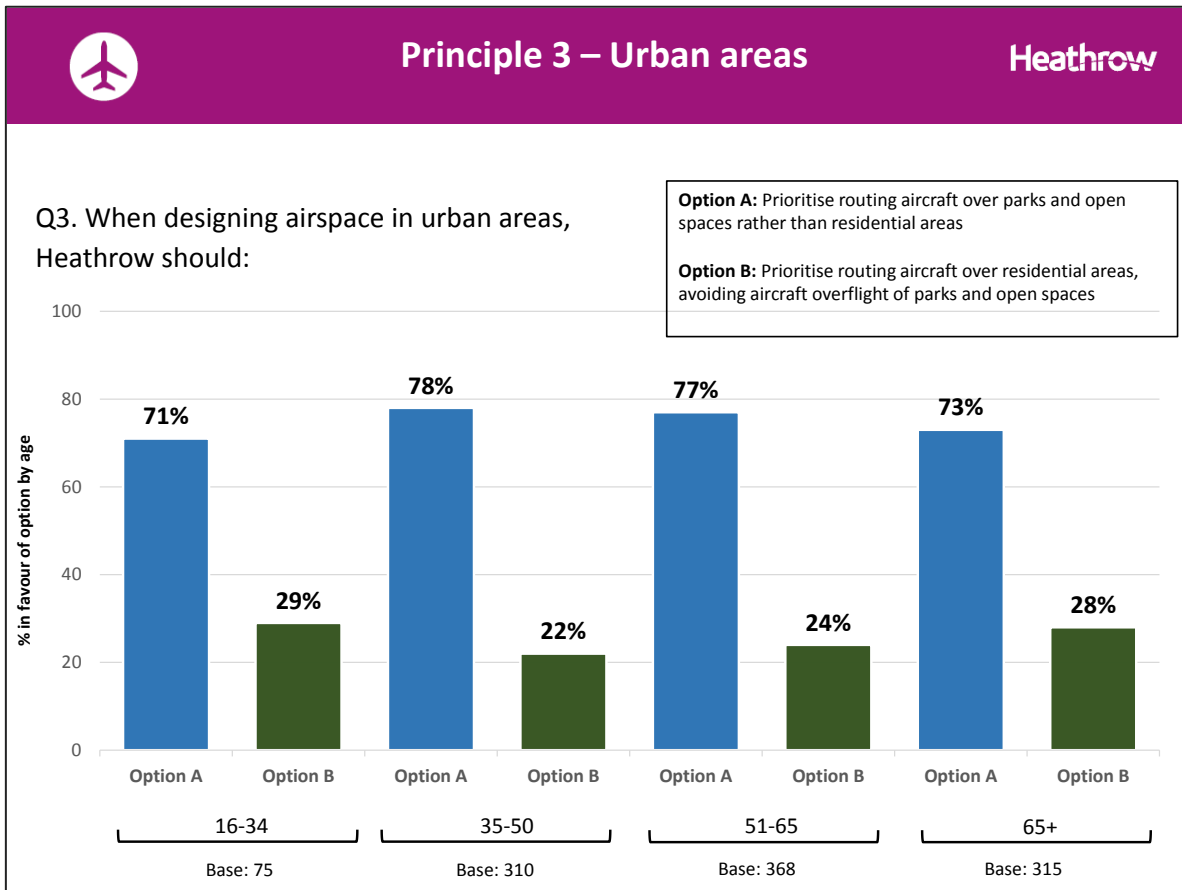
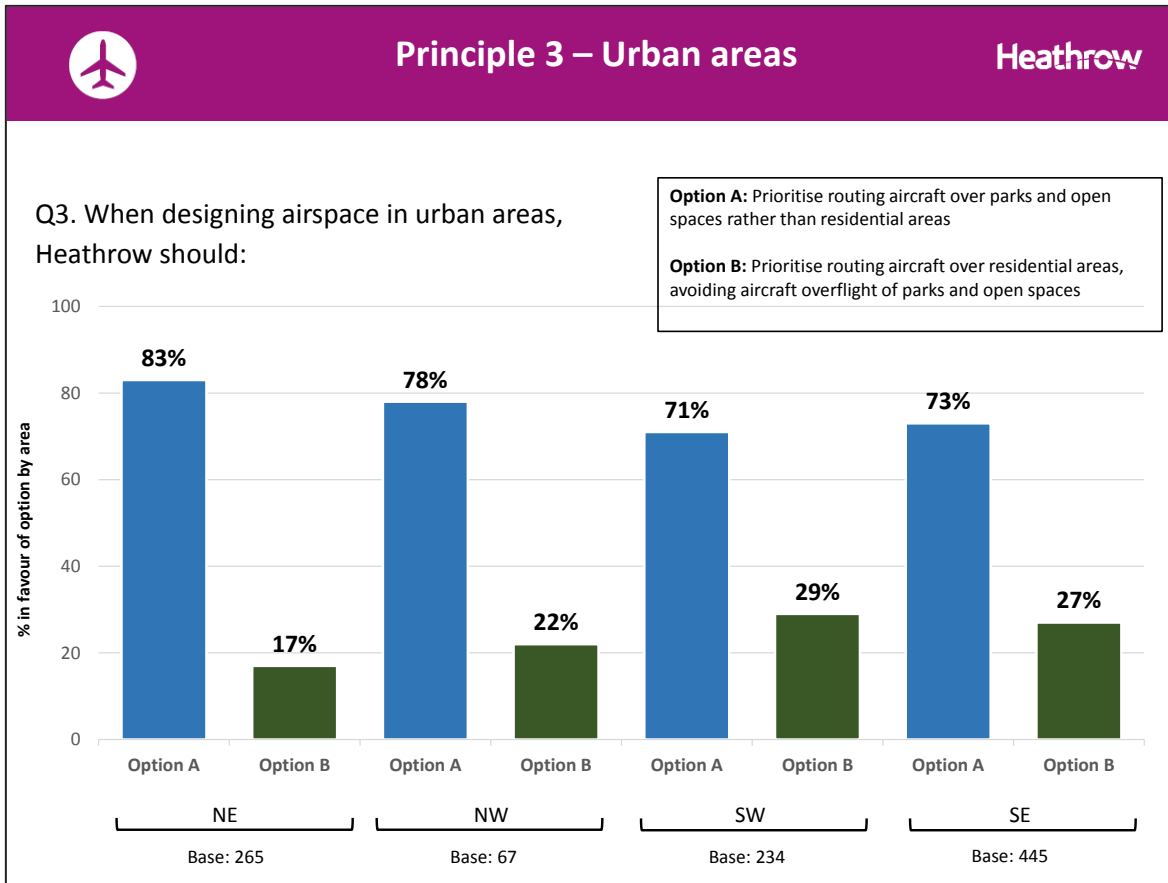







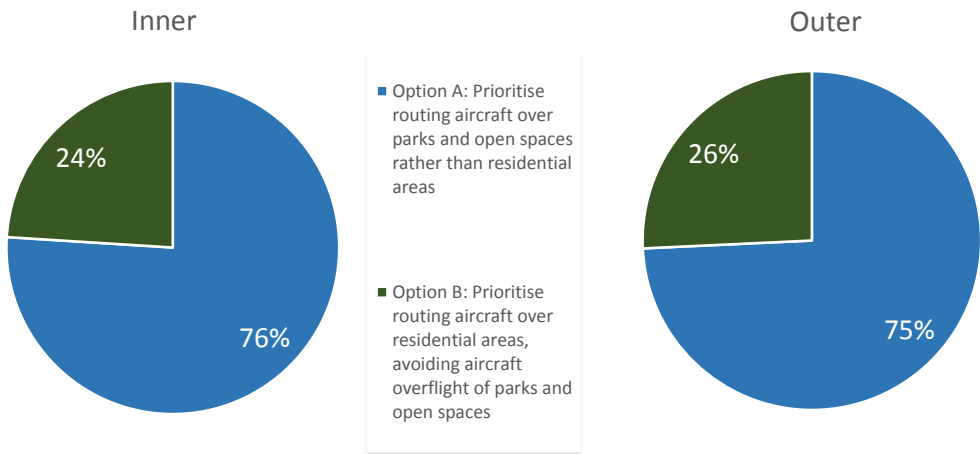
C.5 Principle 3 – Urban areas






 **Principle 3 – Urban areas** **Heathrow**

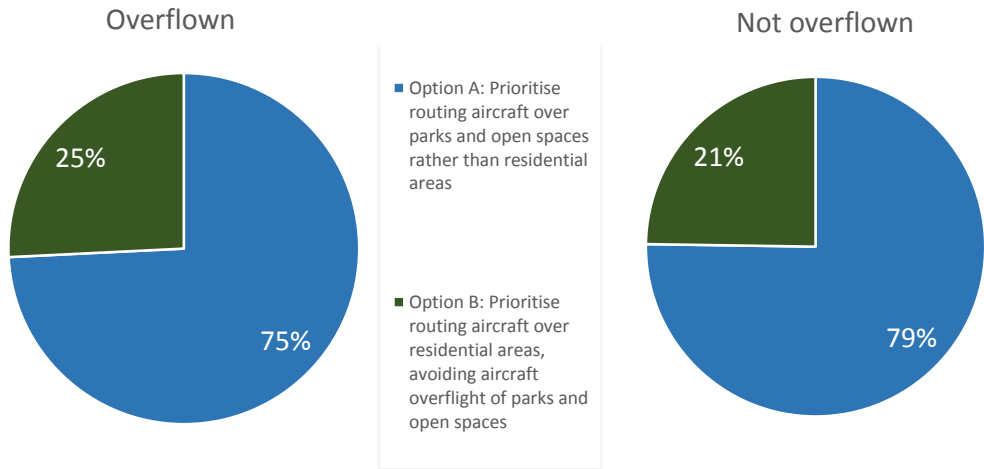
Q3. When designing airspace in urban areas, Heathrow should:



Base: 561 participants in the inner area and 450 in the outer area who completed a response form between 17 January and 9 April 2018, and provided their postcode

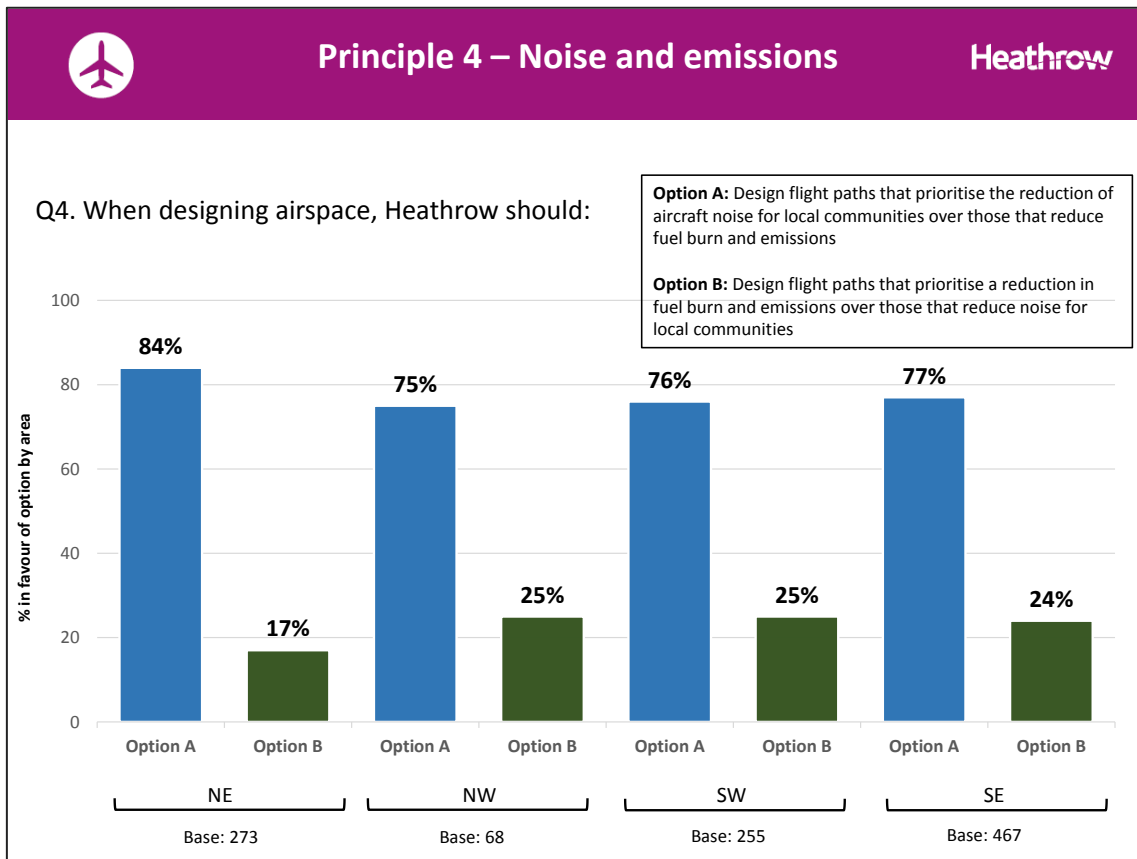
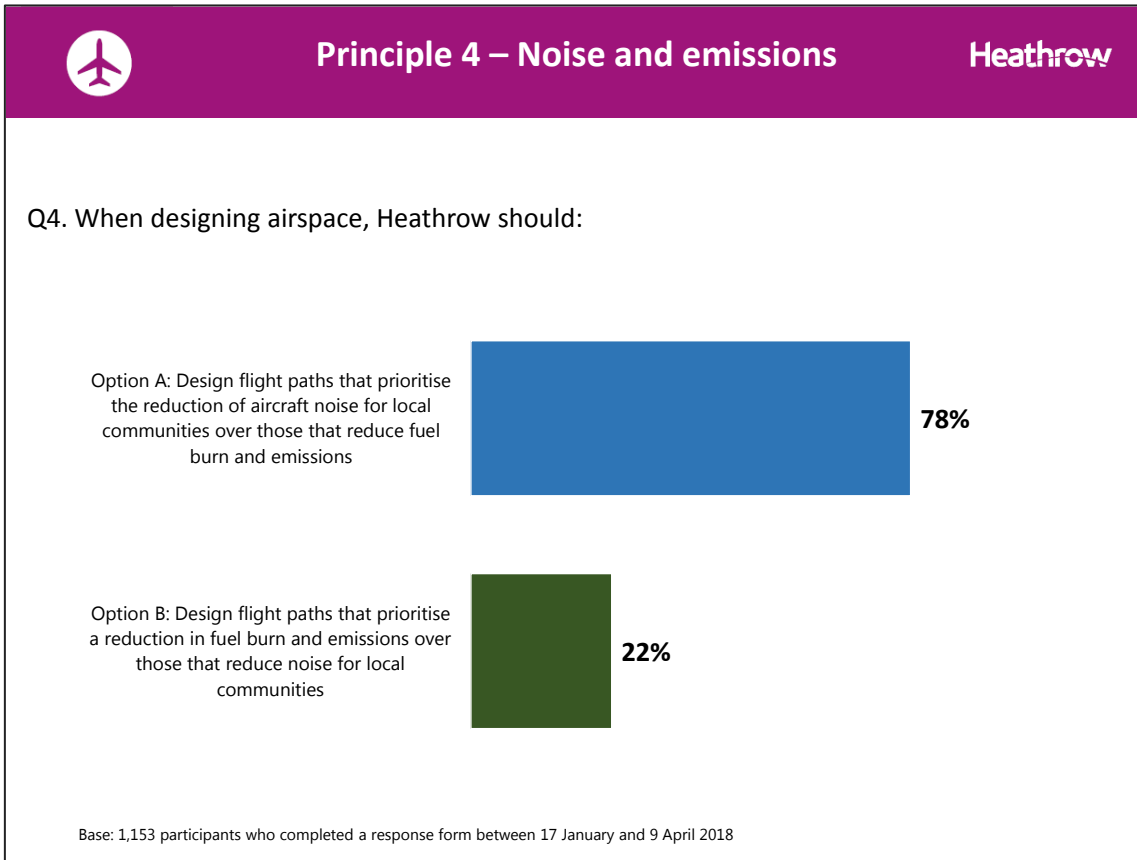
 **Principle 3 – Urban areas** **Heathrow**

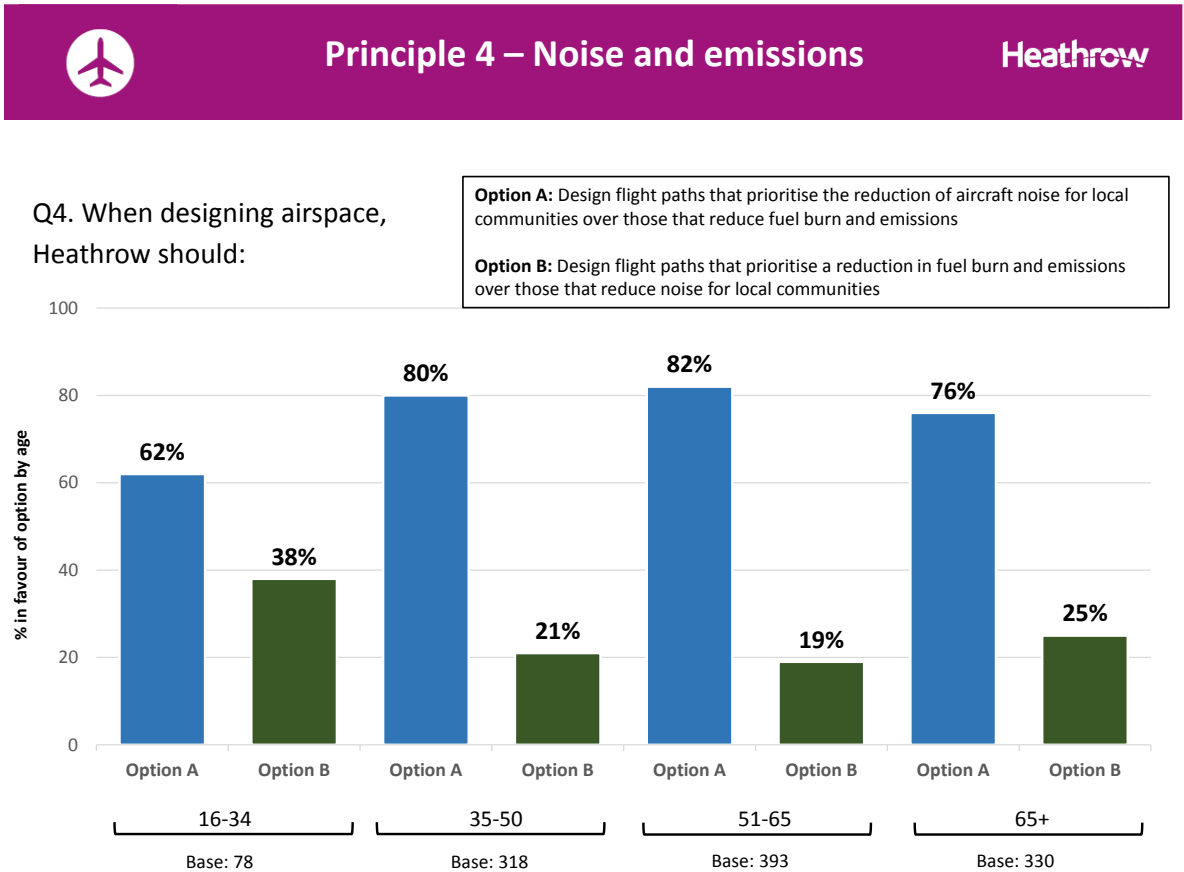
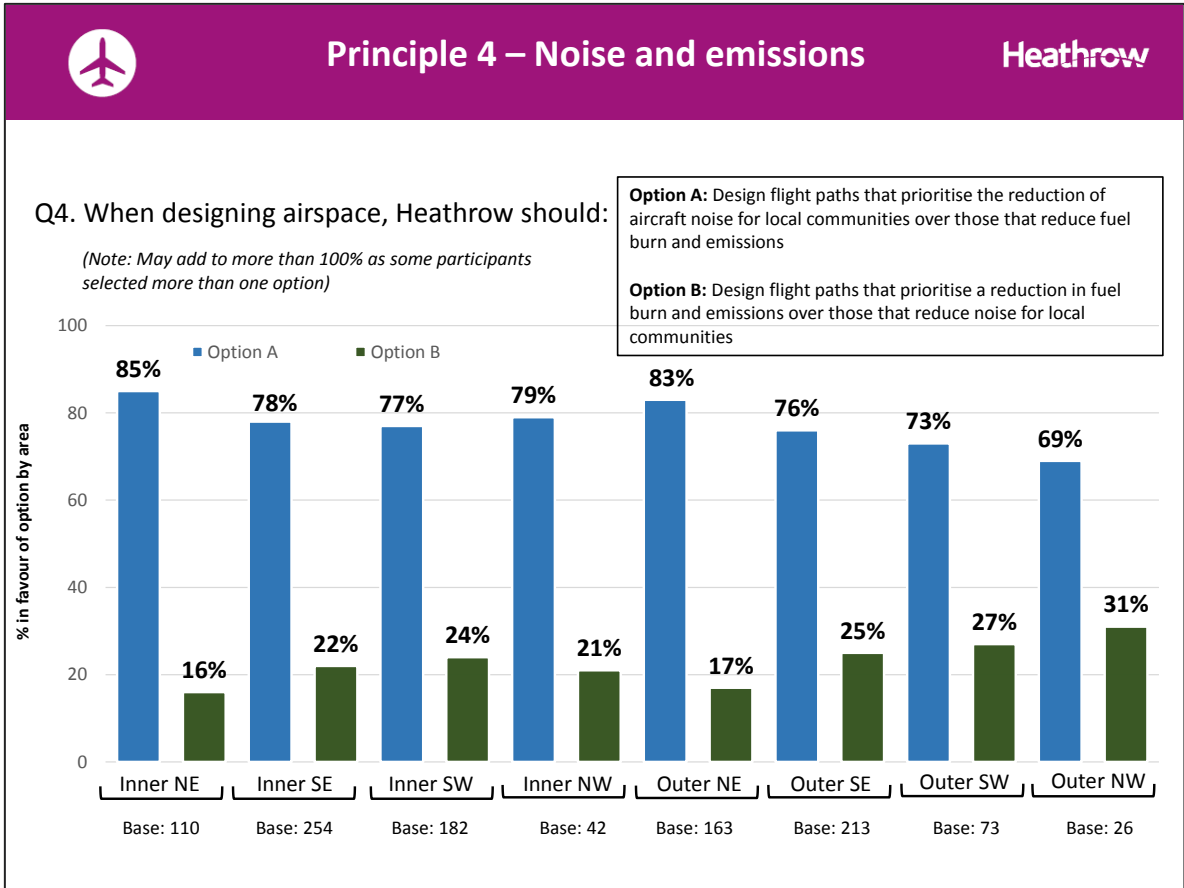
Q3. When designing airspace in urban areas, Heathrow should:

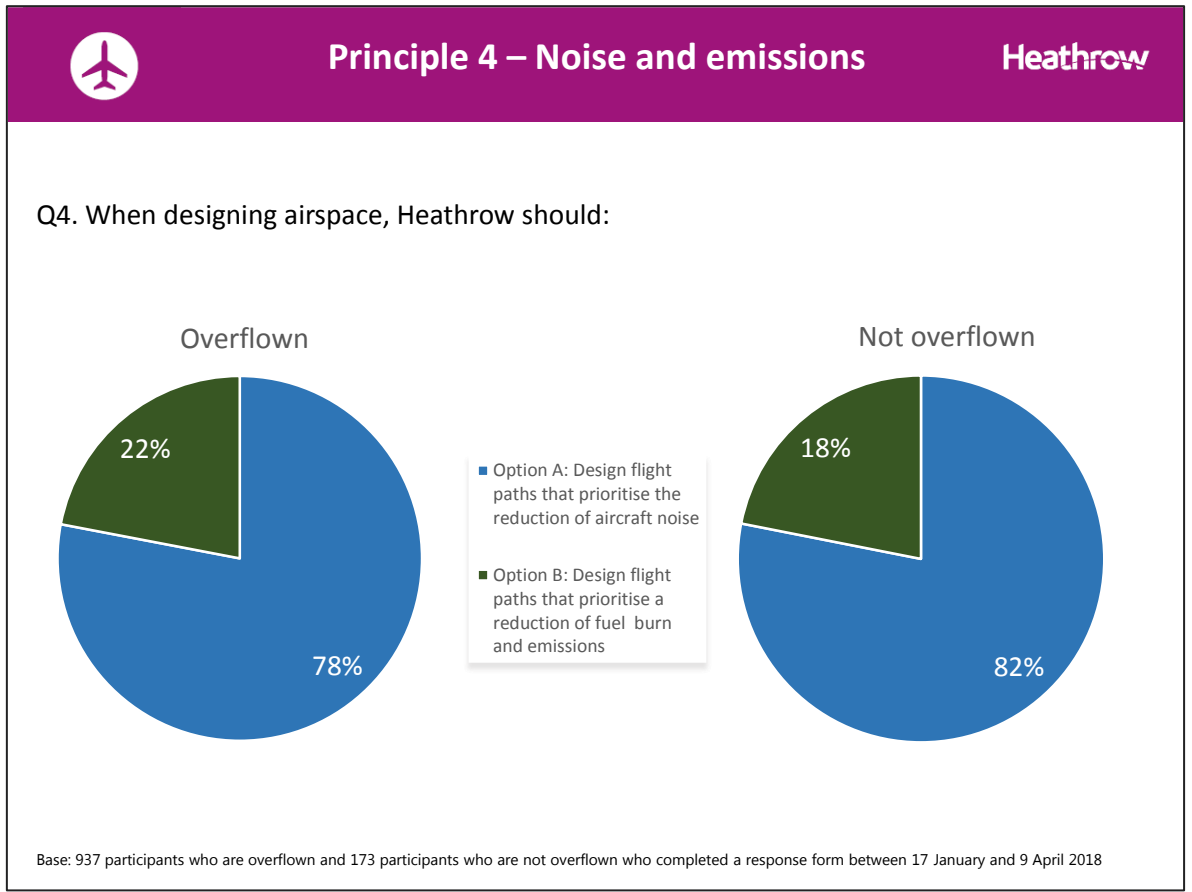
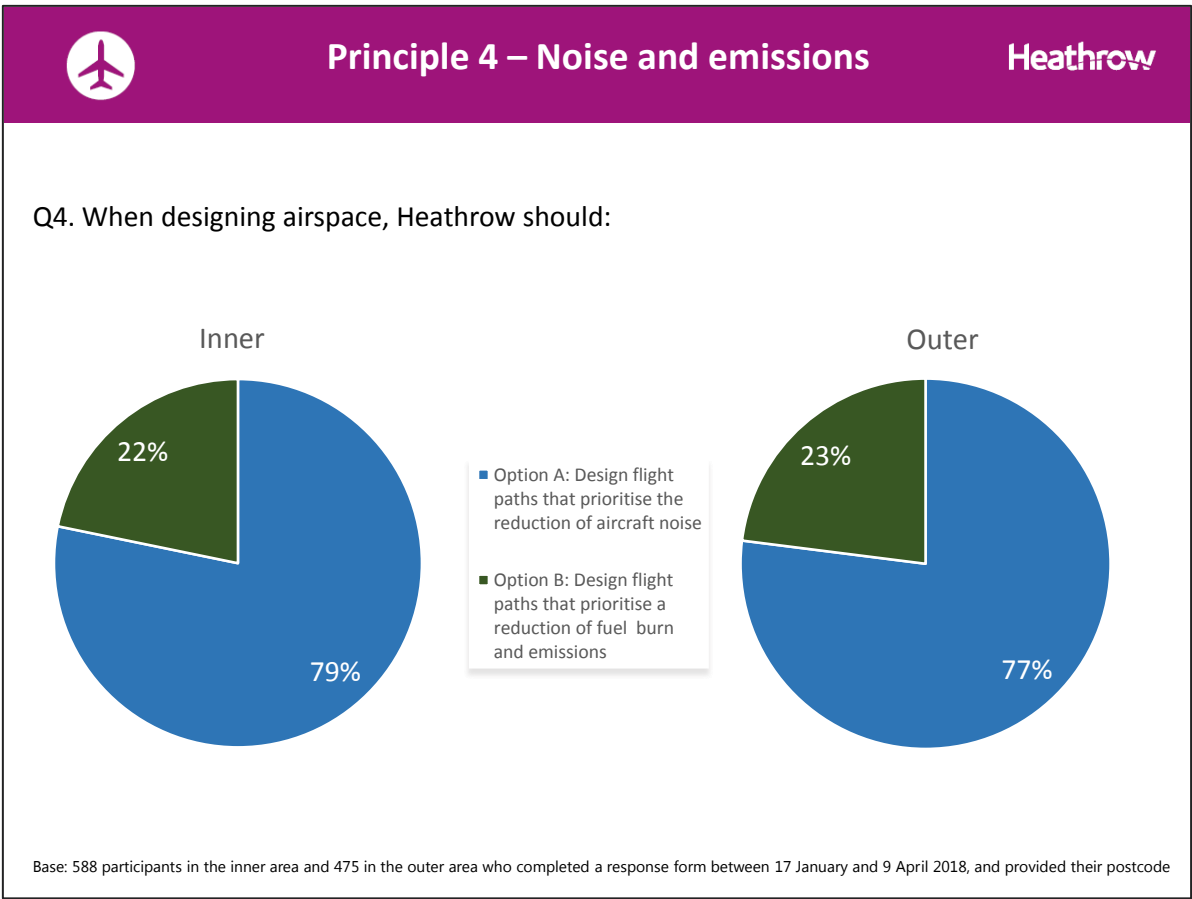


Base: 889 participants who are overflown and 173 participants who are not overflown who completed a response form between 17 January and 9 April 2018

C.5 Principle 4 – Noise and emissions







Appendix D Consultation summary topline



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
All participants who answered question:	1352	1326	26	1104	197	1174	178
QD5. Are you currently overflowed by aircraft flying to or from Heathrow?							
Yes	1104	1081	23	1104	-	970	134
No	197	194	3	-	197	159	38
Don't know	51	51	-	-	-	45	6
All participants who answered question:	1295	1274	21	1037	191	1127	168
Q1. Principle 1: Flight Paths Please read pages 12 and 13 of the Airspace Consultation Document before answering this question. Please select one of the options a-c, and provide any comments in the box below. A trade-off exists between these three principles and we would like to understand which principle you prefer. When designing airspace, Heathrow should:							
a) Minimise the total number of people overflowed, with flight paths designed to impact as few people as possible	290	282	8	248	33	239	51
b) Minimise the number of people newly overflowed, keeping flight paths close to where they are today, where possible	324	318	6	178	112	275	49
c) Share flight paths over a wider area, which might increase the total number of people overflowed but would reduce the number of people most affected by the flight paths as the noise will be shared more equally	698	689	9	626	48	630	68
All participants who answered question:	896	838	58	636	94	843	53
Q1. Please provide any comments you have on flight paths							
PRINCIPLE 1	615	565	50	408	59	586	29
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflowed / impact as few people as possible	105	89	16	67	10	101	4
PRINCIPLE 1 - OPTION A - Preferred	47	42	5	33	8	46	1
Principle 1 - Option A - preferred - best / fairest option	19	17	2	14	3	18	1
Principle 1 - Option A - preferred - will reduce noise impact / disturbance / noise pollution / impact on less people	19	15	4	13	3	19	-
Principle 1 - Option A - preferred - with conditions	9	9	-	6	2	9	-
Principle 1 - Option A - preferred - will reduce impact on quality of life / health and well-being	5	5	-	4	-	5	-
Principle 1 - Option A - preferred - will reduce air pollution / air quality - impact on less people	5	4	1	3	1	5	-
Principle 1 - Option A - preferred - will reduce impact on sleep / interrupting / disturbing sleep	3	2	1	2	-	3	-
Principle 1 - Option A - preferred - will reduce emissions - impact on less people	2	2	-	2	-	2	-
Principle 1 - Option A - preferred - will provide consistency / certainty - for communities	1	1	-	-	-	1	-
Principle 1 - Option 1 - preferred - more in line with Government policy	1	-	1	-	1	1	-
Principle 1 - Option A - preferred - is the only viable option	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - will reduce environmental pollution - impact on less people	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - safety / security - accidents	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - safety / security - terrorism	1	1	-	-	1	1	-
Principle 1 - Option A - preferred - will comply with EU regulation - 716/2014	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION A - Least preferred	60	48	12	35	2	57	3
Principle 1 - Option A - least preferred / the worst option / unfair	36	32	4	23	2	34	2
Principle 1 - Option A - concern - the impact on quality of life / health and well-being	12	11	1	9	-	12	-
Principle 1 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution	7	4	3	3	-	6	1
Principle 1 - Option A - concern - concentrated / narrow flights	7	1	6	-	-	7	-
Principle 1 - Option A - concern - unrealistic / not achievable	5	5	-	5	-	5	-
Principle 1 - Option A - concern - the impact on sleep / interrupting / disturbing sleep	2	2	-	1	-	2	-
Principle 1 - Option A - concern - noise is more noticeable in rural areas than in urban areas	2	-	2	-	-	2	-
Principle 1 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution - Fulham	1	-	1	-	-	1	-
Principle 1 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution - Surrey Hills	1	-	1	-	-	1	-
Principle 1 - Option A - concern - the impact on local people / residents	1	-	1	-	-	1	-
Principle 1 - Option A - concern - residents can't afford to relocate houses to escape noise	1	-	1	-	-	1	-
Principle 1 - Option A - concern - concentrated / narrow flights - impact on areas not previously overflowed	1	-	1	-	-	1	-
Principle 1 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution - Colnbrook	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION B - reduce people newly overflowed / keep routes as close to where they are	153	133	20	75	25	139	14
PRINCIPLE 1 - OPTION B - Preferred	86	73	13	35	20	75	11
Principle 1 - Option B - preferred / best / fairest option	34	27	7	12	3	33	1
Principle 1 - Option B - preferred - will reduce impact / affect / burden less people / residents - not previously overflowed	34	27	7	14	9	26	8
Principle 1 - Option B - preferred - with conditions	12	9	3	6	3	10	2
Principle 1 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - on less people	8	7	1	3	3	7	1
Principle 1 - Option B - preferred - will reduce impact on quality of life / health and well-being	5	4	1	4	-	5	-
Principle 1 - Option B - preferred - would do the least harm	3	3	-	3	-	3	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 1 - Option B - preferred - will reduce impact / affect / burden less people / residents - previously overflowed and relocated	2	2	-	-	1	1	1
Principle 1 - Option B - preferred - less people impacted by house prices / property price / value	2	2	-	1	1	1	1
Principle 1 - Option B - preferred - second choice	2	2	-	1	1	2	-
Principle 1 - Option B - preferred - will reduce impact on - me / my family	2	2	-	1	1	2	-
Principle 1 - Option B - preferred - noise over existing areas would not be noticed as much	1	1	-	-	1	1	-
Principle 1 - Option B - preferred - will reduce impact / affect / burden less people / residents - not previously overflowed - Croydon	1	1	-	-	-	1	-
Principle 1 - Option B - preferred - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	-	-	1	-
Principle 1 - Option B - preferred - will reduce impact / affect / burden less people / residents - not previously overflowed - Langley	1	1	-	-	1	1	-
Principle 1 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - Epsom	1	1	-	-	-	1	-
Principle 1 - Option B - preferred - will reduce impact / affect / burden less people / residents - not previously overflowed - Surrey Heath	1	-	1	-	-	1	-
PRINCIPLE 1 - OPTION B - Least preferred	71	62	9	41	6	68	3
Principle 1 - Option B - least preferred / worst option / unfair	44	41	3	26	1	42	2
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution	12	10	2	7	1	11	1
Principle 1 - Option B - concern - concentrated / narrow flights	9	9	-	7	-	9	-
Principle 1 - Option B - concern - the impact on quality of life / health and well-being	9	9	-	8	1	9	-
Principle 1 - Option B - concern - the impact on local people / residents	6	5	1	5	-	6	-
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - Chiswick - High Road	3	2	1	-	3	3	-
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - Fulham	1	-	1	-	-	1	-
Principle 1 - Option B - concern - not all residents have a choice about where to live	1	1	-	1	-	1	-
Principle 1 - Option B - concern - the impact on local people / residents - Surrey Heath	1	-	1	-	-	1	-
Principle 1 - Option B - concern - the impact of air pollution / reduction in air quality - Kew Gardens	1	1	-	1	-	1	-
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - Colnbrook	1	1	-	1	-	1	-
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - Kew Gardens	1	1	-	1	-	1	-
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - Kingston	1	-	1	1	-	1	-
Principle 1 - Option B - concern - the impact of pollution - Chiswick - High Road	1	1	-	-	1	1	-
Principle 1 - Option B - concern - the impact house prices / property price / value	1	1	-	1	-	1	-
Principle 1 - Option C - concern - share / widely distributed routes - impact on areas not previously overflowed	1	-	1	-	-	1	-
Principle 1 - Option B - concern - unrealistic / not achievable	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	342	321	21	248	22	330	12
PRINCIPLE 1 - OPTION C - Preferred	319	300	19	237	16	309	10
Principle 1 - Option C - preferred - the fairest option	157	146	11	114	3	151	6
Principle 1 - Option C - preferred - share routes - will reduce noise impact / disturbance / noise pollution - over a wider area	100	95	5	82	5	98	2
Principle 1 - Option C - preferred - share routes - will give relief / more respite to those on existing flight paths	60	56	4	52	1	59	1
Principle 1 - Option C - preferred - share routes - will impact / affect / burden less people / residents	48	48	-	38	2	45	3
Principle 1 - Option C - preferred - share routes - most people use / benefit from the airport	21	21	-	19	1	20	1
Principle 1 - Option C - preferred - share routes - will reduce impact on quality of life / health / well-being	20	18	2	17	1	20	-
Principle 1 - Option C - preferred - share routes - pollution over wider area / less impact on air pollution	20	20	-	19	-	20	-
Principle 1 - Option C - preferred - with conditions	19	18	1	11	4	19	-
Principle 1 - Option C - preferred - share routes - as flights will increase so spread the path	10	8	2	7	1	10	-
Principle 1 - Option C - preferred - share routes - now possible by the introduction of PBN	6	5	1	5	-	6	-
Principle 1 - Option C - preferred - share routes - property will not be affected by aircraft	4	4	-	4	-	4	-
Principle 1 - Option C - preferred - share routes - night flights / early mornings over wider area	4	4	-	4	-	4	-
Principle 1 - Option C - preferred - share routes - less impact during the day	3	3	-	2	-	3	-
Principle 1 - Option C - preferred - share routes - will reduce impact on sleep / interrupting / disturbing sleep	3	3	-	3	-	2	1
Principle 1 - Option C - preferred - share routes - in line with the World Health Organization standards - noise	3	3	-	2	-	3	-
Principle 1 - Option C - preferred - share routes - better for airlines	2	2	-	1	-	2	-
Principle 1 - Option C - preferred - share routes - in line with the World Health Organization standards - pollution	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - safety / security - less impact if an accident / debris falling from aircraft / loss of life	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - there are areas ignored by flight paths - M25	2	2	-	1	-	2	-
Principle 1 - Option C - preferred - share routes - will benefit residents close to the airport	2	2	-	1	1	2	-
Principle 1 - Option C - preferred - share routes - safety / security - aircraft to be a safe distance apart	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - less impact on environment	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - share economic / business benefits to community	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - there are non-populated areas West of Heathrow ignored by flight paths - Windsor Park	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - there are non-populated areas West of Heathrow ignored by flight paths - Lyne	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 1 - Option C - preferred - share routes - less impact on schools	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - there are areas ignored by flight paths - M3	1	1	-	-	-	1	-
Principle 1 - Option C - preferred - share routes - there are areas ignored by flight paths - M4	1	1	-	-	-	1	-
Principle 1 - Option C - preferred - share routes - houses are better insulated now	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - can cope with capacity at Heathrow	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - as flights will increase so spread the path - Waltham Forest	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - as flights will increase and people will get used to the noise	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - less impact on business / workplace	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - safety / security	1	-	1	-	-	1	-
PRINCIPLE 1 - OPTION C - Least preferred	37	34	3	18	9	35	2
Principle 1 - Option C - concern - increase of routes could lead to more flights	7	7	-	6	-	7	-
Principle 1 - Option C - least preferred / the worst option	6	6	-	2	2	5	1
Principle 1 - Option C - concern - the impact of aircraft noise / disturbance / noise pollution	5	3	2	1	1	5	-
Principle 1 - Option C - concern - the impact on local people / residents	5	5	-	3	1	5	-
Principle 1 - Option C - concern - the impact of aircraft noise / disturbance / noise pollution - London	2	2	-	-	2	1	1
Principle 1 - Option C - concern - the impact of aircraft noise / disturbance / noise pollution - house prices / property price / value	2	2	-	1	-	2	-
Principle 1 - Option C - concern - flights departing may fly overhead	2	2	-	2	-	2	-
Principle 1 - Option C - concern - the impact on local people / residents - London	2	2	-	-	2	1	1
Principle 1 - Option C - concern - the impact on house prices / property price / value	2	2	-	1	-	2	-
Principle 1 - Option C - concern - may not work for schools - Hammersmith	1	1	-	-	1	-	1
Principle 1 - Option C - concern - may not work for agriculture	1	1	-	1	-	1	-
Principle 1 - Option C - concern - may put pressure on Air Traffic Control	1	1	-	-	1	1	-
Principle 1 - Option C - concern - noise mitigation measures will be more widespread	1	-	1	-	-	1	-
Principle 1 - Option C - concern - respite	1	-	1	-	-	1	-
Principle 1 - Option C - concern - safety / security - accident / debris falling / loss of life	1	1	-	-	-	1	-
Principle 1 - Option C - concern - scheduled respite times ignored	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of air pollution / reduction in air quality	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of air pollution / reduction in air quality - London	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of air pollution / reduction in air quality - added pollution from the M4 / M40	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of disruption	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of disruption - me / my family	1	1	-	-	1	-	1
Principle 1 - Option C - concern - the impact of disruption - London	1	1	-	-	1	1	-
Principle 1 - Option C - concern - Heathrow would not compensate / provide sound proofing - for all newly overflowed properties	1	1	-	-	-	1	-
Principle 1 - Option C - concern - implementation / current aircraft do not observe / spread over wide flight paths	1	1	-	1	-	1	-
Principle 1 - Option C - concern - environment	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact on health and well being - Hammersmith	1	1	-	-	1	-	1
Principle 1 - Option C - concern - may conflict with flight paths from other airport - Gatwick	1	1	-	-	-	1	-
Principle 1 - Option C - concern - the impact on local people / residents - Hammersmith	1	1	-	-	1	-	1
Principle 1 - Option C - concern - may conflict with flight paths from other airport - Stansted	1	1	-	-	-	1	-
Principle 1 - Option C - concern - the impact on local people / residents - North St Albans	1	1	-	1	-	1	-
Principle 1 - Option C - concern - may not work for schools	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact on rural areas	1	1	-	-	1	1	-
Principle 1 - Option C - concern - the impact on rural areas - Hillingdon	1	1	-	-	1	1	-
Principle 1 - Option C - concern - the impact on wildlife / habitats / nature	1	1	-	-	1	1	-
Principle 1 - Option C - concern - the impact on wildlife / habitats / nature - Hillingdon	1	1	-	-	1	1	-
Principle 1 - Option C - concern - will only be practicable some distance from take off / landing	1	1	-	1	-	1	-
PRINCIPLE 1 - SUGGESTIONS	199	176	23	127	13	190	9
Principle 1 - suggestion - decrease / do not increase number / frequency of flights	19	18	1	10	-	19	-
Principle 1 - suggestion - restrictions on flight paths / no new flight paths / reduce flight paths	17	15	2	12	1	17	-
Principle 1 - suggestion - alternate flight paths / routes	15	14	1	12	-	15	-
Principle 1 - suggestion - compensation / residents should be properly compensated	14	14	-	10	4	13	1
Principle 1 - suggestion - avoid populated / residential areas / urban areas	10	10	-	8	-	8	2
Principle 1 - suggestion - prioritise / consider - impact on quality of life / health and wellbeing	8	7	1	4	1	8	-
Principle 1 - suggestion - keep current / existing flight paths	7	7	-	4	1	6	1
Principle 1 - suggestion - other	6	5	1	6	-	5	1



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 1 - suggestion - flight paths not to become concentrated / as long as corridors sufficiently wide	5	4	1	3	-	5	-
Principle 1 - suggestion - prioritise / consider - safety / security - accident / debris falling / loss of life	5	5	-	4	-	5	-
Principle 1 - suggestion - proposed number of multiple flight paths insufficient / increased number required - for adequate respite	5	5	-	4	-	5	-
Principle 1 - suggestion - reduce impact / affect less people - overflow	5	4	1	3	-	5	-
Principle 1 - suggestion - restriction on noise impact	5	4	1	4	-	5	-
Principle 1 - suggestion - give people under existing flight paths respite from noise	5	5	-	3	-	5	-
Principle 1 - suggestion - flight paths should be over rural	5	5	-	2	1	5	-
Principle 1 - suggestion - flight paths to accommodate the quietest aircraft	4	4	-	2	2	4	-
Principle 1 - suggestion - restriction on noise impact - no new noise under or around existing paths	4	4	-	4	-	4	-
Principle 1 - suggestion - reduce impact / affect less people - newly overflow	4	4	-	2	-	4	-
Principle 1 - suggestion - sufficient distance between flight paths - ensure qualitative respite	4	4	-	1	-	4	-
Principle 1 - suggestion - noise insulation for affected property	4	4	-	2	1	4	-
Principle 1 - suggestion - mixture / combination of options A and C	3	3	-	3	-	3	-
Principle 1 - suggestion - flight paths should be narrower	3	3	-	3	-	3	-
Principle 1 - suggestion - option C to have regular fixed periods of respite	3	3	-	3	-	3	-
Principle 1 - suggestion - preference for routes where high altitudes can be utilised	3	3	-	2	-	3	-
Principle 1 - suggestion - prioritise / consider - impact on noise / noise pollution	3	1	2	-	-	3	-
Principle 1 - suggestion - alternate runways	3	3	-	3	-	3	-
Principle 1 - suggestion - return flight path to pre 2014 route	3	3	-	2	-	2	1
Principle 1 - suggestion - prioritise / consider - impact of air pollution / reduction in air quality	3	3	-	2	1	3	-
Principle 1 - suggestion - alternate flight paths / routes - arriving / landing flight paths	3	3	-	3	-	2	1
Principle 1 - suggestion - Heathrow should engage with Civil Aviation Authority / CAA / other stakeholders	2	-	2	-	-	2	-
Principle 1 - suggestion - prioritise / consider - safety / security	2	2	-	2	-	2	-
Principle 1 - suggestion - avoid areas already affected by civilian flying	2	1	1	1	-	2	-
Principle 1 - suggestion - keep current / existing flight paths - over urban areas	2	1	1	-	-	2	-
Principle 1 - suggestion - mixture / combination of options A and B	2	2	-	1	1	2	-
Principle 1 - suggestion - compensation / relocation costs should be fully covered for residents forced to live under flight paths	2	2	-	1	-	1	1
Principle 1 - suggestion - mixture / combination of options B and C	2	2	-	1	-	2	-
Principle 1 - suggestion - charge / penalise airlines - if do not keep to designated paths	2	2	-	1	-	2	-
Principle 1 - suggestion - flight paths not to become concentrated - over West London	2	-	2	-	-	2	-
Principle 1 - suggestion - restrictions on flight paths / no new flight paths / reduce flight paths - over residential / urban areas	2	2	-	1	1	2	-
Principle 1 - suggestion - return flight path to pre 2012 route	2	2	-	1	-	2	-
Principle 1 - suggestion - flight paths not to impact on vulnerable / poor	2	1	1	-	1	2	-
Principle 1 - suggestion - steeper take-off / climb - to lessen impact of noise	2	2	-	1	-	2	-
Principle 1 - suggestion - spread out share out over a wider area	2	-	2	-	-	2	-
Principle 1 - suggestion - distribution in time could be significant - concentrated flights one day / week then none the next day / week	2	2	-	2	-	2	-
Principle 1 - suggestion - take off / landing areas to be kept to minimum	2	2	-	1	-	2	-
Principle 1 - suggestion - do not repeat 2014 flight trials in Englefield Green	2	2	-	2	-	2	-
Principle 1 - suggestion - less flight paths over Kew Gardens	1	1	-	1	-	1	-
Principle 1 - suggestion - avoid areas experiencing landings and take off at the same time	1	1	-	1	-	1	-
Principle 1 - suggestion - avoid concentrated flight paths over communities not previously overflow	1	-	1	-	-	1	-
Principle 1 - suggestion - mixture / combination of options A and C - day and night - expect respite periods	1	-	1	-	-	1	-
Principle 1 - suggestion - alternate flight paths / routes - at 3pm	1	1	-	1	-	1	-
Principle 1 - suggestion - mixture / combination of options A, B, and C	1	-	1	-	-	1	-
Principle 1 - suggestion - no concentration without compensation	1	-	1	-	-	1	-
Principle 1 - suggestion - ensure adequate respite	1	-	1	-	-	1	-
Principle 1 - suggestion - option A - consider timings / occupancy depends on time of day / week days / weekends	1	1	-	-	-	1	-
Principle 1 - suggestion - option A to use for night flights	1	1	-	1	-	1	-
Principle 1 - suggestion - option A may need to incorporate elements of option C	1	-	1	-	-	1	-
Principle 1 - suggestion - option A must provide respite for those overflow	1	-	1	-	-	1	-
Principle 1 - suggestion - option A for departures / take offs	1	1	-	1	-	1	-
Principle 1 - suggestion - option C for departures / take offs	1	1	-	1	-	-	1
Principle 1 - suggestion - option B for arrivals / landings	1	1	-	1	-	1	-
Principle 1 - suggestion - features of airspace design should continue / evolve to meet future / long term needs	1	-	1	-	-	1	-
Principle 1 - suggestion - option C to have respite between 6.30pm - 11pm	1	1	-	1	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 1 - suggestion - flight paths - changes should reduce noise - St Albans - SADC / across the district	1	-	1	-	-	1	-
Principle 1 - suggestion - provide respite for those currently under flight paths	1	1	-	1	-	1	-
Principle 1 - suggestion - prioritise / consider - impact on the environment	1	1	-	-	1	1	-
Principle 1 - suggestion - prioritise / consider - impact of freedom to increase energy consumption	1	1	-	1	-	1	-
Principle 1 - suggestion - prioritise / consider - impact of the global footprint	1	1	-	1	-	1	-
Principle 1 - suggestion - flight paths should be carefully managed	1	-	1	-	-	1	-
Principle 1 - suggestion - prioritise / consider - impact of traffic areas to West of airport	1	1	-	1	-	1	-
Principle 1 - suggestion - flight paths - width should not be excessive	1	1	-	-	-	1	-
Principle 1 - suggestion - prioritise / consider - impact on sleep / interrupting / disturbing sleep - South London	1	1	-	-	-	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas - except in emergencies	1	1	-	1	-	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas - that in the main the communities see no benefit from it	1	-	1	1	-	1	-
Principle 1 - suggestion - flight paths should be long term - not subject to sudden change	1	1	-	-	1	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas - runway position	1	1	-	1	-	1	-
Principle 1 - suggestion - ban weekends / Sunday respite	1	1	-	1	-	1	-
Principle 1 - suggestion - reduce impact / affect less people - newly overflowed - Englefield Green	1	1	-	1	-	1	-
Principle 1 - suggestion - reduce impact / affect less people - newly overflowed - to protect property values	1	1	-	1	-	1	-
Principle 1 - suggestion - cancel the historical agreement circa 1954 prevents Easterly take off on existing Northern runway	1	1	-	1	-	1	-
Principle 1 - suggestion - accommodate the smallest aircraft	1	-	1	1	-	1	-
Principle 1 - suggestion - flight paths to accommodate low emission aircraft	1	1	-	-	1	1	-
Principle 1 - suggestion - flight paths should be subject to regular / annual review on noise / pollution / safety	1	-	1	-	-	1	-
Principle 1 - suggestion - charge airlines less - if flying less polluting aircraft	1	1	-	1	-	1	-
Principle 1 - suggestion - restrictions on flight paths / no new flight paths / reduce flight paths - London	1	1	-	-	1	1	-
Principle 1 - suggestion - charge airlines less - if flying quieter aircraft	1	1	-	1	-	1	-
Principle 1 - suggestion - issue maps showing the air traffic impact of areas	1	1	-	-	-	1	-
Principle 1 - suggestion - alternate runways - for landing	1	1	-	1	-	1	-
Principle 1 - suggestion - single concentrated flight path - not to be considered for PBN routes	1	-	1	-	-	1	-
Principle 1 - suggestion - keep current / existing flight paths - on regular / consistent schedule	1	1	-	-	-	1	-
Principle 1 - suggestion - keep current / existing flight paths - over moor lands and reservoirs	1	1	-	-	1	1	-
Principle 1 - suggestion - accommodate mix of small and large aircraft in a concentrated flight path	1	1	-	-	-	1	-
Principle 1 - suggestion - use approved 2009 runway planning permission taking the flight path down the M25	1	1	-	1	-	1	-
Principle 1 - suggestion - use with PBN	1	1	-	1	-	1	-
Principle 1 - suggestion - weight any increase of flights by the number of existing flights	1	1	-	1	-	1	-
Principle 1 - suggestion - keep current levels of respite	1	1	-	-	-	1	-
PRINCIPLE 1 - OTHERS	100	89	11	62	7	97	3
Principle 1 - other	30	26	4	22	2	30	-
Principle 1 - other - concern - concentrated / narrow flights	9	9	-	5	-	9	-
Principle 1 - other - steeper descent / approach minimises noise disturbance	7	7	-	5	-	7	-
Principle 1 - other - steeper take-off / climb minimises noise disturbance	5	5	-	2	-	5	-
Principle 1 - other - current aircraft noise is acceptable / unnoticeable	5	5	-	4	1	5	-
Principle 1 - other - share the noise and disruption as will affect more people so they will oppose the expansion / airport / future consultations	4	4	-	-	-	4	-
Principle 1 - other - I have been subject to misery of PBN trials - Bushy Park	3	3	-	2	1	3	-
Principle 1 - other - I have been subject to misery of PBN trials - leading to strong public outcry / protest	3	3	-	3	-	3	-
Principle 1 - other - I have been subject to misery of previously living under flight path	3	3	-	2	1	3	-
Principle 1 - other - people under existing flight paths will be more adversely affected	3	3	-	3	-	3	-
Principle 1 - other - departure / outgoing flight path plans - show improvements for residents living under flight paths	2	2	-	1	-	2	-
Principle 1 - other - people under existing flight paths will be less affected	2	2	-	2	-	2	-
Principle 1 - other - prefer all flight paths options	2	2	-	1	-	2	-
Principle 1 - other - rural areas may be earmarked / due for re-development	2	2	-	1	-	2	-
Principle 1 - other - concern - concentrated / narrow flight paths - impact on health / well being	2	2	-	1	-	2	-
Principle 1 - other - I have been subject to misery of PBN trials - leading to public meeting - 1000 + attendees / complainants - Ascot	2	2	-	2	-	2	-
Principle 1 - other - concern - more people overflowed is inevitable	2	2	-	2	-	2	-
Principle 1 - other - concern - concentrated / narrow flights - already decided / done deal / implemented	2	2	-	-	-	2	-
Principle 1 - other - no preference	2	1	1	1	-	2	-
Principle 1 - other - distribution of flight paths will not meet future / long term needs	1	-	1	-	-	1	-
Principle 1 - other - features of airspace design are variable / will not meet future / long term needs	1	-	1	-	-	1	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Principle 1 - other - flights over urban areas impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 1 - other - flights over urban areas impact on quality of life / health and well being	1	1	-	1	-	1	-
Principle 1 - other - happy to see increased flights at intervals - live 15 miles from airport	1	1	-	1	-	-	1
Principle 1 - other - I have been subject to misery of living under flight path	1	1	-	-	-	1	-
Principle 1 - other - I have been subject to misery of PBN trials	1	1	-	1	-	1	-
Principle 1 - other - concern - length of runway - effect on noise	1	1	-	1	-	1	-
Principle 1 - other - I have been subject to misery of PBN trials - Lightwater	1	1	-	1	-	-	1
Principle 1 - other - concern - length of runway - effect on potential ability to alternate	1	-	1	-	-	1	-
Principle 1 - other - concern - all options will increase air pollution / reduce air quality	1	1	-	-	1	1	-
Principle 1 - other - I have been subject to misery of PBN trials - leading to strong public outcry / protest - East Molesey	1	1	-	1	-	-	1
Principle 1 - other - I have been subject to misery of PBN trials - leading to strong public outcry / protest - Teddington	1	1	-	1	-	-	1
Principle 1 - other - concern - impact of PBN	1	-	1	-	-	1	-
Principle 1 - other - I have been subject to recent airspace trials without warning to residents resulting into 700+ complaints a day	1	1	-	1	-	1	-
Principle 1 - other - I have been subject to recent airspace trials without warning to residents - Bagshot	1	1	-	-	1	1	-
Principle 1 - other - impact of aircraft noise is not the only concern / issue	1	1	-	1	-	1	-
Principle 1 - other - new flight paths inevitable / expected - with new runway	1	1	-	1	-	1	-
Principle 1 - other - no increase in operating hours	1	1	-	1	-	1	-
Principle 1 - other - concern - impact of PBN - creating concentrated flight paths	1	-	1	-	-	1	-
Principle 1 - other - concern - people not living under flight path selecting options A or B	1	1	-	-	-	1	-
Principle 1 - other - people value peace / tranquility - Commonwealth War Graves Commission Memorial	1	-	1	-	-	1	-
Principle 1 - other - concentration / dispersal will not affect the total number / frequency of flights	1	-	1	-	-	1	-
Principle 1 - other - concentration / dispersal will not minimise impacts	1	-	1	-	-	1	-
Principle 1 - other - rural areas under flight path must not be ear marked / granted permission for re-development	1	1	-	1	-	1	-
Principle 1 - other - concern - all options will increase noise / noise pollution	1	1	-	-	1	1	-
Principle 1 - other - share the noise and disruption as will affect more people so they will force Heathrow to - diminish / minimise - operational impacts on communities	1	1	-	-	-	1	-
Principle 1 - other - current aircraft noise is acceptable / unnoticeable - Midhurst - daytime	1	1	-	1	-	1	-
Principle 1 - other - current aircraft noise is acceptable / unnoticeable - Trumps Green	1	1	-	1	-	1	-
Principle 1 - other - 11.00pm is not evening / it is night time / wrong definition of evening flights	1	1	-	1	-	1	-
Principle 1 - other - concern - concentrated / narrow flight paths - increase noise / noise pollution	1	-	1	-	-	1	-
Principle 1 - other - direction of flights	1	1	-	1	-	-	-
PRINCIPLE 2	13	11	2	12	1	13	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION A - Routing aircraft over urban areas / urban areas are already noisy	2	1	1	1	1	2	-
PRINCIPLE 2 - OPTION A - Preferred	2	1	1	1	1	2	-
Principle 2 - Option A - with conditions	1	-	1	1	-	1	-
Principle 2 - Option A - preferred - retain the tranquility / peace and quiet of rural areas	1	1	-	-	1	1	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION B - Routing aircraft over rural areas / minimizing people affected	5	5	-	5	-	5	-
PRINCIPLE 2 - OPTION B - Preferred	3	3	-	3	-	3	-
Principle 2 - Option B - preferred	1	1	-	1	-	1	-
Principle 2 - Option B - preferred - noise in urban areas does not stop aircraft noise being noticed	1	1	-	1	-	1	-
Principle 2 - Option B - preferred - safety / security - less impact if accident / debris falling / loss of life	1	1	-	1	-	1	-
PRINCIPLE 2 - OPTION B - Least preferred / concerns	2	2	-	2	-	2	-
Principle 2 - Option B - concern - the impact on flight paths - too restrictive / difficult to implement	1	1	-	1	-	1	-
Principle 2 - Option B - concern - the impact on wildlife / habitats / nature / farms	1	1	-	1	-	1	-
PRINCIPLE 2 - SUGGESTIONS	6	5	1	6	-	6	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Chilterns	1	-	1	1	-	1	-
Principle 2 - suggestion - flight schedule per area / parks at night / urban areas daytime / shared areas at weekend	1	1	-	1	-	1	-
Principle 2 - suggestion - recreational areas / parks should be avoided in consideration for future generations	1	1	-	1	-	1	-
Principle 2 - suggestion - restriction on flight paths / no new flight paths / reduce flight paths	1	1	-	1	-	1	-
Principle 2 - suggestion - spread equally / evenly / over a wider area	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - distribute noise	1	1	-	1	-	1	-
PRINCIPLE 2 - OTHERS	3	2	1	3	-	3	-
Principle 2 - other - aircraft over time / newer aircraft will become quieter	1	1	-	1	-	1	-
Principle 2 - other - noise will not affect people currently overflown	1	1	-	1	-	1	-
Principle 2 - other - people value peace / tranquility - Chilterns	1	-	1	1	-	1	-
Principle 2 - other - rural areas are more affected by noise than urban areas	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
PRINCIPLE 3	7	7	-	6	1	7	-
PRINCIPLE 3 - URBAN AREAS - OPTION A - Flight paths over parks / open spaces	4	4	-	4	-	4	-
PRINCIPLE 3 - OPTION A - Preferred	2	2	-	2	-	2	-
Principle 3 - Option A - preferred - safety / security	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - will reduce impact / affect less people / people spend less time in the park / are rarely used	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - on urban / residential areas	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION A - Least preferred	2	2	-	2	-	2	-
Principle 3 - Option A - concern - quality of life / health and well-being / relaxation - will be impacted by noise over parks	2	2	-	2	-	2	-
Principle 3 - Option A - concern - parks will be impacted by air pollution	1	1	-	1	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise	1	1	-	1	-	1	-
Principle 3 - Option A - least preferred - parks / open spaces	1	1	-	1	-	1	-
PRINCIPLE 3 - URBAN AREAS - OPTION B - Flight paths over residential areas	2	2	-	1	1	2	-
PRINCIPLE 3 - OPTION B - Preferred	2	2	-	1	1	2	-
Principle 3 - Option B - preferred - parks / open spaces are places to relax in London	1	1	-	1	-	1	-
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces	1	1	-	-	1	1	-
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces - Kew Gardens	1	1	-	1	-	1	-
PRINCIPLE 3 - SUGGESTIONS	1	1	-	1	-	1	-
Principle 3 - suggestion - specific times / alternate open spaces and urban areas / spread it across both	1	1	-	1	-	1	-
PRINCIPLE 4	3	3	-	3	-	3	-
PRINCIPLE 4: NOISE AND EMISSIONS - OPTION A - Prioritise reduction of aircraft noise for local communities over those that reduce fuel burn and emissions	1	1	-	1	-	1	-
PRINCIPLE 4 - OPTION A - Preferred	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important	1	1	-	1	-	1	-
PRINCIPLE 4 - SUGGESTIONS	1	1	-	1	-	1	-
Principle 4 - suggestion - airlines should not prioritise fuel burn over noise impacts	1	1	-	1	-	1	-
PRINCIPLE 4 - OTHERS	1	1	-	1	-	1	-
Principle 4 - other - air pollution is a wider issue - cannot be solved by increasing air traffic	1	1	-	1	-	1	-
Principle 4 - other - flights paths over densely populated / urban areas	1	1	-	1	-	1	-
PRINCIPLE 5	28	28	-	22	5	28	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	15	15	-	12	3	15	-
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	12	12	-	9	3	12	-
Principle 5 - Technology / innovation - (modern aircraft) will reduce emissions / improve air quality - pollution	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - (modern aircraft) will phase out of older aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will be fuel efficient	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will use the latest navigational equipment	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending / steeper descending	1	1	-	1	-	1	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION - Concerns	9	9	-	8	1	9	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - within narrow corridors / concentrated areas	4	4	-	4	-	4	-
Principle 5 - Technology / innovation - concern - modern aircraft are not quiet	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - concern - PBN will impact on local people / residents	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - the increase in noise / noise pollution / no reduction in noise	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	5	5	-	3	1	5	-
Principle 5 - Technology / innovation - suggestion - force airlines to use latest technology	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - suggestion - charge / penalise - for old aircraft - noisy	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - consider current situation / available technology - regarding solutions - flightpaths / navigational issues	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - reduce impact on residents / number of residents impacted	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - (modern aircraft) should use the latest navigational equipment	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow quicker / curved / steeper / quieter approaches	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow quicker / curved / steeper / quieter take offs	1	1	-	1	-	1	-
PRINCIPLE 6	43	42	1	37	5	41	2
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	13	13	-	11	2	12	1
Principle 6 - night flights - concern - the implementation of ban / current ban is not followed / should be enforced	9	9	-	8	1	8	1
Principle 6 - night flights - concern - the impact of aircraft noise / noise insulation in homes / noise pollution	1	1	-	1	-	1	-
Principle 6 - night flights - concern - the impact on quality of life / health and well being	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep - first arrivals	1	1	-	-	1	1	-
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 6 - night flights - concern - profit will be prioritised over residents' well being / health / sleep	1	1	-	1	-	1	-
PRINCIPLE 6 - SUGGESTIONS	29	28	1	24	4	28	1
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum - very early morning	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum - late evening	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban weekends / Sunday respite / bank holidays	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise residents health and well being - sleep	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - steep approach / take-off / descent / fly higher	1	1	-	1	-	1	-
Night / early morning routes	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas	2	2	-	2	-	2	-
Night / early morning timings	23	22	1	19	4	22	1
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7am	9	9	-	7	2	9	-
Principle 6 - night flights - suggestion - ban / zero flights before 7am	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 8am	2	1	1	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights before 6am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero night flights	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 10.30pm and 6.30am	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 5.30am	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 6am	1	1	-	1	-	-	1
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 6.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 7pm and 7am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 12am and 7am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - need more than 6.5 hours quiet	1	1	-	1	-	1	-
PRINCIPLE 6 - OTHER COMMENTS	6	6	-	6	-	6	-
Principle 6 - night flights - other - early mornings are most invasive / disrupt sleep more than late flights	3	3	-	3	-	3	-
Principle 6 - night flights - other - early mornings are most invasive / disrupt sleep more than late flights - 4.00am to 6.00am	1	1	-	1	-	1	-
Principle 6 - night flights - other - exceptions to ban are unnecessary / avoidable - follow principles used by airports abroad	1	1	-	1	-	1	-
Principle 6 - night flights - other - people need 8 hours sleep / are recommended an 8 hour sleep / 6.5 hours sleep is not enough	1	1	-	1	-	1	-
OTHER SUGGESTIONS	131	125	6	115	10	119	12
Other Suggestion - decrease / do not increase number / frequency of flights	12	12	-	12	-	8	4
Other suggestion - avoid concentrated / narrow flight paths	9	9	-	9	-	8	1
Other suggestion - ensure respite	9	9	-	8	1	6	3
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	9	9	-	8	1	9	-
Other suggestion - options - mixture of both options / would be fairer / spread across both	6	5	1	6	-	6	-
Other suggestion - Heathrow should consult with / listen to - local communities / residents	6	5	1	3	-	6	-
Other suggestion - steeper take off / climb - to reduce noise / noise pollution	6	5	1	6	-	6	-
Other suggestion - other	6	6	-	6	-	6	-
Other suggestion - steeper descent / approach	5	5	-	4	1	5	-
Other suggestion - steeper take off / climb	5	5	-	4	1	5	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities	4	4	-	4	-	4	-
Other suggestion - flight paths - should be at higher altitude	4	4	-	4	-	4	-
Other suggestion - incentivise / encourage quieter aircraft	4	4	-	4	-	3	1
Other suggestion - steeper take off / climb - to reduce impact on air pollution / air quality	3	2	1	3	-	3	-
Other suggestion - Heathrow should consult with Luton - reduce concentration of low flying aircraft - St Albans	2	2	-	2	-	2	-
Other suggestion - Heathrow should define / classify what being 'under a flight path' is / to avoid being negligible	2	2	-	1	-	1	1
Other suggestion - height of flight paths / aircraft more important	2	2	-	2	-	2	-
Other suggestion - height of surrounding areas to be considered as greater noise impact on higher ground	2	2	-	2	-	2	-
Other suggestion - in line with the World Health Organization standards - noise	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing	2	2	-	2	-	2	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - prioritise quality of life / health and well being - over profit convenience of airlines	2	2	-	2	-	2	-
Other suggestion - reduce / prioritise fuel burn / emissions	2	2	-	2	-	1	1
Other suggestion - ensure compensation / residents to be properly compensated - relocation costs	2	2	-	1	1	2	-
Other suggestion - reduce noise - flight paths should follow roads / motorways with high noise levels	2	1	1	1	1	2	-
Other suggestion - airlines / airports - should be held accountable / face tougher penalties - for flouting - noise / pollution restrictions - rules and regulations	2	2	-	2	-	2	-
Other suggestion - flight paths - along motorways / major roads / railways	2	2	-	2	-	1	1
Other suggestion - Easterly departures - should use other runways / not only Southern runway	2	2	-	2	-	2	-
Other suggestion - Westerly preference - is unfair / outdated / should be amended	2	2	-	2	-	2	-
Other suggestion - avoid concentrated / narrow flight paths - communities / residential areas	2	2	-	2	-	2	-
Other suggestion - Heathrow should consult with other airports - City Airport	2	2	-	2	-	2	-
Other suggestion - Heathrow should define the height of flight paths	2	2	-	1	-	2	-
Other suggestion - ensure compensation - to be chosen by residents	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated	2	2	-	1	1	2	-
Other suggestion - avoid flying over London	1	-	1	1	-	1	-
Other suggestion - ensure respite - regular / fixed / predetermined times	1	-	1	1	-	1	-
Other suggestion - faster climb / faster higher altitude upon take-off to lessen impact of noise	1	1	-	-	-	1	-
Other suggestion - avoid stacking	1	1	-	-	1	1	-
Other suggestion - flight paths - no more than 10% change	1	1	-	-	-	1	-
Other suggestion - avoid stacking - Epsom	1	1	-	1	-	1	-
Other suggestion - flight paths - should be made quieter / arranged to reduce noise	1	1	-	-	1	1	-
Other suggestion - flight paths - should be used more regular - Over Heathrow	1	1	-	1	-	1	-
Other suggestion - flight paths - should not overlap with other airports flight paths	1	1	-	1	-	1	-
Other suggestion - banking / turning - should be at high altitude	1	1	-	1	-	1	-
Other suggestion - Heathrow should be restricted - move Northbound flights to Stansted	1	-	1	1	-	1	-
Other suggestion - flight paths - should be at higher altitude - to reduce noise	1	1	-	1	-	1	-
Other suggestion - flight schedule per area - respite for everyone at different times of the day / night / season	1	1	-	1	-	1	-
Other suggestion - Heathrow should be fully compliant with legal requirements / recommendations / regulations from organisations (Independent Noise Authority / CAA)	1	-	1	1	-	1	-
Other suggestion - Heathrow should be restricted - Westbound flights only	1	-	1	1	-	1	-
Other suggestion - Heathrow should be restricted - move Eastbound flights to new City Airport in the Thames Estuary	1	-	1	1	-	1	-
Other suggestion - Heathrow should be restricted - move Northbound flights to Luton	1	-	1	1	-	1	-
Other suggestion - Heathrow should be restricted - move Southbound flights to Gatwick	1	-	1	1	-	1	-
Other suggestion - charge / penalise - frequent flyers - respite period for day (s) rather than hours	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - relevant / government - health authorities / aviation experts	1	-	1	1	-	1	-
Other suggestion - charge / penalise - frequent flyers / passengers	1	-	1	1	-	1	-
Other suggestion - Heathrow should consult with other airports	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with other airports - reduce concentrations of aircraft noise	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with other airports - reduce concentrations of low flying aircraft	1	1	-	1	-	1	-
Other suggestion - charge / penalise airlines - depending on the time it takes to leave Heathrow airspace	1	1	-	-	1	1	-
Other suggestion - Heathrow should publish accurate / finalised flight paths	1	1	-	-	-	1	-
Other suggestion - Heathrow should publish accurate / independent data on noise / noise pollution	1	1	-	1	-	1	-
Other suggestion - close down Heathrow	1	1	-	1	-	1	-
Other suggestion - compensation zones / CPZ's - need to be extended - Chiswick	1	1	-	-	1	1	-
Other suggestion - improve existing infrastructure	1	1	-	-	1	-	1
Other suggestion - consider impact of cargo flights	1	1	-	1	-	1	-
Other suggestion - incentivise / encourage less air polluting aircraft	1	1	-	1	-	1	-
Other suggestion - incentivise / encourage more environmentally friendly aircraft	1	1	-	1	-	1	-
Other suggestion - costs to Heathrow / not to taxpayers	1	1	-	1	-	1	-
Other suggestion - larger aircraft should be sent further West	1	1	-	1	-	1	-
Other suggestion - minimise / reduce impact	1	1	-	1	-	1	-
Other suggestion - noise insulation threshold should be lowered	1	1	-	1	-	1	-
Other suggestion - air traffic noise monitoring	1	1	-	1	-	1	-
Other suggestion - prioritise altitude of aircraft / reduce low flying aircraft	1	1	-	1	-	1	-
Other suggestion - do not prioritise low costs	1	1	-	1	-	1	-
Other suggestion - prioritise safety	1	1	-	-	1	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - prioritise the impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Other suggestion - reduce / prioritise air pollution	1	1	-	1	-	1	-
Other suggestion - do not prioritise passengers / customers over residents	1	-	1	1	-	1	-
Other suggestion - do not prioritise timescales	1	1	-	1	-	1	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - Central London	1	1	-	1	-	1	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - London	1	1	-	1	-	1	-
Other suggestion - reduce flights - less flights over Central London	1	1	-	1	-	1	-
Other suggestion - reduce flights - minimise disruption to - environment / people	1	1	-	1	-	1	-
Other suggestion - Eastbound departures - should be widely dispersed	1	1	-	1	-	1	-
Other suggestion - respite should include cargo flights	1	1	-	1	-	1	-
Other suggestion - restriction on cargo flights	1	1	-	1	-	1	-
Other suggestion - stack flights - Heathrow	1	1	-	1	-	1	-
Other suggestion - stack flights - move away from the area	1	1	-	1	-	1	-
Other suggestion - stack flights - Thames Estuary	1	1	-	1	-	1	-
Other suggestion - standards should be enforced / enforceable / measurable	1	1	-	1	-	1	-
Other suggestion - steeper descent / approach - to reduce noise	1	1	-	1	-	1	-
Other suggestion - aircraft should fly higher over residential areas	1	1	-	1	-	1	-
Other suggestion - aircraft should not tight turn - impact on noise	1	1	-	1	-	1	-
Other suggestion - aircraft should not tight turn - will cause low flying	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - to reduce impact on local people	1	1	-	1	-	-	1
Other suggestion - steeper take off / climb - to reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - compulsory purchase	1	1	-	-	1	1	-
Other suggestion - ensure compensation / residents to be properly compensated - for decreased property prices	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - for increase in over flights	1	1	-	-	1	1	-
Other suggestion - additional flight paths - Gatwick	1	1	-	1	-	-	1
Other suggestion - Heathrow should reduce concentration of - low flying aircraft / flight paths - air pollution	1	1	-	1	-	1	-
Other suggestion - reduce noise / noise impact on less people who already suffer with flights from airlines and private aircraft / Heathrow and Fair Oaks Airport	1	1	-	1	-	1	-
Other suggestion - reduce noise / noise impact on less people who already suffer with flights from airlines and private aircraft / Heathrow and Farnborough Airport	1	1	-	1	-	1	-
Other suggestion - alternate runways - to vary flight paths	1	-	1	1	-	1	-
Other suggestion - additional flight paths - Thames Estuary	1	1	-	1	-	1	-
OTHER COMMENTS	160	154	6	120	30	148	12
Other comment - people who chose to live close to the airport / current flight path - accept the likelihood of noise / with airport / flight paths in mind	61	60	1	39	15	59	2
Other comments - other	16	16	-	12	3	16	-
Other comment - Heathrow - criticism	10	9	1	7	2	8	2
Other comment - people who chose to live close to the airport / current flight path - paid less for their property	4	4	-	2	2	4	-
Other comment - people before profits	4	4	-	4	-	3	1
Other comment - Heathrow noise measurement methods are flawed	2	2	-	2	-	2	-
Other comment - inadequate / no response from Heathrow complaints department	2	2	-	2	-	2	-
Other comment - increase in number of flights is inevitable	2	2	-	2	-	2	-
Other comment - landings are louder / more disruptive than take offs	2	2	-	2	-	2	-
Other comment - large aircraft are a problem	2	2	-	2	-	2	-
Other comment - approach worse than take off due to shallow angle and lower speed	2	2	-	2	-	2	-
Other comment - approach aircraft noise / noise disturbance	2	2	-	2	-	2	-
Other comment - Heathrow are untrustworthy / deny existing problems	2	2	-	1	1	1	1
Other comment - people who chose to live close to the airport / current flight path - have been sound proofed / insulated / taken action to minimise the effect on them	2	2	-	2	-	2	-
Other comment - people pay a premium / high cost when living in quiet area / area not affected by flight paths - deserve the right	2	2	-	1	-	1	1
Other comment - suggestion - spread / share out over a wider area	2	2	-	1	1	2	-
Other comment - airspace improvements must prioritise protection of - AONBs / SSIs / ancient woodlands / conservation areas - Chilterns	2	-	2	2	-	2	-
Other comment - existing flight paths - out of date	1	1	-	1	-	1	-
Other comment - Heathrow complaints system is flawed / ineffective	1	1	-	1	-	-	1
Other comment - take offs are louder / more disruptive than landings	1	1	-	1	-	1	-
Other comment - Heathrow is located in urban area so have to overfly urban areas to get to rural areas	1	1	-	1	-	1	-
Other comment - lower flying aircraft create more noise	1	1	-	1	-	1	-
Other comment - noise in urban areas does not override aircraft noise	1	1	-	1	-	1	-
Other comment - noise is inevitable	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Other comment - noise is more noticeable on higher ground	1	-	1	-	1	1	-
Other comment - no objection to inclusion in flight path - Wembley	1	1	-	1	-	1	-
Other comment - Heathrow noise levels worst in Europe	1	1	-	1	-	1	-
Other comment - existing flight paths - too close together	1	1	-	1	-	1	-
Other comment - Heathrow overflying measurement methods are flawed / inadequate	1	1	-	1	-	1	-
Other comment - I am not affected by Westerly operations as dictated by ATC / Air traffic control	1	1	-	1	-	1	-
Other comment - existing flight paths - introduced without warning / consulting with - residents - Surrey	1	1	-	1	-	-	1
Other comment - runways are too close together	1	1	-	1	-	1	-
Other comment - should be aware of noise / pollution / effects of flights when purchasing property / moving to area	1	1	-	-	-	1	-
Other comment - increased noise will impact house prices / property price / value	1	1	-	-	1	1	-
Other comment - Stansted - better candidate for 'business hub' - transport links to City already in place	1	1	-	1	-	1	-
Other comment - understand the Cranford agreement has now been cancelled	1	1	-	1	-	1	-
Other comment - increased noise will impact sleep / interrupting / disturbing sleep - Chiswick	1	1	-	-	1	-	-
Reasons for concerns	56	51	5	47	9	49	7
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	9	9	-	8	1	9	-
Other concern - safety / security - increased air traffic	4	4	-	2	2	3	1
Other concern - impact of aircraft noise / noise pollution / increased noise	4	4	-	3	1	3	1
Other concern - flights - banking / turning - at low altitude - increased noise pollution	3	2	1	3	-	2	1
Other concern - increased air pollution / reduction in air quality	3	3	-	2	1	1	2
Other concern - impact on communities / residents	3	3	-	3	-	3	-
Other concern - impact of stacking	3	2	1	3	-	2	1
Other concern - flight paths over - Langley	2	2	-	-	2	2	-
Other concern - proposed flight paths location	2	2	-	2	-	2	-
Other concern - increased air traffic / number of flights	2	1	1	2	-	2	-
Other concern - flight paths over - Chilterns	2	-	2	2	-	2	-
Other concern - impact on quality of life / health and well-being	2	2	-	2	-	-	2
Other concern - respite is too short	2	2	-	2	-	2	-
Other concern - safety - increased air traffic - over residential areas / urban areas	2	2	-	2	-	2	-
Other concern - Heathrow publish inaccurate data on noise / noise pollution	1	1	-	1	-	1	-
Other concern - I have been subject to misery of PBN trials	1	1	-	1	-	1	-
Other concern - flights - banking / turning -at low altitude - increased air pollution	1	1	-	1	-	1	-
Other concern - impact on communities / residents - Chiswick ML	1	-	1	-	1	1	-
Other concern - increased air pollution / reduction in air quality - urban areas	1	1	-	1	-	1	-
Other concern - impact on environment	1	1	-	-	1	-	1
Other concern - impact on green / open spaces / countryside / rural areas / landscape	1	1	-	1	-	1	-
Other concern - flight path/s - me / my family	1	1	-	1	-	1	-
Other concern - impact on quality of life / health and well-being - children / schools / young people	1	1	-	1	-	-	1
Other concern - impact on quality of life / health and well-being - Walton	1	1	-	1	-	1	-
Other concern - flight paths over - Ascot	1	1	-	1	-	1	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer - SE17	1	1	-	1	-	1	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer - SE5	1	1	-	1	-	1	-
Other concern - impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Other concern - impact on open areas / countryside	1	1	-	1	-	1	-
Other concern - impact on other airports airspace	1	1	-	1	-	1	-
Other concern - impact on wildlife / habitats /nature	1	1	-	1	-	1	-
Other concern - flight paths over - Bagshot	1	1	-	1	-	1	-
Other concern - climate change	1	1	-	1	-	1	-
Other concern - increased air traffic / number of flights - City Airport	1	1	-	1	-	1	-
Other concern - increased air traffic / increased number of flights - London	1	1	-	-	1	-	1
Other concern - flight paths over - Chiswick	1	-	1	-	1	1	-
Other concern - flight paths over - Eastcote	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - East Molesey	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise- under flight paths	1	1	-	-	1	1	-
Other concern - improvements to navigation systems improve accuracy - consequence is that the same people will be overflown repeatedly	1	1	-	1	-	1	-
Other concern - insulation in homes does not reduce noise / noise pollution in gardens / parks / streets	1	1	-	-	1	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - people living under flight paths are denied basic human rights	1	1	-	1	-	1	-
Other concern - flight paths over - Harrow	1	1	-	1	-	1	-
Other concern - risk / worry of accident / airplane crash / security risk	1	1	-	1	-	1	-
Other concern - risk / worry of accident / airplane crash / security risk - London	1	1	-	1	-	1	-
Other concern - effect of adverse weather conditions on stacking	1	1	-	1	-	1	-
Other concern - safety - high density roads and houses under new flight paths	1	1	-	1	-	1	-
EXISTING PROBLEMS	215	209	6	198	14	195	20
Already suffer from excessive noise / disturbance (do not need anymore)	57	55	2	50	5	53	4
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	34	34	-	32	2	34	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	26	26	-	26	-	24	2
Already suffer from impact on quality of life / health and well being	24	23	1	23	1	20	4
Already suffer from impact on sleep / interrupting / disturbing sleep	21	21	-	21	-	18	3
Already suffer from pollution (do not need more)	17	17	-	15	1	15	2
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening	13	13	-	11	2	11	2
Already suffer from excessive noise / disturbance (do not need anymore) - Fulham	10	10	-	10	-	9	1
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am	10	10	-	10	-	9	1
Already suffer from impact on quality of life / health and well being - under flight path	8	8	-	8	-	8	-
Already suffer from noise associated with (new / recent) low flying aircraft	6	6	-	6	-	6	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports	6	6	-	6	-	6	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft	5	5	-	5	-	5	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction	5	5	-	5	-	4	1
Already suffer with too many flights / operate less aircraft / do not increase frequency	5	5	-	5	-	3	2
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly direction	5	5	-	5	-	5	-
Already suffer from impact on sleep / interrupting / disturbing sleep - under flight path	4	4	-	4	-	3	1
Already suffer from noise associated with low flying level when landing / arriving	4	4	-	4	-	3	1
Already suffer from risk / worry of accident / airplane crash / security risk	3	3	-	3	-	2	1
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer	3	3	-	3	-	2	1
Already suffer from impact on sleep / interrupting / disturbing sleep - children / school	3	3	-	3	-	3	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Fulham	3	3	-	3	-	2	1
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	3	2	1	3	-	3	-
Other existing problems	3	3	-	2	-	2	1
Already suffer from over population / too many tourists / people	2	2	-	2	-	2	-
Already suffer from - airport environment impact	2	2	-	2	-	2	-
Already suffer from pollution (do not need more) - above legal limits	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Central London	2	2	-	2	-	2	-
Already suffer from impact on quality of life / health and well being - under flight path - Leyton	2	2	-	2	-	2	-
Already suffer from impact on quality of life / health and well being - children / school	2	2	-	2	-	1	1
Already suffer from impact on quality of life / health and well being - London	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - South East London	2	2	-	2	-	1	1
Already suffer from excessive noise / disturbance (do not need anymore) - South West London	2	1	1	2	-	2	-
Already suffer with noise over urban areas	2	2	-	2	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Parsons Green	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - weekends	2	2	-	2	-	2	-
Already suffer from impact on sleep / interrupting / disturbing sleep - London	2	2	-	2	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Fulham	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Westerly preference	2	2	-	2	-	1	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - Windsor	2	2	-	2	-	2	-
Already suffered impact on quality of life / family life - due to introduction of new flight paths	2	2	-	2	-	1	1
Already suffer from excessive noise / disturbance (do not need anymore) - Leyton	2	2	-	2	-	2	-
Already had to relocate due to night flight paths - Richmond	1	1	-	-	1	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Midhurst	1	1	-	1	-	1	-
Already impacts on Luton's airspace - forcing slower climb at lower altitude	1	-	1	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - due to take off direction	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond	1	1	-	-	1	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Already suffer from excessive noise / disturbance (do not need anymore) - South East	1	1	-	1	-	1	-
Already suffer from excessive noise - (trialled flights noisy) - Teddington	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - South flight path	1	1	-	1	-	1	-
Already suffer from excessive noise - after 2014 PBN trials - Ascot	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - SW14	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Walton	1	1	-	1	-	1	-
Already suffer from excessive noise - during take off - Eastbound	1	1	-	1	-	1	-
Already suffer from excessive noise - during take off - Eastbound - turning South	1	1	-	1	-	1	-
Already suffer from excessive noise - during take-off - Lightwater	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly / South Westerly direction	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly / South Westerly direction - South London	1	1	-	1	-	1	-
Already suffer from excessive noise - trialled flights noisy - AN3V	1	-	1	1	-	1	-
Already suffer from excessive noise - trialled flights noisy - Ascot	1	1	-	-	1	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor Great Park	1	1	-	1	-	1	-
Already suffer from flights coming from Barnes to East - SW13	1	1	-	1	-	1	-
Already suffer from excessive noise - trialled flights noisy - East Molesey	1	1	-	1	-	1	-
Already suffer from excessive noise - trialled flights noisy - local people / residents	1	1	-	1	-	1	-
Already had to relocate due to flight paths - Staines	1	1	-	-	1	1	-
Already suffer from impact on quality of life / health and well being - Stanwell Moor	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - when wind is Westerly direction	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - 15 / 20 / 25km from Heathrow	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Camberwell	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Chelsea	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Ascot	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Bedford Park	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Bracknell	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - on weekends	1	1	-	1	-	1	-
Already suffer from London City Airport flights - depending on wind direction	1	-	1	-	1	1	-
Already suffer from London City Airport flights / as well as Heathrow flights	1	1	-	1	-	1	-
Already suffer from Luton Airport flights / as well as Heathrow flights - Chilterns	1	-	1	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Camberwell	1	1	-	1	-	1	-
Already had to relocate due to introduction of new flight path - Ascot	1	1	-	-	1	1	-
Already suffer from noise associated with low flying level when landing / arriving - Chilterns	1	-	1	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - South London	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Windsor	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when taking off / climbing	1	1	-	1	-	1	-
Already suffer from noise associated with Westerly landings - Kew	1	1	-	1	-	1	-
Already suffer from noise associated with Westerly landings - Kew Gardens	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	1	-	1	1	-	1	-
Already suffer from over population / too many tourists / people - West London	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Clapham	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - early morning - local people / residents	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Bedford Park	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Central London	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - children / school	1	-	1	1	-	1	-
Already suffer from pollution (do not need more) - Clapham	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - London	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - South East	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Stanwell Moor	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Windsor	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - early morning - until 8am	1	1	-	-	1	1	-
Already suffer from risk / worry of accident / airplane crash / security risk - East Barnet	1	1	-	1	-	1	-
Already suffer from risk / worry of accident / airplane crash / security risk - populated London areas	1	1	-	1	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore)	1	1	-	1	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - London	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Already suffer from excessive noise / disturbance (do not need anymore) - Esher	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Essex	1	1	-	1	-	-	1
Already suffer from impact on quality of life / health and well being - under flight path - Teddington	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Eton	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Windsor	1	1	-	1	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1.00am - Bedford Park	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Finsbury Park	1	1	-	1	-	-	1
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am - Ascot	1	1	-	1	-	1	-
Already suffer with flights continuing later than claimed / after 12am	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from Northolt Airport	1	1	-	-	-	1	-
Already had to relocate due to introduction of new flight path - Chertsey	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Ascot	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Bedford Park	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Camberwell	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Essex	1	1	-	1	-	-	1
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - London	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.20am	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.25am	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.45am	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / existing flights already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Kew Gardens	1	1	-	1	-	1	-
Already had to relocate due to introduction of new flight path - Eton	1	1	-	1	-	1	-
Already suffer with too many flights / operate less air craft / do not increase frequency - Heathrow area / is worst in Europe	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Walthamstow	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas with existing high levels of noise - SE17	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas with existing high levels of noise - SE5	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - South East / East	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Fulham	1	1	-	-	1	-	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - Putney	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Hammersmith	1	1	-	-	1	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - late flights	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Bedford Park	1	1	-	1	-	1	-
Already had to relocate due to introduction of new flight path - Putney	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Chelsea /SW10	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Dulwich	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Lightwater	1	1	-	1	-	1	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Weybridge	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - London	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Molesey	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning and evening - Langley	1	1	-	-	1	1	-
Already suffered impact on quality of life / family life - due to introduction of new flight paths - Fulham	1	1	-	1	-	1	-
Already suffered impact on quality of life / family life - due to introduction of new flight paths - Surrey	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning and evening - London	1	1	-	1	-	1	-
ALTERNATIVE SUGGESTIONS TO EXPANSION	33	31	2	29	2	31	2
Alternative suggestion - develop another airport - Gatwick	10	10	-	9	-	10	-
Alternative suggestion - develop another airport	6	6	-	5	1	5	1
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	4	4	-	4	-	4	-
Alternative suggestion - develop another airport - Luton	2	2	-	1	-	2	-
Alternative suggestion - develop another airport - Stansted	2	2	-	1	-	2	-
Alternative suggestion - develop / build Thames Estuary	2	1	1	2	-	2	-
Alternative suggestion - should be somewhere else - Thames Estuary	2	2	-	2	-	2	-
Alternative suggestion - build a new airport instead - away from city centre	1	-	1	1	-	1	-
Alternative suggestion - develop another airport - Southampton	1	1	-	-	-	1	-
Alternative suggestion - build a new airport instead - coastal location / by the sea	1	1	-	1	-	1	-
Alternative suggestion - Heathrow relocated to a less populated area	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Alternative suggestion - Heathrow space should be turned into flats / homes built	1	-	1	1	-	1	-
Alternative suggestion - build a new airport instead - East of London	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - already overpopulated - South East	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - away from Central London	1	1	-	1	-	1	-
Alternative suggestion - should somewhere else - Birmingham	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - coastal location	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - Edinburgh	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - Manchester	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - North Midlands	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - low population density	1	1	-	1	-	-	1
Alternative suggestion - extend existing runway	1	1	-	-	1	1	-
EXPANSION	137	133	4	112	15	120	17
Against Heathrow / expansion	119	115	4	98	13	103	16
Do not agree / oppose the expansion at Heathrow	69	67	2	57	8	64	5
Expansion will have a negative impact on - noise / noise pollution	17	17	-	15	1	14	3
Airport in the wrong place / unsuitable location	12	12	-	9	1	9	3
Expansion will have a negative impact on - air pollution / air quality	11	11	-	10	1	8	3
Expansion will have a negative impact on - quality of life / health and well being	11	11	-	10	-	9	2
Do not agree / oppose the Third Runway	8	8	-	5	2	8	-
Expansion will have a negative impact on - local people / residents	8	8	-	5	1	7	1
Expansion will have a negative impact on - safety / security	6	6	-	5	-	6	-
Do not agree / oppose flight plans / expansion of flight plans	5	4	1	4	-	5	-
Expansion will have a negative impact on - traffic problems / road congestion	5	5	-	5	-	4	1
Expansion will have a negative impact on - number of flights	5	5	-	4	1	4	1
Expansion will be too expensive / waste of taxpayers money	4	4	-	3	1	4	-
Expansion will have a negative impact on - house prices / property price / value	4	4	-	3	-	4	-
Proposals are motivated by economics / profit / greed	3	3	-	3	-	2	1
Other expansion opposition	3	3	-	2	1	3	-
Expansion will have a negative impact on - environment	2	2	-	2	-	2	-
Expansion being built without respecting the population	2	2	-	2	-	1	1
Heathrow is for short term political gain / will not benefit future generations	2	2	-	2	-	2	-
Expansion will have a negative impact on - number / frequency of flights - densely populated areas	2	2	-	2	-	2	-
Expansion will have a negative impact on - business / economy / will not attain proposed economic growth / jobs	2	2	-	2	-	2	-
Expansion will have a negative impact on - environment - during construction	1	1	-	-	1	1	-
Do not agree / oppose flight plans / expansion of flight plans - Chiswick	1	-	1	-	1	1	-
Expansion will have a negative impact on - landscape / rivers	1	1	-	1	-	1	-
Expansion will have a negative impact on - local people / residents - London	1	1	-	1	-	1	-
Do not agree / oppose flight plans at low / lower altitude - Harrow	1	1	-	1	-	1	-
Expansion will have a negative impact on - local people / residents - suburban London	1	1	-	1	-	1	-
Do not agree / oppose the expansion at Heathrow - should reduce size / too large already	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - during daytime	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Ascot	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution- East Molesey	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Croydon	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Ruskin Park / Camberwell	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Windsor	1	1	-	1	-	-	1
Expansion will have a negative impact on - air pollution / air quality - Croydon	1	1	-	-	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Thames Valley	1	1	-	1	-	-	1
Expansion - infrastructure cannot cope	1	1	-	-	1	1	-
Expansion will have a negative impact on - quality of life / health and well being - children	1	1	-	1	-	-	1
Expansion will have a negative impact on - quality of life / health and well being - Chiswick	1	-	1	-	1	1	-
Expansion will have a negative impact on - quality of life / health and well-being - Ruskin Park / Camberwell	1	1	-	1	-	1	-
Expansion will have a negative impact on - quality of life / health and well-being - South East England	1	1	-	1	-	-	1
Expansion will have a negative impact on - sleep / interrupting / disturbing sleep	1	1	-	1	-	-	1



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Expansion will have a negative impact on - sleep / interrupting / disturbing sleep - under flightpath	1	1	-	1	-	1	-
Expansion will have a negative impact on - climate change	1	1	-	1	-	1	-
Expansion will have a negative impact on - destruction of local areas / communities	1	1	-	-	1	1	-
Expansion will have a negative impact on - safety / security - terrorism	1	1	-	1	-	1	-
Expansion will increase the number / frequency of flights / planes in the air	1	1	-	1	-	1	-
Heathrow at full capacity / over crowded	1	1	-	1	-	1	-
Expansion will have a negative impact on - emissions	1	1	-	1	-	1	-
Expansion - third runway option will take too long	1	1	-	-	1	1	-
Expansion will have a negative impact on - environment - Croydon	1	1	-	-	-	1	-
For Heathrow / expansion	18	18	-	14	2	17	1
Agree / support the expansion at Heathrow - everyone / whole country benefits / national asset	9	9	-	8	1	9	-
Agree / support the expansion at Heathrow - will benefit business / economy	3	3	-	3	-	3	-
Agree / support the expansion at Heathrow	2	2	-	-	1	1	1
Agree / support the expansion at Heathrow - flight plans / airspace plans	1	1	-	-	-	1	-
Agree / support the expansion at Heathrow - will reduce traffic / congestion	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - will reduce impact of noise	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - job opportunities	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - other	1	1	-	1	-	1	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	83	80	3	73	6	73	10
Criticism of the consultation / consultation documents / consultation process	82	79	3	72	6	72	10
Oppose all options / dislike all options / none are appropriate	28	27	1	25	1	24	4
Not enough information given - flight paths	13	13	-	11	1	13	-
Not enough information given	10	10	-	8	1	10	-
Consultation maps not clear enough / good enough / detailed enough	6	6	-	4	2	6	-
Consultation should deliver fair outcomes	5	5	-	5	-	5	-
Not enough information given - noise pollution / impact of noise / measurement of noise / decibels	5	5	-	5	-	5	-
Consultation is dishonest / incorrect information	5	5	-	3	1	5	-
Other negative mentions of the consultation document	4	4	-	3	1	3	1
Consultation irrelevant - Heathrow will not listen to residents' views	3	3	-	3	-	2	1
Consultation document - lack of detail offered in document - unable to offer informed response	3	3	-	3	-	3	-
Consultation irrelevant - Heathrow expansion already a done deal / already decided	3	3	-	3	-	1	2
Consultation - questionnaire - question is / questions are - unfair / misleading	2	2	-	2	-	2	-
Not enough information given - flight paths - number of flights	2	2	-	2	-	2	-
Consultation - other concerns	2	2	-	2	-	2	-
Consultation is badly thought out / further research / consultation is required	2	2	-	1	1	2	-
Consultation is biased / leading	2	2	-	2	-	-	2
Consultation timescale - principles should be decided between HAL and stakeholders then optimise airspace after decision	1	-	1	1	-	1	-
Information is too complicated / difficult to understand / contradictory / unclear	1	1	-	1	-	1	-
Maximizing all available runway capacity is more important / is of more importance than options	1	1	-	1	-	1	-
Consultation events - staff were not helpful	1	1	-	1	-	1	-
Not enough information given - altitude levels	1	1	-	-	-	1	-
Not enough information given - departures / take off direction	1	1	-	1	-	1	-
Not enough information given - how London-based airports are required to implement procedures to comply with legislation	1	1	-	1	-	1	-
Consultation events - do not give voice to - local communities / residents - SW10	1	1	-	1	-	1	-
Not enough information given - flight paths - impact	1	1	-	1	-	1	-
Consultation events - doesn't include - SW10	1	1	-	1	-	1	-
Not enough information given - flight paths - people overflow	1	1	-	1	-	1	-
Not enough information given - impact on health - air pollution / air quality / emissions	1	1	-	1	-	1	-
Not enough information given - measurements / distances / scale	1	1	-	1	-	1	-
Consultation proposals to minimise negative impacts from Heathrow should be implemented immediately / before expansion	1	1	-	1	-	1	-
Not enough information given - PBN	1	-	1	1	-	1	-
Not enough information given - respite time	1	1	-	1	-	1	-
Not enough information given - wind direction	1	1	-	1	-	1	-
Consultation events - Feltham - BAA team member was not aware of the Cranford agreement	1	1	-	1	-	1	-
Options - ambiguities / contradiction between options	1	1	-	1	-	-	1



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Options - ambiguities / contradiction between options from different principles / questions	1	1	-	1	-	1	-
Options - no preference / little difference between options	1	-	1	1	-	1	-
Consultation survey responses will not be fairly balanced / densely populated areas will have higher percentage of responses	1	1	-	1	-	1	-
Other negative mentions of the consultation process	1	1	-	1	-	1	-
Reducing airline costs is more important / is of more importance than options	1	1	-	1	-	1	-
Praise of the consultation / consultation document / consultation process	1	1	-	1	-	1	-
Consultation event / attended - Hammersmith - informative and helpful staff	1	1	-	1	-	1	-
All participants who answered question:	1185	1166	19	945	180	1038	147
Q2. Principle 2: Urban and rural areas Please read page 14 of the Airspace Consultation Document before answering this question. Please select one of the options a-b and provide any comments in the box below. When designing airspace, Heathrow should:							
a) Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels	330	322	8	259	45	298	32
b) Prioritise routing aircraft over rural areas where fewer people live	861	850	11	689	135	746	115
All participants who answered question:	717	668	49	525	72	674	43
Q2. Please provide any comments you have on overflight of urban or rural areas							
PRINCIPLE 1	19	19	-	16	1	19	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflown / impact as few people as possible	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION A - Preferred	1	1	-	1	-	1	-
Principle 1 - Option A - preferred / best / fairest option	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - will reduce air pollution / air quality - impact on less people	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - will reduce impact on quality of life / health and well-being	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - will reduce noise impact / disturbance / noise pollution / impact on less people	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION B - reduce people newly overflown / keep routes as close to where they are	4	4	-	4	-	4	-
PRINCIPLE 1 - OPTION B - Preferred	4	4	-	4	-	4	-
Principle 1 - Option B - preferred - with conditions	2	2	-	2	-	2	-
Principle 1 - Option B - preferred / best / fairest option	1	1	-	1	-	1	-
Principle 1 - Option B - preferred - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	9	9	-	8	-	9	-
PRINCIPLE 1 - OPTION C - Preferred	9	9	-	8	-	9	-
Principle 1 - Option C - preferred / the fairest option	4	4	-	3	-	4	-
Principle 1 - Option C - preferred - share routes - will reduce noise impact / disturbance / noise pollution - over a wider area	4	4	-	4	-	4	-
Principle 1 - Option C - preferred - share routes - will impact / affect / burden less people / residents	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - will give relief / more respite to those on existing flight paths	1	1	-	1	-	1	-
PRINCIPLE 1 - SUGGESTIONS	6	6	-	4	1	6	-
Principle 1 - suggestion - alternate flight paths / routes	1	1	-	1	-	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas	1	1	-	-	-	1	-
Principle 1 - suggestion - flight paths not to become concentrated / as long as corridors sufficiently wide	1	1	-	1	-	1	-
Principle 1 - suggestion - mixture / combination of options B and C	1	1	-	1	-	1	-
Principle 1 - suggestion - provide respite for those currently under flight paths	1	1	-	1	-	1	-
Principle 1 - suggestion - reduce impact / affect less people - newly overflown	1	1	-	-	1	1	-
PRINCIPLE 1 - OTHERS	2	2	-	2	-	2	-
Principle 1 - other - I have been subject to misery of PBN trials - Englefield Green	1	1	-	1	-	1	-
Principle 1 - other - steeper descent / approach minimises noise disturbance	1	1	-	1	-	1	-
PRINCIPLE 2	518	479	39	355	52	492	26
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION A - Routing aircraft over urban areas / urban areas are already noisy	152	143	9	107	18	149	3
PRINCIPLE 2 - OPTION A - Preferred	113	106	7	78	17	110	3
Principle 2 - Option A - preferred - retain the tranquility / peace and quiet of rural areas	57	51	6	40	8	56	1
Principle 2 - Option A - preferred - noise over urban areas would not be noticed as much as - rural areas	31	29	2	20	6	31	-
Principle 2 - Option A - preferred	15	14	1	10	1	15	-
Principle 2 - Option A - with conditions	11	9	2	7	1	11	-
Principle 2 - Option A - preferred - noise over urban areas is expected / accepted	11	10	1	6	2	11	-
Principle 2 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - under existing flight paths	8	8	-	8	-	8	-
Principle 2 - Option A - preferred - less impact on wildlife / habitats / nature	5	4	1	3	2	4	1
Principle 2 - Option A - preferred - keep / retain flight paths over urban / built-up areas - during the day	3	3	-	2	-	2	1
Principle 2 - Option A - preferred - keep / retain flight paths over urban / built-up areas	2	2	-	2	-	2	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 2 - Option A - preferred - will impact / affect / burden less people / residents - impact on urban areas is inevitable	2	2	-	1	-	2	-
Principle 2 - Option A - preferred - noise on landing would not be noticeable / noticed as much	2	2	-	1	-	2	-
Principle 2 - Option A - preferred - noise over urban areas will be reduced by technology	1	1	-	-	1	-	1
Principle 2 - Option A - preferred - increase in flights over house / property is designed to reduce / reduce traffic delays	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - safety / security	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - will encourage more monitoring of noise	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - noise over urban areas would not be noticed as much as - Cranford	1	1	-	-	1	1	-
Principle 2 - Option A - will reduce impact AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Chobham Common	1	1	-	1	-	1	-
Principle 2 - Option A - will reduce impact AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Bourne River	1	1	-	1	-	1	-
Principle 2 - Option A - will reduce impact AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Surrey Hills	1	-	1	-	-	1	-
Principle 2 - Option A - preferred - increase in flights over house / property is for national benefit	1	1	-	1	-	1	-
PRINCIPLE 2 - OPTION A - Least preferred	44	41	3	30	2	44	-
Principle 2 - Option A - concern - about new noise / no new noise over - urban areas	15	14	1	13	-	15	-
Principle 2 - Option A - concern - the impact on quality of life / health and well-being	10	9	1	7	-	10	-
Principle 2 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution	7	6	1	4	1	7	-
Principle 2 - Option A - least preferred	6	6	-	3	-	6	-
Principle 2 - Option A - concern - safety / security - accident / debris falling / loss of life	4	4	-	2	1	4	-
Principle 2 - Option A - concern - may not work for schools	2	2	-	1	-	2	-
Principle 2 - Option A - concern - about new noise / no new noise over - urban or rural areas	2	2	-	1	-	2	-
Principle 2 - Option A - concern - the impact on sleep / interrupting / disturbing sleep	2	2	-	2	-	2	-
Principle 2 - Option A - concern - the impact of air pollution / reduction in air quality	1	1	-	1	-	1	-
Principle 2 - Option A - concern - recreational areas / parks benefit economy - park users / memberships - Colne Valley Regional Park	1	-	1	-	-	1	-
Principle 2 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution - Central London	1	1	-	1	-	1	-
Principle 2 - Option A - concern - the impact on wildlife / habitats / nature / farms	1	1	-	-	-	1	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION B - Routing aircraft over rural areas / minimizing people affected	290	270	20	203	25	275	15
PRINCIPLE 2 - OPTION B - Preferred	244	228	16	175	22	229	15
Principle 2 - Option B - preferred - will reduce impact / affect / burden less people / residents	75	71	4	53	11	69	6
Principle 2 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - on urban areas	63	58	5	49	4	60	3
Principle 2 - Option B - preferred	55	48	7	25	4	54	1
Principle 2 - Option B - preferred - safety / security - less impact if accident / debris falling / loss of life	26	24	2	22	3	24	2
Principle 2 - Option B - preferred - noise in urban areas does not stop aircraft noise being noticed	25	24	1	22	1	21	4
Principle 2 - Option B - preference - with conditions	18	17	1	14	2	16	2
Principle 2 - Option B - preferred - will reduce impact of quality of life / health and well-being	14	14	-	11	3	14	-
Principle 2 - Option B - preferred - will reduce impact of air pollution / air quality	13	13	-	10	2	11	2
Principle 2 - Option B - preferred - safety / security	12	12	-	9	2	10	2
Principle 2 - Option B - preferred - will reduce impact on sleep / interrupting / disturbing sleep	7	7	-	6	1	7	-
Principle 2 - Option B - preferred - less impacted by early morning flights	7	7	-	6	1	7	-
Principle 2 - Option B - preferred - will share out the noise	7	7	-	5	1	7	-
Principle 2 - Option B - preferred - less impacted by late night flights	6	6	-	4	1	6	-
Principle 2 - Option B - preferred - urban areas are more populated / rural areas are less populated	4	1	3	1	-	3	1
Principle 2 - Option B - preferred - safety / security - terrorism	3	3	-	3	-	3	-
Principle 2 - Option B - preferred - will share out the pollution	3	3	-	2	-	3	-
Principle 2 - Option B - preferred - aircraft are mainly not low enough when over rural areas for noise issues	3	3	-	2	-	3	-
Principle 2 - Option B - preferred - noise in urban areas does not stop aircraft noise being noticed - Windsor	1	1	-	-	1	1	-
Principle 2 - Option B - preferred - noise in urban areas does not stop aircraft noise being noticed - Colnbrook	1	1	-	-	1	1	-
Principle 2 - Option B - preferred - rural areas already subject to impacts - increased flights make no difference	1	1	-	1	-	1	-
Principle 2 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - Fulham	1	-	1	-	-	1	-
Principle 2 - Option B - preferred - noise exists in rural areas too	1	1	-	-	-	1	-
Principle 2 - Option B - preferred - will reduce visual intrusion in urban areas	1	1	-	1	-	1	-
Principle 2 - Option B - preferred - less NHS costs for health matters	1	1	-	1	-	1	-
Principle 2 - Option B - preferred - noise in urban areas does not stop aircraft noise being noticed - Datchet	1	1	-	-	1	1	-
Principle 2 - Option B - preferred - noise in urban areas does not stop aircraft noise being noticed - Stockwell	1	1	-	1	-	-	1
PRINCIPLE 2 - OPTION B - Least preferred / concerns	53	49	4	35	3	53	-
Principle 2 - Option B - least preferred	15	12	3	4	1	15	-
Principle 2 - Option B - concern - the impact on quality of life / health and well-being	11	10	1	6	2	11	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 2 - Option B - concern - the impact on rural areas	8	7	1	6	1	8	-
Principle 2 - Option B - concern - the impact on wildlife / habitats / nature / farms	7	6	1	5	1	7	-
Principle 2 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution	6	5	1	3	1	6	-
Principle 2 - Option B - concern - impact of night flights - less background noise in rural areas	4	4	-	3	-	4	-
Principle 2 - Option B - concern - about pollution to rural areas	3	3	-	2	1	3	-
Principle 2 - Option B - concern - the impact on flight paths - aircraft have to pass through built up areas	2	2	-	1	-	2	-
Principle 2 - Option B - concern - will be impact on quality of life / health and well-being - for urban residents	2	2	-	2	-	2	-
Principle 2 - Option B - concern - the impact on environment	2	1	1	1	-	2	-
Principle 2 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - on new people	2	2	-	2	-	2	-
Principle 2 - Option B - concern - the impact on flight paths - too restrictive / difficult to implement	2	2	-	2	-	2	-
Principle 2 - Option B - concern - the impact on quality of life / health and well-being - recreation	1	-	1	-	-	1	-
Principle 2 - Option B - concern - the impact of pollution - children play in these areas	1	1	-	1	-	1	-
Principle 2 - Option B - concern - support strategy required for overflow communities / residents	1	1	-	1	-	1	-
Principle 2 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution - East Molesey	1	1	-	1	-	1	-
Principle 2 - Option B - concern - the impact on rural areas - Kew Gardens	1	1	-	1	-	1	-
Principle 2 - Option B - concern - the impact on rural areas - Osterley Park	1	1	-	1	-	1	-
Principle 2 - Option B - concern - the impact on rural areas - Wraysbury	1	1	-	1	-	1	-
Principle 2 - Option B - concern - the impact of the frequency / volume of flights	1	1	-	-	-	1	-
Principle 2 - Option B - concern - unrealistic / not achievable - overflying urban areas are unavoidable	1	1	-	1	-	1	-
PRINCIPLE 2 - SUGGESTIONS	148	131	17	100	8	138	10
Principle 2 - suggestion - spread equally / evenly / over a wider area	20	20	-	12	-	20	-
Principle 2 - suggestion - share noise equally between urban and rural areas	17	16	1	13	1	17	-
Principle 2 - suggestion - alternate / rotate paths over rural / urban areas to reduce noise	12	8	4	7	-	12	-
Principle 2 - suggestion - keep current / existing flight paths	10	10	-	8	1	8	2
Principle 2 - suggestion - alternate / rotate flight paths on multiple paths - ensure respite for communities	7	7	-	7	-	7	-
Principle 2 - suggestion - spread out over a wider area - distribute noise	7	6	1	5	-	5	2
Principle 2 - suggestion - flight paths - over non populated / non residential areas	6	6	-	5	-	6	-
Principle 2 - suggestion - no all day long of flying over a community - ensure respite for communities	6	5	1	4	-	6	-
Principle 2 - suggestion - restriction on flight paths / no new flight paths / reduce flight paths	6	6	-	5	1	6	-
Principle 2 - suggestion - flight paths - over business / industrial / commercial areas	5	5	-	5	-	5	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas	5	3	2	3	-	5	-
Principle 2 - suggestion - rural flight paths - late night / early morning	4	4	-	4	-	3	1
Principle 2 - suggestion - flight schedule per area / parks at night / urban areas daytime / shared areas at weekend	4	4	-	2	-	4	-
Principle 2 - suggestion - urban flight paths - during the day	4	4	-	2	-	4	-
Principle 2 - suggestion - spread out over a wider area - distribute pollution	3	3	-	2	-	2	1
Principle 2 - suggestion - flight paths - higher to lessen impact of noise	3	3	-	-	1	3	-
Principle 2 - suggestion - avoid rural areas not currently affected by flights	2	2	-	2	-	1	1
Principle 2 - suggestion - alternate / rotate runways - for landing	2	2	-	2	-	2	-
Principle 2 - suggestion - minimise urban flight paths	2	2	-	1	1	1	1
Principle 2 - suggestion - share noise equally between urban and rural areas - through technology	2	2	-	2	-	2	-
Principle 2 - suggestion - no increase in noise	2	1	1	-	-	2	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Colne Valley	2	-	2	-	-	2	-
Principle 2 - suggestion - recreational areas / parks should be avoided - Richmond Park	2	2	-	2	-	2	-
Principle 2 - suggestion - steeper take-off / climb	2	2	-	1	-	2	-
Principle 2 - suggestion - recreational areas / parks should be avoided - Windsor Great Park	2	2	-	2	-	2	-
Principle 2 - suggestion - flight paths - over other parts of London	1	1	-	1	-	1	-
Principle 2 - suggestion - avoid routing arrivals and departures over the same area	1	-	1	-	-	1	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Chilterns	1	-	1	-	-	1	-
Principle 2 - suggestion - flight paths - over non residential - rural areas	1	1	-	1	-	1	-
Principle 2 - suggestion - flight paths - over private rural areas before public rural areas	1	1	-	-	1	1	-
Principle 2 - suggestion - avoid routing arrivals and departures over the same area - Ealing	1	-	1	-	-	1	-
Principle 2 - suggestion - increased noise must be compensated	1	1	-	1	-	1	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Lake District	1	1	-	1	-	1	-
Principle 2 - suggestion - limit volume / frequency of flights over residential / urban areas	1	1	-	1	-	1	-
Principle 2 - suggestion - limit volume / frequency of flights over rural areas	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 2 - suggestion - low flying aircraft should be away from rural areas	1	1	-	1	-	1	-
Principle 2 - suggestion - low flying aircraft should be away from urban areas	1	1	-	-	-	1	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Peak District	1	1	-	1	-	1	-
Principle 2 - suggestion - mixture / combination of options A and B - day and night - expect respite periods	1	-	1	-	-	1	-
Principle 2 - suggestion - multiple flight paths to spread affects evenly - rural areas	1	1	-	1	-	1	-
Principle 2 - suggestion - new route must be created	1	1	-	-	-	1	-
Principle 2 - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Surrey Heath	1	-	1	-	-	1	-
Principle 2 - suggestion - assess background noise - during day / night	1	1	-	1	-	1	-
Principle 2 - suggestion - recreational areas / parks should be avoided - Bushy Park	1	1	-	1	-	1	-
Principle 2 - suggestion - recreational areas / parks should be avoided - Colne Valley Regional Park	1	-	1	-	-	1	-
Principle 2 - suggestion - consider the ecological and environmental impact	1	-	1	-	-	1	-
Principle 2 - suggestion - helping with noise insulation would be cheaper	1	1	-	1	-	1	-
Principle 2 - suggestion - recreational areas / parks should be avoided in consideration for future generations	1	-	1	1	-	1	-
Principle 2 - suggestion - insulate properties in rural areas	1	1	-	-	1	1	-
Principle 2 - suggestion - rural flight paths - to accommodate the quietest / low emission aircraft	1	1	-	-	1	1	-
Principle 2 - suggestion - rural flight paths - only for emergencies	1	1	-	1	-	1	-
Principle 2 - suggestion - flight paths - avoid rural areas - with urban amenities	1	1	-	1	-	-	1
Principle 2 - suggestion - aircraft should land East and take off West	1	1	-	1	-	1	-
Principle 2 - suggestion - share noise equally between urban and rural areas - through respite	1	-	1	-	-	1	-
Principle 2 - suggestion - flight paths - to change as land use changes	1	1	-	1	-	1	-
principle 2 - suggestion - flight paths - over Central London	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - distribute impact	1	1	-	1	-	1	-
principle 2 - suggestion - flight paths - over East London	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - distribute noise - rural	1	1	-	1	-	1	-
Principle 2 - suggestion - flight paths - over Slough	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 2 - suggestion - flight paths - over river(s)	1	1	-	1	-	1	-
Principle 2 - suggestion - steeper take-off / climb - to lessen impact of noise	1	1	-	1	-	1	-
Principle 2 - suggestion - steeper take-off / climb - to lessen impact of noise - London	1	1	-	-	-	1	-
Principle 2 - suggestion - steeper take-off / climb - should be mandatory	1	1	-	1	-	1	-
principle 2 - suggestion - flight paths - over parkland	1	1	-	1	-	1	-
Principle 2 - suggestion - urban flight paths - during the day - 8am to 10pm	1	1	-	1	-	-	1
Principle 2 - suggestion - use rural areas with no / very few residents	1	1	-	1	-	1	-
PRINCIPLE 2 - OTHERS	80	59	21	48	7	78	2
Principle 2 - other	19	16	3	11	5	18	1
Principle 2 - other - urban areas / towns can be quiet / not just rural areas	8	7	1	7	-	8	-
Principle 2 - other - no preference / choose neither	5	1	4	1	-	5	-
Principle 2 - other - aircraft over time / newer aircraft will become quieter	5	5	-	3	1	5	-
Principle 2 - other - people value peace / tranquility	4	2	2	2	-	4	-
Principle 2 - other - rural areas / urban areas should be defined	4	3	1	2	-	4	-
Principle 2 - other - rural areas no longer exist around Heathrow area / there are no rural areas around Heathrow area	4	3	1	2	-	4	-
Principle 2 - other - East of Heathrow is mainly urban	2	2	-	1	-	2	-
Principle 2 - other - rural areas will feel the impact on quality of life / health and well-being more	2	1	1	1	-	2	-
Principle 2 - other - rural areas may be ear marked / due for re- development	2	2	-	1	-	2	-
Principle 2 - other - rural areas no longer exist / are rare in the South East	2	1	1	1	-	2	-
Principle 2 - other - value of quiet /tranquility in rural areas should not be overlooked	2	-	2	-	-	2	-
Principle 2 - other - share routes - now possible by the introduction of PBN / new technology	2	2	-	1	-	2	-
Principle 2 - other - cannot entirely avoid one or the other	2	1	1	1	-	2	-
Principle 2 - other - people value peace / tranquility - Chilterns	2	-	2	1	-	2	-
Principle 2 - other - rate of ascent / climb is over 50 years' old	2	1	1	1	-	2	-
Principle 2 - other - impact on suburban areas	1	1	-	1	-	1	-
Principle 2 - other - noise over Kew Gardens	1	1	-	1	-	1	-
Principle 2 - other - option should depend on the height of the aircraft	1	1	-	1	-	1	-
Principle 2 - other - both options have benefits / impacts	1	-	1	-	-	1	-
Principle 2 - other - bigger issue is timing of flights	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 2 - other - bigger issue of rotation of paths - less noise impact	1	1	-	1	-	1	-
Principle 2 - other - people value peace / tranquility - Colne Valley	1	-	1	-	-	1	-
Principle 2 - other - people value peace / tranquility - Commonwealth War Graves Commission Memorial	1	-	1	-	-	1	-
Principle 2 - other - people value peace / tranquility - West of airport	1	1	-	1	-	1	-
Principle 2 - other - people value peace / tranquility - Windsor Great Park	1	1	-	1	-	1	-
Principle 2 - other - people in rural areas use the airport	1	1	-	1	-	1	-
Principle 2 - other - aircraft noise is loud in early morning of cities / densely populated cities	1	1	-	1	-	1	-
Principle 2 - other - aircraft noise is intermittent in early morning of cities / densely populated cities	1	1	-	1	-	1	-
Principle 2 - other - rural areas can be noisy / not just urban areas	1	-	1	-	-	1	-
Principle 2 - other - rural areas contain wildlife / habitat / nature - Thames Basin Heaths Special Protection Area	1	-	1	-	-	1	-
Principle 2 - other - rural areas include AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Surrey Heath	1	-	1	-	-	1	-
Principle 2 - other - concern regarding the Leq noise levels	1	1	-	1	-	1	-
Principle 2 - other - concern that rerouting will lead to increase flights	1	1	-	1	-	1	-
Principle 2 - other - rural areas no longer exist in Greater London / there are no rural areas in Greater London	1	-	1	-	-	1	-
Principle 2 - other - rural areas no longer exist in SW London / there are no rural areas in SW London	1	1	-	1	-	1	-
Principle 2 - other - concern - both options will increase air pollution / reduce air quality	1	1	-	-	1	-	1
Principle 2 - other - concern - both options will increase noise / noise pollution	1	-	1	-	-	1	-
Principle 2 - other - rural areas no longer exist around Heathrow area / there are no rural areas around Heathrow area - East	1	-	1	-	-	1	-
Principle 2 - other - concern - impact of air pollution / air quality - wildlife / habitat / nature	1	-	1	-	-	1	-
Principle 2 - other - so long as the animals are not affected	1	1	-	1	-	1	-
Principle 2 - other - timing of flights needs consideration	1	1	-	1	-	1	-
Principle 2 - other - type of aircraft needs consideration	1	1	-	1	-	1	-
Principle 2 - other - issue should be about impact on environment / not noise pollution	1	1	-	1	-	1	-
Principle 2 - other - urban areas / towns - will get quieter - new technology for road vehicles	1	1	-	1	-	1	-
Principle 2 - other - Molesey no longer a rural area	1	1	-	1	-	1	-
Principle 2 - other - not the main priority	1	1	-	1	-	1	-
PRINCIPLE 3	5	5	-	4	1	4	1
PRINCIPLE 3 - URBAN AREAS - OPTION A - Flight paths over parks / open spaces	5	5	-	4	1	4	1
PRINCIPLE 3 - OPTION A - Preferred	2	2	-	1	1	2	-
Principle 3 - Option A - preferred - parks are for visitors / not residents	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - tranquility of parks is less important than urban life	1	1	-	-	1	1	-
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - on urban / residential areas	1	1	-	-	1	1	-
PRINCIPLE 3 - OPTION A - Least preferred	3	3	-	3	-	2	1
Principle 3 - Option A - concern - option not practical / unrealistic	1	1	-	1	-	-	1
Principle 3 - Option A - concern - parks will be impacted by noise - Windsor Great Park	1	1	-	1	-	1	-
Principle 3 - Option A - concern - quality of life / health and well-being / relaxation - will be impacted by noise over parks	1	1	-	1	-	1	-
Principle 3 - Option A - concern - local people / residents near parks - will be impacted by noise	1	1	-	1	-	-	1
PRINCIPLE 4	1	1	-	1	-	1	-
PRINCIPLE 4 - OTHERS	1	1	-	1	-	1	-
Principle 4 - other - air pollution in UK is already above legal / EU limit - Richmond	1	1	-	1	-	1	-
PRINCIPLE 5	8	7	1	7	-	8	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	1	1	-	1	-	1	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION - Concerns	4	3	1	4	-	4	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - on urban areas	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - within narrow corridors / concentrated areas	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN - puts industry benefits / profits - before people / communities	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - concern - reliance on technology - security risk	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	4	4	-	3	-	4	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for old aircraft - polluting	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - charge / penalise - for old aircraft - noisy	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - only accommodate the aircraft with efficient / cleaner engines	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact of noise / noise pollution	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - should be subject to regular / annual review on noise / pollution / safety	1	1	-	-	-	1	-
PRINCIPLE 6	11	10	1	9	-	11	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	1	1	-	1	-	1	-
Principle 6 - night flights - concern - not benefiting from respite / current respite reduced	1	1	-	1	-	1	-
PRINCIPLE 6 - SUGGESTIONS	10	9	1	8	-	10	-
Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason - routed over rural / underpopulated areas	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - decrease / do not increase number / frequency of night / early morning flights	1	1	-	1	-	1	-
Night / early morning routes	4	4	-	3	-	4	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - flight paths over Great Windsor Park	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas	1	1	-	1	-	1	-
Night / early morning timings	2	1	1	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 8am	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7am	1	1	-	1	-	1	-
OTHER SUGGESTIONS	75	71	4	68	2	73	2
Other suggestion - options - mixture of both options / would be fairer / spread across both	14	14	-	12	2	14	-
Other Suggestion - decrease / do not increase number / frequency of flights	9	9	-	9	-	8	1
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	5	5	-	5	-	5	-
Other suggestion - steeper descent / approach	5	5	-	5	-	5	-
Other suggestion - avoid concentrated / narrow flight paths	3	3	-	3	-	3	-
Other suggestion - flight paths - along motorways / major roads / railways	3	2	1	2	-	3	-
Other suggestion - incentivise / encourage quieter aircraft	3	3	-	2	-	3	-
Other suggestion - Heathrow should publish accurate / independent data on noise / noise pollution	2	2	-	2	-	2	-
Other suggestion - height of surrounding areas to be considered as greater noise impact on higher ground	2	2	-	2	-	2	-
Other suggestion - alternate over residential / rural areas - noise will be shared	2	2	-	2	-	2	-
Other suggestion - ensure compensation - to be chosen by residents	2	2	-	2	-	2	-
Other suggestion - prioritise quality of life / health and well being - over profit convenience of airlines	2	1	1	2	-	2	-
Other suggestion - reduce / prioritise air pollution	2	2	-	2	-	1	1
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - reduce noise - flight paths should follow roads / motorways with high noise levels	2	2	-	2	-	2	-
Other suggestion - use quickest / most efficient routes	2	2	-	2	-	2	-
Other suggestion - Westerly preference - is unfair / outdated / should be amended	2	2	-	2	-	2	-
Other suggestion - airlines / airports - should be held accountable / face tougher penalties - for flouting - noise / pollution restrictions - rules and regulations	2	1	1	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - relocation costs	1	1	-	1	-	1	-
Other suggestion - ensure respite - London	1	1	-	1	-	1	-
Other suggestion - ensure respite - regular / fixed / predetermined times	1	1	-	1	-	1	-
Other suggestion - faster climb / faster higher altitude upon take - off to lessen impact of noise	1	1	-	1	-	1	-
Other suggestion - alternate runways - to vary flight paths	1	1	-	1	-	1	-
Other suggestion - flight paths - more PBN routes	1	1	-	1	-	1	-
Other suggestion - flight paths - not over communities / residential / urban areas	1	1	-	1	-	-	1
Other suggestion - flight paths - relocate to a coastal position / fly out to sea	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude	1	1	-	1	-	1	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities	1	1	-	1	-	1	-
Other suggestion - flight paths - shortest distance by overland to sea	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude - to reduce noise	1	1	-	1	-	1	-
Other suggestion - Heathrow should be fully compliant with legal requirements / recommendations / regulations from organisations (Independent Noise Authority/CAA)	1	-	1	1	-	1	-
Other suggestion - Heathrow should be subject to noise restrictions on rural / urban / areas	1	1	-	1	-	1	-
Other suggestion - Heathrow should publish accurate / independent data on air pollution	1	1	-	1	-	1	-
Other suggestion - airspace design principles to be in line with Government policy	1	-	1	1	-	1	-
Other suggestion - avoid flying over low populated rural areas	1	1	-	-	-	1	-
Other suggestion - implement NAPD1	1	1	-	1	-	1	-
Other suggestion - incentivise / encourage less air polluting aircraft	1	1	-	-	-	1	-
Other suggestion - balance needed - approach to noise	1	1	-	-	-	1	-
Other suggestion - invest in public transport	1	1	-	1	-	1	-
Other suggestion - long term plan / future solutions	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - meet targets / achieve aims / keep promises	1	1	-	1	-	1	-
Other suggestion - minimise / reduce impact - on local people / communities - under flight paths	1	1	-	1	-	1	-
Other suggestion - only newer / quieter aircraft - should fly over Windsor	1	1	-	1	-	1	-
Other suggestion - charge / penalise airlines - to encourage reduction in number flights	1	1	-	-	-	1	-
Other suggestion - compensate for flights over rural areas - build new public gardens / sports / leisure facilities / parks / allotments	1	1	-	1	-	1	-
Other suggestion - prioritise the impact on sleep / interrupting / disturbing sleep	1	1	-	-	-	1	-
Other suggestion - decrease Heathrow operating hours	1	1	-	1	-	1	-
Other suggestion - reduce / prioritise air pollution - Richmond	1	1	-	1	-	1	-
Other suggestion - reduce / prioritise fuel burn / emissions	1	1	-	1	-	1	-
Other suggestion - alternate over residential / rural areas	1	1	-	1	-	1	-
Other suggestion - reduce noise - by using technology	1	1	-	-	-	1	-
Other suggestion - Easterly departures - should use other runways / not only Southern runway	1	1	-	1	-	1	-
Other suggestion - reduce noise - on ground	1	1	-	1	-	1	-
Other suggestion - restriction on cargo flights	1	1	-	1	-	1	-
Other suggestion - route aircraft over Thames Estuary	1	1	-	1	-	1	-
Other suggestion - stack flights - Dartford	1	1	-	1	-	1	-
Other suggestion - steeper descent / approach - to reduce impact on local people	1	-	1	1	-	1	-
Other suggestion - steeper descent / approach - to reduce noise	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - to reduce impact on local people	1	-	1	1	-	1	-
Other suggestion - abolish Cranford Agreement	1	1	-	1	-	1	-
Other suggestion - alternate runways - for landing and take off	1	1	-	1	-	1	-
Other suggestion - Westerly preference - should be abolished	1	1	-	1	-	1	-
Other suggestion - Westerly preference - landings over dense areas - Central / West London	1	1	-	1	-	1	-
Other suggestion - Heathrow should be subject to pollution restrictions on / rural / urban / areas	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing	1	1	-	1	-	1	-
OTHER COMMENTS	47	41	6	40	4	44	3
Other comment - people who chose to live close to the airport / current flight path - accept the likelihood of noise / with airport / flight paths in mind	4	4	-	3	1	4	-
Other comment - Heathrow - criticism	3	3	-	3	-	3	-
Other comment - landings are louder / more disruptive than take offs	2	2	-	2	-	2	-
Other comment - airspace improvements must prioritise protection of - AONBs / SSIs / ancient woodlands / conservation areas	1	-	1	1	-	1	-
Other comment - Heathrow is located in urban area so have to overfly urban areas to get to rural areas	1	1	-	1	-	-	1
Other comment - increased noise will impact sleep / interrupting / disturbing sleep	1	1	-	1	-	-	1
Other comment - air travel should decrease over the coming years	1	-	1	1	-	1	-
Other comment - large aircraft are a problem	1	1	-	1	-	1	-
Other comment - noise in urban areas does not override aircraft noise	1	1	-	1	-	1	-
Other comment - noise is inevitable	1	1	-	-	1	1	-
Other comment - people before profits	1	1	-	-	-	1	-
Other comment - cap on increase in number of flights required with strict enforcement	1	1	-	1	-	1	-
Other comments - other	1	1	-	1	-	1	-
Reasons for concerns	34	28	6	30	2	33	1
Other concern - impact of aircraft noise / noise pollution / increased noise	5	4	1	4	-	5	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	3	3	-	3	-	3	-
Other concern - increased air traffic / number of flights	3	3	-	3	-	3	-
Other concern - impact on quality of life / health and well-being	3	3	-	3	-	2	1
Other concern - increased air pollution / reduction in air quality	2	2	-	2	-	2	-
Other concern - impact on sleep / interrupting / disturbing sleep	2	2	-	2	-	2	-
Other concern - impact on wildlife / habitats / nature	2	2	-	1	-	2	-
Other concern - no increase in noise - anywhere	2	2	-	2	-	2	-
Other concern - safety - increased air traffic - over residential areas / urban areas	2	2	-	2	-	2	-
Other concern - impact on green / open spaces / countryside / rural areas / landscape	1	1	-	1	-	1	-
Other concern - aircraft noise not associated with / connected with general noise	1	1	-	1	-	1	-
Other concern - areas higher than others suffer greater impact from aircraft noise - Englefield Green	1	1	-	1	-	1	-
Other concern - flights create / increase pollution	1	1	-	1	-	1	-
Other concern - impact on open areas / countryside	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - flight paths over - Chilterns	1	-	1	1	-	1	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas - Chilterns	1	-	1	1	-	1	-
Other concern - flight paths over - Weybridge	1	1	-	1	-	1	-
Other concern - increased air traffic / number of flights - low flying aircraft	1	1	-	1	-	1	-
Other concern - increased air traffic - increased pollution	1	1	-	1	-	1	-
Other concern - increased fuel burn / emissions	1	-	1	1	-	1	-
Other concern - impact on communities / residents	1	-	1	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Harrow	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise- under flight paths	1	1	-	1	-	1	-
Other concern - impact on environment	1	1	-	1	-	1	-
Other concern - people living under flight paths are denied basic human rights	1	-	1	1	-	1	-
Other concern - risk / worry of accident / airplane crash / security risk - London	1	1	-	-	1	1	-
Other concern - impact of aircraft noise is not the only concern / issue	1	-	1	-	1	1	-
Other concern - cargo flights - so much cargo goes through Heathrow	1	1	-	1	-	1	-
Other concern - viability of new technology / quieter aircraft / engines	1	1	-	1	-	1	-
EXISTING PROBLEMS	72	67	5	64	5	64	8
Already suffer from excessive noise / disturbance (do not need anymore)	18	17	1	18	-	13	5
Already suffer from pollution (do not need more)	8	8	-	8	-	4	4
Already suffer from impact on quality of life / health and well being	6	5	1	6	-	5	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - London	6	5	1	3	2	6	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	6	6	-	6	-	6	-
Already suffer with noise over urban areas	5	5	-	3	1	5	-
Already suffer from risk / worry of accident / airplane crash / security risk	4	4	-	4	-	3	1
Already suffer from excessive noise / disturbance (do not need anymore) - Kew Gardens (no longer relaxing)	4	4	-	3	1	4	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	3	3	-	3	-	2	1
Already suffer from noise associated with low flying level when landing / arriving	3	3	-	3	-	3	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	3	2	1	3	-	3	-
Already suffer from excessive noise - during take-off	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond Park	2	2	-	2	-	2	-
Already suffer from impact on quality of life / health and well being - under flight path	2	2	-	2	-	1	1
Already suffer from excessive noise / disturbance (do not need anymore) - South East	2	2	-	2	-	1	1
Already suffer from excessive noise / disturbance (do not need anymore) - West London	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor	2	2	-	1	1	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	2	1	1	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Englefield Green	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Epsom	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Ewell	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from Heathrow	1	1	-	1	-	-	1
Already suffer from impact on quality of life / health and well being - Kew Gardens	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - South East	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Stockwell	1	1	-	1	-	-	1
Already suffer from London City Airport flights / as well as Heathrow flights - Stockwell	1	1	-	1	-	-	1
Already suffer from noise associated with (new / recent) low flying aircraft	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Fulham	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Richmond	1	1	-	1	-	1	-
Already suffer from over population / too many tourists / people	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Fulham	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - above legal limits	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - children / school	1	-	1	1	-	1	-
Already suffer from pollution (do not need more) - London	1	1	-	1	-	1	-
Already suffer from - airport environment impact	1	1	-	-	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore)	1	-	1	1	-	1	-
Already suffer from visual impact of approaching flights - Richmond	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - London	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Already suffer from impact on sleep / interrupting / disturbing sleep - under flight path	1	1	-	1	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am	1	1	-	1	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports - SW10	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - Stockwell	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - Datchet	1	1	-	-	1	1	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Weybridge	1	1	-	1	-	1	-
Already suffer from excessive noise - after 2014 PBN trials	1	-	1	1	-	1	-
ALTERNATIVE SUGGESTIONS TO EXPANSION	22	21	1	19	-	21	1
Alternative suggestion - develop another airport - Gatwick	9	9	-	7	-	9	-
Alternative suggestion - develop / build Thames Estuary	3	3	-	2	-	3	-
Alternative suggestion - build a new airport instead - coastal location / by the sea	3	3	-	3	-	3	-
Alternative suggestion - should be somewhere else - away from population	2	2	-	2	-	2	-
Alternative suggestion - build a new airport instead - Kent	1	1	-	1	-	1	-
Alternative suggestion - build a new airport instead - away from city centre	1	-	1	1	-	1	-
Alternative suggestion - develop another airport	1	1	-	1	-	1	-
Alternative suggestion - Heathrow relocated - on the coast	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - low population density	1	1	-	1	-	-	1
Alternative suggestion - develop another airport - Stansted	1	1	-	-	-	1	-
Alternative suggestion - develop rail links	1	1	-	-	-	1	-
Alternative suggestion - develop regional airports	1	1	-	1	-	1	-
Alternative suggestion - Heathrow space should be turned into flats / homes built	1	-	1	1	-	1	-
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	1	1	-	1	-	1	-
Alternative suggestion - build a new airport instead - East of London	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - Thames Estuary	1	1	-	1	-	1	-
EXPANSION	65	62	3	56	8	55	10
Against Heathrow / expansion	63	60	3	54	8	53	10
Do not agree / oppose the expansion at Heathrow	34	33	1	28	5	29	5
Airport in the wrong place / unsuitable location	10	9	1	9	1	9	1
Expansion will have a negative impact on - quality of life / health and well being	8	8	-	7	1	5	3
Expansion will have a negative impact on - noise / noise pollution	3	3	-	2	-	2	1
Expansion will have a negative impact on - environment	3	3	-	2	1	2	1
Do not agree / oppose the expansion at Heathrow - should reduce size / too large already	2	2	-	2	-	2	-
Expansion will have a negative impact on - local people / residents - London	2	2	-	2	-	2	-
Do not agree / oppose the Third Runway	2	2	-	2	-	2	-
Expansion will have a negative impact on - air pollution / air quality	2	2	-	1	1	-	2
Expansion will have a negative impact on - traffic problems / road congestion	2	2	-	2	-	1	1
Expansion will have a negative impact on - business / economy / will not attain proposed economic growth / jobs	1	1	-	1	-	1	-
Expansion will have a negative impact on - emissions	1	1	-	1	-	1	-
Expansion - puts business before people / no / little concern for people / residents	1	1	-	1	-	1	-
Expansion - is unnecessary	1	-	1	1	-	1	-
Expansion is flawed / badly thought out	1	1	-	1	-	1	-
Expansion will have a negative impact on - number / frequency of flights - densely populated areas	1	1	-	1	-	1	-
Airport in the wrong place / unsuitable location - too close to Central London	1	1	-	1	-	1	-
Expansion will have a negative impact on - quality of life / health and well being - urban / residential / populated areas	1	1	-	-	1	-	1
Expansion will have a negative impact on - air pollution / air quality - Thames Valley	1	1	-	1	-	-	1
Expansion will have a negative impact on - Slough	1	1	-	-	1	-	1
Expansion will have a negative impact on - wildlife	1	1	-	-	1	-	1
Proposals are motivated by economics / profit / greed	1	1	-	1	-	1	-
For Heathrow / expansion	2	2	-	2	-	2	-
Agree / support the expansion at Heathrow - furthers development	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - long / longest runway / 3500 meters	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - everyone / whole country benefits / national asset	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Agree / support the expansion at Heathrow - will benefit business / economy	1	1	-	1	-	1	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	97	93	4	85	8	87	10
Criticism of the consultation / consultation documents / consultation process	97	93	4	85	8	87	10
Oppose all options / dislike all options / none are appropriate	52	51	1	47	4	46	6
Options - Heathrow is located in urban area so no rural choice / lack of rural choice / have to select urban areas	10	10	-	8	1	9	1
Options - no preference / little difference between options	8	7	1	6	1	8	-
Not enough information given	7	6	1	7	-	7	-
Not enough information given - flight paths	5	4	1	4	1	4	1
Consultation - questionnaire - question is / questions are - unfair / misleading	5	4	1	5	-	4	1
Options - ambiguities / contradiction between options from different principles / questions	3	3	-	3	-	3	-
Consultation irrelevant - Heathrow will not listen to residents' views	3	3	-	2	-	3	-
Consultation document - lack of detail offered in document - unable to offer informed response	3	3	-	3	-	3	-
Other negative mentions of the consultation document	3	3	-	2	1	2	1
Consultation is dishonest / incorrect information	2	2	-	2	-	2	-
Consultation irrelevant - Heathrow expansion already a done deal / already decided	2	2	-	1	-	2	-
Consultation - questionnaire - question is / questions are - inadequate	2	1	1	2	-	2	-
Consultation is biased / leading	2	2	-	2	-	2	-
Not enough information given - Development Consent Order	1	-	1	1	-	1	-
Consultation survey responses will not be fairly balanced / densely populated areas will have higher percentage of responses	1	1	-	1	-	1	-
Not enough information given - flight times - volume / frequency	1	1	-	1	-	-	1
Not enough information given - noise pollution / impact of noise / measurement of noise / decibels	1	1	-	1	-	-	1
Not enough information given - rural areas	1	1	-	1	-	1	-
Consultation timescale - principles should be decided between HAL and stakeholders then optimise airspace after decision	1	-	1	1	-	1	-
Consultation timescale - Airspace premature - expansion not finalised	1	-	1	1	-	1	-
Continuous climb / descent profiles into every South East airport is more important / is of more importance than options	1	1	-	1	-	1	-
Maximizing all available runway capacity is more important / is of more importance than options	1	1	-	1	-	1	-
Consultation - options offered create - conflict / divide - between local communities	1	1	-	1	-	-	1
Other negative mentions of the consultation process	1	1	-	1	-	1	-
Reducing airline costs is more important / is of more importance than options	1	1	-	1	-	1	-
All participants who answered question:	1116	1097	19	889	173	982	134
Q3. Principle 3: Urban areas Please read page 15 of the Airspace Consultation Document before answering this question. Please select one of the options a-b and provide any comments in the box below. When designing airspace in urban areas, Heathrow should:							
a) Prioritise routing aircraft over parks and open spaces rather than residential areas	838	828	10	667	137	734	104
b) Prioritise routing aircraft over residential areas, avoiding aircraft overflight of parks and open spaces	282	273	9	225	36	252	30
All participants who answered question:	706	657	49	524	67	663	43
Q3: Please provide any comments you have on parks and open spaces in urban areas							
PRINCIPLE 1	7	7	-	5	1	7	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflown / impact as few people as possible	2	2	-	1	1	2	-
PRINCIPLE 1 - OPTION A - Preferred	1	1	-	1	-	1	-
Principle 1 - Option A - preferred / best / fairest option	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION A - Least preferred	1	1	-	-	1	1	-
Principle 1 - Option A - least preferred / the worst option / unfair	1	1	-	-	1	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION B - reduce people newly overflown / keep routes as close to where they are	1	1	-	-	-	1	-
PRINCIPLE 1 - OPTION B - Preferred	1	1	-	-	-	1	-
Principle 1 - Option B - preferred - less people impacted by house prices / property price / value	1	1	-	-	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	4	4	-	3	1	4	-
PRINCIPLE 1 - OPTION C - Preferred	3	3	-	3	-	3	-
Principle 1 - Option C - preferred / the fairest option	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION C - Least preferred	1	1	-	-	1	1	-
Principle 1 - Option C - least preferred / the worst option	1	1	-	-	1	1	-
PRINCIPLE 1 - SUGGESTIONS	1	1	-	1	-	1	-
Principle 1 - suggestion - return flight path to pre 2014 route	1	1	-	1	-	1	-
PRINCIPLE 2	10	9	1	8	-	10	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION A - Routing aircraft over urban areas / urban areas are already noisy	3	3	-	3	-	3	-
PRINCIPLE 2 - OPTION A - Preferred	3	3	-	3	-	3	-
Principle 2 - Option A - preferred	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - keep / retain flight paths over urban / built-up areas - during the day	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - safety / security - less impact if accident / debris falling / loss of life	1	1	-	1	-	1	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION B - Routing aircraft over rural areas / minimizing people affected	2	2	-	1	-	2	-
PRINCIPLE 2 - OPTION B - Preferred	2	2	-	1	-	2	-
Principle 2 - Option B - preferred	1	1	-	-	-	1	-
Principle 2 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - on urban areas	1	1	-	1	-	1	-
PRINCIPLE 2 - SUGGESTIONS	5	4	1	4	-	5	-
Principle 2 - suggestion - flight paths - over business / industrial / commercial areas	1	-	1	1	-	1	-
Principle 2 - suggestion - keep current / existing flight paths	1	1	-	-	-	1	-
Principle 2 - suggestion - recreational areas / parks should be avoided - Windsor Great Park	1	1	-	1	-	1	-
Principle 2 - suggestion - spread equally / evenly / over a wider area	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - distribute noise	1	1	-	1	-	1	-
PRINCIPLE 3	509	465	44	362	43	481	28
PRINCIPLE 3 - URBAN AREAS - OPTION A - Flight paths over parks / open spaces	300	284	16	213	28	284	16
PRINCIPLE 3 - OPTION A - Preferred	222	213	9	164	24	207	15
Principle 3 - Option A - preferred / the best option	60	55	5	32	7	57	3
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - on urban / residential areas	54	51	3	40	8	52	2
Principle 3 - Option A - preferred - will reduce impact / affect less people / people spend less time in the park / are rarely used	48	45	3	35	8	44	4
Principle 3 - Option A - preferred - with conditions	30	29	1	26	1	29	1
Principle 3 - Option A - preferred - parks are closed at night / not used at night - can fly over them at night	19	19	-	16	2	18	1
Principle 3 - Option A - preferred - will reduce impact on quality of life / health and well-being	16	15	1	15	1	15	1
Principle 3 - Option A - preferred - will reduce impact on sleep / interrupting / disturbing sleep	11	11	-	11	-	9	2
Principle 3 - Option A - preferred - parks already suffer with background noise / less impact on noise in parks / open spaces	10	10	-	9	1	10	-
Principle 3 - Option A - preferred - people have an option to visit a park but not their homes	8	8	-	7	1	5	3
Principle 3 - Option A - preferred - safety / security - less impact if accident / debris falling / loss of life	7	7	-	6	-	6	1
Principle 3 - Option A - preferred - tranquility of parks is less important than urban life	5	5	-	5	-	4	1
Principle 3 - Option A - preferred - safety / security	4	4	-	3	1	4	-
Principle 3 - Option A - preferred - will reduce impact of air pollution / air quality	4	4	-	4	-	4	-
Principle 3 - Option A - preferred - parks are for visitors / not residents	3	3	-	3	-	3	-
Principle 3 - Option A - preferred - less impact on schools	3	3	-	2	1	2	1
Principle 3 - Option A - preferred - tranquility of parks is less important than urban life - Windsor	2	2	-	2	-	2	-
Principle 3 - Option A - preferred - only over large parks / open spaces	2	2	-	2	-	2	-
Principle 3 - Option A - preferred - parks will cope better with air pollution / air quality	2	2	-	2	-	2	-
Principle 3 - Option A - preferred - pay high / higher taxes in London / residential areas / therefore fly over parks	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - tranquility of parks is less important than urban life - Kew Gardens	1	1	-	1	-	-	1
Principle 3 - Option A - preferred - except over heritage sites - Kew Gardens	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - only on weekdays	1	1	-	-	-	1	-
Principle 3 - Option A - preferred - parks / open spaces should not be excluded	1	1	-	-	-	1	-
Principle 3 - Option A - preferred - less impact on business	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - Battersea Park	1	1	-	1	-	-	1
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - Bushy Park	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - Richmond Park	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - tranquility of parks is less important than urban life - Bracknell	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - will reduce visual impact	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION A - Least preferred	86	79	7	55	4	85	1
Principle 3 - Option A - concern - option not practical / unrealistic	32	28	4	23	3	31	1
Principle 3 - Option A - concern - parks will be impacted by noise	20	18	2	11	-	20	-
Principle 3 - Option A - least preferred - parks / open spaces	18	18	-	10	-	18	-
Principle 3 - Option A - concern - quality of life / health and well-being / relaxation - will be impacted by noise over parks	18	15	3	8	1	18	-
Principle 3 - Option A - concern - parks will be impacted by noise - Richmond Park	11	9	2	6	-	11	-
Principle 3 - Option A - concern - parks will be impacted by noise - Kew Gardens	10	9	1	5	1	10	-
Principle 3 - Option A - concern - the impact on local people / residents	7	7	-	-	-	7	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 3 - Option A - least preferred - aircraft will have to fly over built up areas	5	5	-	5	-	5	-
Principle 3 - Option A - concern - parks will be impacted by noise - Bushy Park	5	5	-	1	-	5	-
Principle 3 - Option A - concern - parks will be impacted by noise - Home Park	4	4	-	1	-	4	-
Principle 3 - Option A - concern - parks are too small / too few and far between to make a difference	4	4	-	4	-	4	-
Principle 3 - Option A - concern - parks will be impacted by noise - Windsor Great Park	4	4	-	1	-	4	-
Principle 3 - Option A - concern - the impact on quality of life / health and well being - residents close to parks	4	4	-	2	-	4	-
Principle 3 - Option A - concern - local people / residents near parks - will be impacted by noise	3	3	-	-	-	3	-
Principle 3 - Option A - concern - parks will be impacted by air pollution	2	2	-	1	-	2	-
Principle 3 - Option A - concern - parks will be impacted by noise - River Thames	2	2	-	2	-	2	-
Principle 3 - Option A - concern - parks will be impacted by noise - Clapham Common	1	1	-	1	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Ruskin Park	1	1	-	-	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Runnymede	1	1	-	1	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Hampstead Heath	1	1	-	1	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Dulwich Park	1	1	-	1	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Hampton Court	1	1	-	1	-	1	-
Principle 2 - Option A - concern - recreational areas / parks benefit economy - park users / memberships	1	-	1	-	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Burgess Park	1	1	-	-	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Brockwell Park	1	1	-	1	-	1	-
Principle 3 - Option A - concern - safety / security	1	1	-	1	-	1	-
Principle 3 - Option A - concern - the impact of pollution	1	1	-	-	1	1	-
Principle 3 - Option A - concern - the impact of pollution - children play in these areas	1	1	-	-	-	1	-
Principle 3 - Option A - concern - parks will be impacted by noise - Putney Heath	1	1	-	1	-	1	-
Principle 3 - Option A - concern - parks will be impacted - Vauxhall Park	1	1	-	1	-	1	-
Principle 3 - Option A - concern - increase in noise as aircraft bank / manoeuvre between parks	1	1	-	-	-	1	-
PRINCIPLE 3 - URBAN AREAS - OPTION B - Flight paths over residential areas	110	99	11	81	9	106	4
PRINCIPLE 3 - OPTION B - Preferred	91	81	10	66	8	88	3
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces	41	34	7	27	5	40	1
Principle 3 - Option B - preferred / the best option	18	14	4	12	-	18	-
Principle 3 - Option B - preferred - parks / open spaces are places to relax in London	13	12	1	10	1	13	-
Principle 3 - Option B - preferred - with conditions	10	10	-	9	-	10	-
Principle 3 - Option B - preferred - prefer route over residential areas - during the day	9	9	-	6	2	8	1
Principle 3 - Option B - preferred - will minimise flights over parks / open spaces	7	7	-	5	1	7	-
Principle 3 - Option B - preferred - will reduce noise impact / disturbance / noise pollution	6	6	-	5	1	6	-
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces - Richmond Park	4	4	-	4	-	4	-
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces - Kew Gardens	3	3	-	2	1	3	-
Principle 3 - Option B - preferred - will minimise flights over parks / open spaces - Richmond Park	2	2	-	2	-	2	-
Principle 3 - Option B - preferred - parks / open spaces are sanctuaries for wildlife	2	2	-	1	1	2	-
Principle 3 - Option B - preferred - prefer route over residential areas - during the day - before 7pm	1	1	-	1	-	-	1
Principle 3 - Option B - only during typical working / office hours	1	1	-	-	-	1	-
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces - Bushy Park	1	1	-	1	-	1	-
Principle 3 - Option B - preferred - as flights increase people will get used to the noise	1	1	-	1	-	1	-
Principle 3 - Option B - preferred - will reduce impact on pollution / air quality	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION B - Least Preferred	20	19	1	16	1	19	1
Principle 3 - Option B - concern - the impact on quality of life / health and well being	7	6	1	5	-	6	1
Principle 3 - Option B - concern - the impact on sleep / interrupting / disturbing sleep	5	4	1	4	-	5	-
Principle 3 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution	4	3	1	2	1	4	-
Principle 3 - Option B - concern - the impact on house prices / property price / value	2	2	-	2	-	2	-
Principle 3 - Option B - concern - not practical / unrealistic	2	2	-	2	-	2	-
Principle 3 - Option B - concern - the impact on pollution - children play in these areas	1	1	-	-	-	1	-
Principle 3 - Option B - concern - increased fuel burn / emissions	1	1	-	1	-	1	-
Principle 3 - Option B - concern - safety / security	1	1	-	1	-	1	-
Principle 3 - Option B - least preferred / unfair	1	1	-	1	-	1	-
Principle 3 - Option B - concern - the impact on air pollution / air quality	1	1	-	1	-	1	-
PRINCIPLE 3 - SUGGESTIONS	120	105	15	88	6	113	7
Principle 3 - suggestion - specific times / alternate open spaces and urban areas / spread it across both	17	16	1	14	-	17	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 3 - suggestion - flight paths - over business / industrial / commercial areas	11	9	2	9	-	11	-
Principle 3 - suggestion - neither - reduce flights over both residential and park and open spaces	10	9	1	8	1	10	-
Principle 3 - suggestion - spread / share out over a wider area - distribute noise	8	7	1	7	-	6	2
Principle 3 - suggestion - avoid populated / residential areas / urban areas / schools	7	7	-	6	1	6	1
Principle 3 - suggestion - prioritise residents' health/ well being / sleep / noise respite	7	7	-	6	-	6	1
Principle 3 - suggestion - steeper take-off / climb - to lessen impact of noise	7	5	2	6	-	7	-
Principle 3 - suggestion - reduce noise / noise impact on less people	6	6	-	5	-	6	-
Principle 3 - suggestion - neither - do not prioritise on this basis	5	4	1	4	-	4	1
Principle 3 - suggestion - keep current / existing flight paths	5	5	-	4	1	5	-
Principle 3 - suggestion - flight paths - over parks and open spaces - at night	5	5	-	4	-	5	-
Principle 3 - suggestion - reduce impact / affect less people	4	4	-	4	-	3	1
Principle 3 - suggestion - spread / share out over a wider area	4	4	-	2	-	4	-
Principle 3 - suggestion - other	4	3	1	4	-	4	-
Principle 3 - suggestion - avoid flying over residential / urban areas / schools at night / evening / weekends	3	3	-	2	-	3	-
Principle 3 - suggestion - prioritise flight paths over commercial areas, then residential , then park areas and quiet spaces	3	2	1	-	-	3	-
Principle 3 - suggestion - avoid flying over parks / opens spaces during the day	2	1	1	1	-	2	-
Principle 3 - suggestion - extra noise pollution strategies in homes - double / triple glazing	2	2	-	-	1	2	-
Principle 3 - suggestion - flight paths - over river (s)	2	2	-	2	-	2	-
Principle 3 - suggestion - no concentrated flight paths - over residential areas	2	2	-	2	-	2	-
Principle 3 - suggestion - spread / share routes - with PBN / new technology	2	2	-	2	-	2	-
Principle 3 - suggestion - no new noise over rural or urban areas	2	2	-	1	-	2	-
Principle 3 - suggestion - not to include small parklands in built up areas	2	2	-	2	-	2	-
Principle 3 - suggestion - prioritise / consider - safety / security - accident / debris falling / loss of life	2	2	-	2	-	2	-
Principle 3 - suggestion - steeper landing / descent - to lessen impact of noise	2	2	-	2	-	2	-
Principle 3 - suggestion - flight paths - over transport infrastructure	2	1	1	1	-	2	-
Principle 3 - suggestion - avoid flying over residential areas next to parks - Putney	1	1	-	-	1	-	1
Principle 3 - suggestion - each area should be first considered	1	1	-	1	-	1	-
Principle 3 - suggestion - avoid Hampstead Heath	1	1	-	1	-	1	-
Principle 3 - suggestion - balance needed - approach to flight paths	1	-	1	-	-	1	-
Principle 3 - suggestion - no special considerations for VIP	1	1	-	1	-	1	-
Principle 3 - suggestion - flight paths - over under used areas	1	1	-	1	-	1	-
Principle 3 - suggestion - only newer / quieter aircraft should fly over residential areas	1	1	-	1	-	1	-
Principle 3 - suggestion - avoid flying over parks / opens spaces - weekends	1	1	-	-	-	1	-
Principle 3 - suggestion - prioritise flight paths over private open spaces before public open spaces areas	1	1	-	-	1	1	-
Principle 3 - suggestion - alternate runways - for landing	1	1	-	1	-	1	-
Principle 3 - suggestion - flight paths - over business / industrial / commercial areas - on weekends	1	1	-	-	-	1	-
Principle 3 - suggestion - avoid Runnymede Meadows	1	-	1	-	-	1	-
Principle 3 - suggestion - reduce impact of air pollution	1	1	-	1	-	1	-
Principle 3 - suggestion - reduce impact on quality of life / health and well-being	1	1	-	1	-	1	-
Principle 3 - suggestion - flight paths - over urban parks	1	1	-	1	-	1	-
Principle 3 - suggestion - reduce noise / noise impact on less people - over parks / open spaces	1	-	1	-	-	1	-
Principle 3 - suggestion - reduce noise / noise impact on less people - over parks / open spaces - day / evening	1	1	-	1	-	1	-
Principle 3 - suggestion - restriction on flight paths / no new flight paths / reduce flight paths - over rural or urban areas	1	1	-	1	-	1	-
Principle 3 - suggestion - restriction on flight paths / no new flight paths / reduce flight paths - over parks / natural environment	1	1	-	1	-	1	-
Principle 3 - suggestion - restriction on flight paths / no new flight paths - Englefield Green	1	1	-	1	-	1	-
Principle 3 - suggestion - restriction on flight paths / no new flight paths - Wimbledon Common	1	1	-	-	-	1	-
Principle 3 - suggestion - share noise equally between urban and rural areas - through respite	1	-	1	-	-	1	-
Principle 3 - suggestion - flight paths - over residential areas day time and parks (open spaces) evenings when less used	1	-	1	-	-	1	-
Principle 3 - suggestion - avoid flying over residential areas next to parks	1	1	-	-	1	-	1
Principle 3 - suggestion - avoid flying over residential areas next to parks - Wimbledon common	1	1	-	-	1	-	1
Principle 3 - suggestion - low flying aircraft over parks	1	1	-	1	-	-	1
Principle 3 - suggestion - spread / share out over a wider area - distribute pollution	1	1	-	1	-	1	-
Principle 3 - suggestion - spread / share out over a wider area - higher altitude / flying aircraft	1	1	-	1	-	-	1
Principle 3 - suggestion - minimise all urban flights	1	1	-	1	-	1	-
Principle 3 - suggestion - mixture of both options - A daytime flights B night time flights - expect respite periods	1	-	1	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 3 - suggestion - multiple flight paths	1	1	-	1	-	1	-
PRINCIPLE 3 - OTHERS	85	71	14	55	5	79	6
Principle 3 - other	17	17	-	12	2	16	1
Principle 3 - other - options too similar / won't make a difference	13	13	-	12	-	13	-
Principle 3 - other - aircraft fly over urban areas in order to reach open spaces / parks	11	10	1	9	-	9	2
Principle 3 - other - residential areas will be impacted either way	8	7	1	6	1	8	-
Principle 3 - other - oppose all urban areas options	7	7	-	5	1	6	1
Principle 3 - other - flight paths cannot entirely avoid one or the other	6	5	1	4	-	5	1
Principle 3 - other - no preference / choose neither	4	-	4	-	-	4	-
Principle 3 - other - height of flight paths / aircraft more important	4	4	-	3	-	4	-
Principle 3 - other - impact on local people / communities	3	2	1	1	-	3	-
Principle 3 - other - the impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	3	2	1	2	-	3	-
Principle 3 - other - people value peace / tranquility	2	-	2	-	-	2	-
Principle 3 - other - timing of flights more important	2	2	-	2	-	2	-
Principle 3 - other - no preference	2	2	-	-	-	2	-
Principle 3 - other - people value peace / tranquility - Windsor Great Park	2	2	-	2	-	2	-
Principle 3 - other - impact of air pollution not known	2	2	-	1	-	2	-
Principle 3 - other - aircraft fly over urban areas in order to reach open spaces / parks - East of Heathrow	1	1	-	-	-	1	-
Principle 3 - other - flight paths cannot entirely avoid parks / open spaces	1	1	-	1	-	1	-
Principle 3 - other - people enjoy parks / open spaces	1	-	1	-	-	1	-
Principle 3 - other - the impact of the frequency / volume of flights	1	1	-	1	-	-	1
Principle 3 - other - people value peace / tranquility - Englefield Green	1	1	-	1	-	1	-
Principle 3 - other - people value peace / tranquillity - parks	1	-	1	-	-	1	-
Principle 3 - other - people value peace / tranquillity - Heritage sites	1	-	1	-	-	1	-
Principle 3 - other - people value peace / tranquillity - religious site	1	-	1	-	-	1	-
Principle 3 - other - aircraft fly over urban areas in order to reach open spaces / parks - Osterley Park	1	-	1	-	-	1	-
Principle 3 - other - concern - both options will increase noise / noise pollution	1	-	1	-	-	1	-
Principle 3 - other - rural areas maybe ear marked / due for re- development	1	1	-	-	-	1	-
Principle 3 - other - the impact of disruption - me / my family	1	1	-	1	-	-	1
Principle 3 - other - impact of emissions	1	1	-	-	1	1	-
Principle 3 - other - urban areas may have rural areas close by	1	1	-	1	-	1	-
Principle 3 - other - volume of flights	1	1	-	-	1	1	-
Principle 3 - other - impact of noise pollution	1	1	-	-	1	1	-
Principle 3 - other - value of quiet in open spaces should not be overlooked	1	-	1	-	-	1	-
Principle 3 - other - departing routes to the East can not be divided into parkland and residential areas	1	-	1	-	-	1	-
Principle 3 - other - minimal delays	1	1	-	1	-	1	-
PRINCIPLE 4	1	1	-	1	-	1	-
PRINCIPLE 4 - SUGGESTIONS	1	1	-	1	-	1	-
Principle 4 - suggestion - incentivise / encourage quieter aircraft	1	1	-	1	-	1	-
PRINCIPLE 5	3	3	-	3	-	3	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will be fuel efficient	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending / steeper descending	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - flight paths over residential areas should be higher / have modern aircraft that are quieter / create less noise / disturbance	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise lower noise / switch to low noise aircraft / noise pollution	1	1	-	1	-	1	-
PRINCIPLE 6	17	16	1	15	1	17	-
PRINCIPLE 6: NIGHT FLIGHTS - Preferred	1	1	-	1	-	1	-
Principle 6 - night flights - preferred - night time ban / do not allow night flights	1	1	-	1	-	1	-
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	1	1	-	-	-	1	-
Principle 6 - night flights - concern - the implementation of ban / current ban is not followed / should be enforced	1	1	-	-	-	1	-
PRINCIPLE 6 - SUGGESTIONS	15	14	1	14	1	15	-
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for all night flights	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 6 - night flights - suggestion - prioritise residents quality of life / health and well being	1	1	-	1	-	1	-
Night / early morning routes	10	10	-	9	1	10	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas	6	6	-	5	1	6	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas	4	4	-	4	-	4	-
Principle 6 - night flights - suggestion - flight paths over Great Windsor Park	1	1	-	1	-	1	-
Night / early morning timings	2	1	1	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 8am	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7am	1	1	-	1	-	1	-
OTHER SUGGESTIONS	67	65	2	63	3	64	3
Other suggestion - options - mixture of both options / would be fairer / spread across both	34	34	-	30	3	34	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	7	6	1	7	-	6	1
Other Suggestion - decrease / do not increase number / frequency of flights	6	6	-	6	-	6	-
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities - weekends	2	2	-	2	-	1	1
Other suggestion - avoid concentrated / narrow flight paths	2	2	-	2	-	1	1
Other suggestion - ensure compensation - to be chosen by residents	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - compulsory purchase	1	1	-	1	-	1	-
Other suggestion - avoid new / future areas for flight paths where possible	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - relocation costs	1	1	-	1	-	1	-
Other suggestion - ensure respite	1	1	-	1	-	-	1
Other suggestion - flight paths - along motorways / major roads / railways	1	-	1	1	-	1	-
Other suggestion - flight paths - relocate to a coastal position / fly out to sea	1	1	-	1	-	1	-
Other suggestion - flight paths - should be subject to regular / annual review on noise / pollution / safety	1	1	-	1	-	1	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities	1	1	-	1	-	1	-
Other suggestion - flight paths - shortest distance by overland to sea	1	1	-	1	-	1	-
Other suggestion - compensation zones / CPZ's - need to be extended	1	1	-	1	-	1	-
Other suggestion - Heathrow should be subject to noise restrictions on rural / urban / areas	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with other airports - reduce concentrations of aircraft noise	1	1	-	1	-	1	-
Other suggestion - implement NAPD1	1	1	-	1	-	1	-
Other suggestion - incentivise / encourage less air polluting aircraft	1	1	-	1	-	1	-
Other suggestion - incentivise / encourage quieter aircraft	1	1	-	1	-	1	-
Other suggestion - minimise / reduce impact - residential areas	1	1	-	1	-	1	-
Other suggestion - minimise all noise impacts	1	1	-	1	-	1	-
Other suggestion - alternate over residential / rural areas - noise will be shared	1	1	-	1	-	1	-
Other suggestion - prioritise environment	1	1	-	1	-	1	-
Other suggestion - prioritise quality of life / health and well being - over profit convenience of airlines	1	1	-	1	-	1	-
Other suggestion - airlines should be held accountable / regulated to reduce noise on take off / landing	1	1	-	1	-	1	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - residential areas	1	1	-	1	-	1	-
Other suggestion - restriction on cargo flights	1	1	-	1	-	1	-
Other suggestion - route aircraft over Thames Estuary	1	1	-	1	-	1	-
Other suggestion - use quickest / most efficient routes	1	1	-	1	-	1	-
Other suggestion - Westerly preference - should be abolished	1	1	-	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths - communities / residential areas	1	1	-	1	-	1	-
Other suggestion - Westerly preference - take off for long haul flights	1	1	-	1	-	1	-
Other suggestion - steeper descent / approach	1	1	-	1	-	1	-
Other suggestion - other	1	1	-	1	-	1	-
OTHER COMMENTS	21	20	1	16	4	21	-
Other comment - Heathrow - criticism	2	2	-	1	-	2	-
Other comments - other	2	1	1	1	1	2	-
Other comment - existing flight paths - over Barnes	1	1	-	1	-	1	-
Other comment - existing flight paths - over Kew Gardens	1	1	-	1	-	1	-
Other comment - existing flight paths - over Sheen	1	1	-	1	-	1	-
Other comment - increase in number of flights is inevitable	1	1	-	1	-	1	-
Other comment - people before profits	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other comment - people pay a premium / high cost when living in quiet area / area not affected by flight paths - deserve the right	1	1	-	1	-	1	-
Other comment - existing flight paths - over Richmond	1	1	-	1	-	1	-
Reasons for concerns	14	14	-	11	3	14	-
Other concern - flights create / increase pollution	2	2	-	2	-	2	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas	2	2	-	1	1	2	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas - Eton	1	1	-	1	-	1	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas - Richmond	1	1	-	1	-	1	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas - River Thames	1	1	-	1	-	1	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas - Windsor	1	1	-	1	-	1	-
Other concern - I have been subject to misery of PBN trials	1	1	-	1	-	1	-
Other concern - impact on environment	1	1	-	1	-	1	-
Other concern - impact on local towns / villages	1	1	-	1	-	1	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	1	1	-	-	1	1	-
Other concern - impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Other concern - impact on open areas / countryside	1	1	-	1	-	1	-
Other concern - impact on wildlife / habitats / nature	1	1	-	1	-	1	-
Other concern - increased air pollution / reduction in air quality	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise	1	1	-	1	-	1	-
Other concern - no increase in noise - anywhere	1	1	-	1	-	1	-
Other concern - insulation in homes does not reduce noise / noise pollution in gardens / parks / streets	1	1	-	-	1	1	-
Other concern - risk / worry of accident / airplane crash / security risk	1	1	-	1	-	1	-
Other concern - safety - increased air traffic - over residential areas / urban areas	1	1	-	1	-	1	-
EXISTING PROBLEMS	46	43	3	43	3	40	6
Already suffer from excessive noise / disturbance (do not need anymore) - Kew Gardens (no longer relaxing)	14	14	-	12	2	14	-
Already suffer from excessive noise / disturbance (do not need anymore)	12	10	2	11	1	11	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	7	7	-	7	-	7	-
Already suffer from impact on quality of life / health and well being	3	2	1	3	-	2	1
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	3	2	1	3	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	2	1	1	2	-	2	-
Already suffer from impact on sleep / interrupting / disturbing sleep	2	2	-	2	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency	2	2	-	2	-	-	2
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond Park	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - under flight path	2	2	-	2	-	-	2
Already suffer from excessive noise / disturbance (do not need anymore) - Finsbury Park	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - under flight path - Stockwell	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor Great Park	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Bushy Park	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - London	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Stockwell	1	1	-	1	-	-	1
Already suffer from London City Airport flights / as well as Heathrow flights	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving	1	1	-	1	-	1	-
Already suffer from pollution (do not need more)	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - above legal limits	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - children / school	1	-	1	1	-	1	-
Already suffer from pollution (do not need more) - Kew Gardens	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - West London	1	1	-	1	-	1	-
Already suffer from risk / worry of accident / airplane crash / security risk	1	1	-	1	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore)	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	1	1	-	1	-	-	1
Already suffer with flights starting earlier than claimed / before 7am / existing flights already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Kew Gardens	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas with existing high levels of noise	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - Stockwell	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - Bishops Park	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
ALTERNATIVE SUGGESTIONS TO EXPANSION	14	13	1	14	-	13	1
Alternative suggestion - develop another airport - Gatwick	5	5	-	5	-	5	-
Alternative suggestion - develop another airport - low population density	2	2	-	2	-	1	1
Alternative suggestion - build a new airport instead - away from city centre	1	-	1	1	-	1	-
Alternative suggestion - build a new airport instead - East of London	1	1	-	1	-	1	-
Alternative suggestion - develop another airport	1	1	-	1	-	1	-
Alternative suggestion - Heathrow relocated - on the coast	1	1	-	1	-	1	-
Alternative suggestion - build a new airport instead	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - South	1	1	-	1	-	1	-
Alternative suggestion - Heathrow removed	1	1	-	1	-	1	-
Alternative suggestion - Heathrow space should be turned into flats / homes built	1	-	1	1	-	1	-
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - Thames Estuary	1	1	-	1	-	1	-
EXPANSION	49	48	1	41	6	42	7
Against Heathrow / expansion	49	48	1	41	6	42	7
Do not agree / oppose the expansion at Heathrow	31	30	1	25	5	28	3
Airport in the wrong place / unsuitable location	8	8	-	7	1	7	1
Expansion will have a negative impact on - noise / noise pollution	5	5	-	5	-	3	2
Expansion will have a negative impact on - quality of life / health and well being	4	4	-	4	-	2	2
Expansion will have a negative impact on - air pollution / air quality	3	3	-	3	-	2	1
Expansion will have a negative impact on - number of flights	2	2	-	2	-	2	-
Expansion will have a negative impact on - environment	2	2	-	2	-	2	-
Airport in the wrong place / unsuitable location - too close to Central London	1	1	-	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Thames Valley	1	1	-	1	-	-	1
Expansion will have a negative impact on - air pollution / air quality - Wimbledon Common	1	1	-	1	-	1	-
Expansion will have a negative impact on - business / economy / will not attain proposed economic growth / jobs	1	1	-	-	-	1	-
Expansion will have a negative impact on - destruction of homes	1	1	-	-	-	1	-
Expansion will have a negative impact on - destruction of local areas / communities - Longford	1	1	-	-	-	1	-
Do not agree / oppose the expansion at Heathrow - should reduce size / too large already	1	1	-	1	-	1	-
Expansion will have a negative impact on - environment - Open spaces	1	1	-	-	-	1	-
Expansion will have a negative impact on - environment - Harmondsworth	1	1	-	-	-	1	-
Expansion will have a negative impact on - local people / residents - London	1	1	-	1	-	1	-
Expansion will have a negative impact on - me / my family	1	1	-	1	-	-	1
Do not agree / oppose the Third Runway	1	1	-	-	1	1	-
Expansion will have a negative impact on - noise / noise pollution - Brands Hill	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Colnbrook	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Harlington	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Poyle	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Sipson	1	1	-	-	-	1	-
Expansion - is unnecessary	1	1	-	1	-	1	-
Expansion will have a negative impact - cause disruption / nuisance	1	1	-	1	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion	1	1	-	1	-	-	1
Expansion will have a negative impact on - safety / security	1	1	-	1	-	1	-
Other expansion opposition	1	1	-	1	-	1	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	79	75	4	68	9	66	13
Criticism of the consultation / consultation documents / consultation process	79	75	4	68	9	66	13
Oppose all options / dislike all options / none are appropriate	62	61	1	53	7	52	10
Consultation - questionnaire - question is / questions are - unfair / misleading	5	4	1	4	1	4	1
Not enough information given	4	4	-	4	-	3	1
Options - Heathrow is located in urban area so no rural choice / lack of rural choice / have to select urban areas	3	2	1	2	1	3	-
Consultation is biased / leading	2	2	-	2	-	2	-
Consultation - questionnaire - question is / questions are - inadequate	2	2	-	2	-	2	-
Other negative mentions of the consultation document	2	2	-	1	1	1	1
Consultation is dishonest / incorrect information	1	1	-	1	-	1	-
Consultation timescale - principles should be decided between HAL and stakeholders then optimise airspace after decision	1	-	1	1	-	1	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Continuous climb / descent profiles into every South East airport is more important / is of more importance than options	1	1	-	1	-	1	-
Maximizing all available runway capacity is more important / is of more importance than options	1	1	-	1	-	1	-
Consultation document - lack of detail offered in document - unable to offer informed response	1	1	-	1	-	1	-
Consultation irrelevant - Heathrow expansion already a done deal / already decided	1	1	-	1	-	1	-
Options - ambiguities / contradiction between options	1	1	-	1	-	1	-
Options - ambiguities / contradiction between options from different principles / questions	1	1	-	1	-	1	-
Consultation irrelevant - Heathrow will not listen to residents' views	1	1	-	1	-	1	-
Options - no preference / little difference between options	1	-	1	1	-	1	-
Consultation document - graphics are inadequate - location of parks / open spaces overflown	1	1	-	1	-	1	-
Other negative mentions of the consultation process	1	1	-	1	-	1	-
Reducing airline costs is more important / is of more importance than options	1	1	-	1	-	1	-
All participants who answered question:	1170	1153	17	937	173	1047	123
Q4. Principle 4: Noise and emissions Please read page 16 of the Airspace Consultation Document before answering this question. Please select one of the options a-b and provide any comments in the box below. When designing airspace, Heathrow should:							
a) Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions*	917	904	13	735	142	816	101
b) Design flight paths that prioritise a reduction in fuel burn and emissions* over those that reduce noise for local communities	261	257	4	208	32	239	22
All participants who answered question:	736	684	52	558	68	689	47
Q4: Please provide any comments you have on noise and emissions							
PRINCIPLE 1	7	7	-	6	1	7	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflown / impact as few people as possible	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION A - Preferred	1	1	-	1	-	1	-
Principle 1 - Option A - preferred / best / fairest option	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION B - reduce people newly overflown / keep routes as close to where they are	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION B - Preferred	1	1	-	1	-	1	-
Principle 1 - Option B - preferred / best / fairest option	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	4	4	-	4	-	4	-
PRINCIPLE 1 - OPTION C - Preferred	4	4	-	4	-	4	-
Principle 1 - Option C - preferred / the fairest option	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - with conditions	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - pollution over wider area / less impact on air pollution	1	1	-	1	-	1	-
PRINCIPLE 1 - SUGGESTIONS	1	1	-	-	1	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas	1	1	-	-	1	1	-
PRINCIPLE 2	1	1	-	1	-	1	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION B - Routing aircraft over rural areas / minimizing people affected	1	1	-	1	-	1	-
PRINCIPLE 2 - OPTION B - Least preferred / concerns	1	1	-	1	-	1	-
Principle 2 - Option B - least preferred	1	1	-	1	-	1	-
PRINCIPLE 3	4	4	-	4	-	3	1
PRINCIPLE 3 - URBAN AREAS - OPTION A - Flight paths over parks / open spaces	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION A - Least preferred	1	1	-	1	-	1	-
Principle 3 - Option A - least preferred - parks / open spaces	1	1	-	1	-	1	-
PRINCIPLE 3 - URBAN AREAS - OPTION B - Flight paths over residential areas	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION B - Least Preferred	1	1	-	1	-	1	-
Principle 3 - Option B - least preferred / unfair	1	1	-	1	-	1	-
PRINCIPLE 3 - SUGGESTIONS	2	2	-	2	-	1	1
Principle 3 - suggestion - avoid populated / residential areas / urban areas / schools	1	1	-	1	-	-	1
Principle 3 - suggestion - spread / share out over a wider area - distribute pollution	1	1	-	1	-	1	-
PRINCIPLE 4	583	540	43	432	47	550	33
PRINCIPLE 4: NOISE AND EMISSIONS - OPTION A - Prioritise reduction of aircraft noise for local communities over those that reduce fuel burn and emissions	291	267	24	201	26	277	14
PRINCIPLE 4 - OPTION A - Preferred	281	259	22	195	24	268	13
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important	94	85	9	67	6	88	6
Principle 4 - Option A - preferred - technology will help reduce emissions / aircraft will become more fuel efficient / eco friendly	45	44	1	34	4	44	1
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important - for people / local communities	45	43	2	34	3	44	1
Principle 4 - Option A - preferred - will reduce impact on quality of life / health and well-being	42	40	2	33	2	41	1
Principle 4 - Option A - preferred	39	31	8	16	3	37	2



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 4 - Option A - preferred - fuel burn saved is insignificant compared to - total fuel burn /emissions	22	20	2	16	2	21	1
Principle 4 - Option A - preferred - with conditions	19	17	2	13	3	19	-
Principle 4 - Option A - preferred - fuel burn saved is insignificant compared to - impact of noise on peoples health	14	11	3	8	3	14	-
Principle 4 - Option A - preferred - emissions can be better controlled	13	12	1	11	-	13	-
Principle 4 - Option A - preferred - will reduce impact on sleep / interrupting / disturbing sleep	12	12	-	10	-	11	1
Principle 4 - Option A - preferred - without the expense of significant impact on climate change / fuel burn / emissions	6	6	-	5	1	6	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important - children / schools	6	6	-	5	1	6	-
Principle 4 - Option A - preferred - for night flights	5	5	-	3	-	5	-
Principle 4 - Option A - preferred - fuel burn saved is insignificant compared to - total fuel burn /emissions - globally	4	4	-	4	-	4	-
Principle 4 - Option A - preferred - will incentivise / encourage aircraft designers / manufacturers to create quiet and low emissions aircraft	3	3	-	3	-	3	-
Principle 4 - Option A - preferred - residents should be prioritised over customers / passengers	3	3	-	2	1	3	-
Principle 4 - Option A - preferred - air pollution is inevitable	3	3	-	2	-	1	2
Principle 4 - Option A - preferred - new runway will reduce stacking - save fuel	2	2	-	1	1	2	-
Principle 4 - Option A - preferred - is the most important - for businesses	2	2	-	1	1	2	-
Principle 4 - Option A - preferred - legislation will help reduce emissions	2	2	-	1	-	2	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is worth the expense of the longer flight paths	2	2	-	2	-	2	-
Principle 4 - Option A - preferred - flight paths that reduce noise for residents will also reduce emissions over residents	2	2	-	2	-	2	-
Principle 4 - Option A - preferred - will reduce impact on sleep / interrupting / disturbing sleep - children	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - will reduce impact on sleep / interrupting / disturbing sleep - Richmond	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - for night flights - urban areas	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important - night flights	1	-	1	-	-	1	-
Principle 4 - Option A - preferred - for small areas	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important - Harlington Sports Ground	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - for night flights - rural areas	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - lighter weighted aircraft will help reduce emissions / aircraft will become more fuel efficient / eco friendly	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - up to 10,000 feet	1	-	1	-	-	1	-
PRINCIPLE 4 - OPTION A - Least preferred	14	11	3	8	2	13	1
Principle 4 - Option A - concern - fuel burn	2	1	1	2	-	2	-
Principle 4 - Option A - concern - longer routes are inefficient	2	2	-	1	-	2	-
Principle 4 - Option A - concern - the impact on environment	2	2	-	1	-	2	-
Principle 4 - Option A - concern - the impact on air pollution	2	2	-	2	-	1	1
Principle 4 - Option A - concern - will impact greater number of people	2	2	-	2	-	2	-
Principle 4 - Option A - concern - about implementation	1	1	-	1	-	1	-
Principle 4 - Option A - concern - the impact on quality of life / health and well-being	1	-	1	-	-	1	-
Principle 4 - Option A - least preferred	1	1	-	-	-	1	-
Principle 4 - Option A - concern - the impact on rural areas	1	1	-	-	1	1	-
Principle 4 - Option A - concern - will make flights longer / more expensive	1	1	-	1	-	1	-
Principle 4 - Option A - concern - conflicts with the European Goal of satellite navigation allowing more direct paths	1	-	1	-	1	1	-
PRINCIPLE 4: NOISE AND EMISSIONS - OPTION B - Design flight paths that prioritise a reduction in fuel burn and emissions over those that reduce noise for local communities	122	117	5	92	13	117	5
PRINCIPLE 4 - OPTION B - Preferred	102	99	3	77	12	100	2
Principle 4 - Option B - preferred - vital / important	33	33	-	28	1	33	-
Principle 4 - Option B - preferred - climate change / long term environment damage	17	17	-	11	4	17	-
Principle 4 - Option B - preferred - environmental damage more important / than noise	15	15	-	11	1	14	1
Principle 4 - Option B - preferred - emissions more detrimental long term than noise	10	10	-	7	3	9	1
Principle 4 - Option B - preferred - will reduce impact on quality of life / health and well-being	10	10	-	10	-	10	-
Principle 4 - Option B - preferred	7	7	-	4	2	7	-
Principle 4 - Option B - preferred - with conditions	6	6	-	6	-	6	-
Principle 4 - Option B - preferred - vital / important - for local people / communities	5	5	-	3	1	5	-
Principle 4 - Option B - preferred - you become accustomed to noise	5	5	-	4	-	5	-
Principle 4 - Option B - preferred - reduce noise with other methods / insulation / air traffic management	3	3	-	2	1	3	-
Principle 4 - Option B - preferred - economic / business benefits	2	1	1	1	1	2	-
Principle 4 - Option B - preferred - shortest route - more convenient for passengers	2	2	-	2	-	2	-
Principle 4 - Option B - preferred - shortest route - reduce impact on environment	2	1	1	2	-	2	-
Principle 4 - Option B - preferred - emissions more detrimental long term than noise - quality of life / health and well being	2	2	-	2	-	2	-
Principle 4 - Option B - preferred - vital / important - during the day	2	2	-	-	-	2	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Principle 4 - Option B - preferred - air pollution in UK is already above legal / EU limit	2	1	1	2	-	2	-
Principle 4 - Option B - preferred - noise will be experienced somewhere	2	2	-	2	-	2	-
Principle 4 - Option B - preferred - residents disturbed by noise can move elsewhere	2	2	-	1	-	2	-
Principle 4 - Option B - preferred - least impact on noise	1	1	-	-	1	1	-
Principle 4 - Option B - preferred - reduce noise by aircraft flying higher altitude / faster speed	1	1	-	1	-	1	-
Principle 4 - Option B - preferred - vital / important - London	1	1	-	1	-	1	-
Principle 4 - Option B - preferred - least impact on air pollution / air quality	1	1	-	-	1	1	-
Principle 4 - Option B - preferred - air pollution in UK is already above legal / EU limit - Putney	1	1	-	1	-	1	-
Principle 4 - Option B - preferred - shortest route - least disturbance	1	-	1	1	-	1	-
Principle 4 - Option B - preferred - will reduce impact on vulnerable / poor	1	-	1	-	-	1	-
Principle 4 - Option B - preferred - without the expense of significant impact on noise	1	1	-	1	-	1	-
Principle 4 - Option B - preferred - shortest route - flights will take less time overflying	1	1	-	-	1	1	-
PRINCIPLE 4 - OPTION B - Least preferred / concerns	22	20	2	17	1	19	3
Principle 4 - Option B - concern - the impact of aircraft noise / noise insulation in homes	5	4	1	4	-	3	2
Principle 4 - Option B - concern - the increase in emissions - comes from many sources / aviation is not the main contributor of emissions	5	5	-	5	-	4	1
Principle 4 - Option B - concern - the increase in emissions - is insignificant in the short space of time / more significant impact from hours aircraft are in the sky	4	4	-	3	1	4	-
Principle 4 - Option B - concern - the impact on residents	4	3	1	2	-	3	1
Principle 4 - Option B - concern - the increase in emissions - is insignificant compared to increase in number of flights	3	3	-	3	-	3	-
Principle 4 - Option B - concern - least preferred	2	2	-	1	-	2	-
Principle 4 - other - concerns	1	1	-	1	-	1	-
PRINCIPLE 4 - SUGGESTIONS	242	220	22	187	15	223	19
Principle 4 - suggestion - both should be kept to a minimum / both harmful / both important	106	101	5	88	5	96	10
Principle 4 - suggestion - both options / noise and emissions are important - should be considered	33	27	6	23	3	28	5
Principle 4 - suggestion - airlines should reduce air pollution / emissions / fuel burn	17	16	1	16	-	17	-
Principle 4 - suggestion - limit / reduce number of flights to reduce emissions	12	11	1	11	1	11	1
Principle 4 - suggestion - manufacturers should take care of fuel efficiency	6	6	-	4	1	6	-
Principle 4 - suggestion - technology will improve to improve efficiency of engines	6	6	-	5	1	6	-
Principle 4 - suggestion - older aircraft should be replaced by newer / more efficient aircraft	5	5	-	5	-	5	-
Principle 4 - suggestion - prioritise / consider - impact on quality of life / health and well being	5	4	1	4	-	5	-
Principle 4 - suggestion - aircraft should use eco friendly fuel / solar	5	5	-	3	1	5	-
Principle 4 - suggestion - other	5	4	1	3	-	5	-
Principle 4 - suggestion - reduce / ban noisiest aircraft	4	4	-	4	-	4	-
Principle 4 - suggestion - airlines should reduce noise pollution	4	4	-	4	-	4	-
Principle 4 - suggestion - both options should be considered - pollution and quality of life	4	4	-	4	-	3	1
Principle 4 - suggestion - incentivise / encourage quieter aircraft	4	4	-	4	-	3	1
Principle 4 - suggestion - tax on aircraft fuel	3	3	-	2	-	3	-
Principle 4 - suggestion - steeper angle for landing / take off - reduce noise and air pollution	3	3	-	3	-	3	-
Principle 4 - suggestion - advances in technology will ensure that both problems are diminished	3	3	-	2	-	3	-
Principle 4 - suggestion - airlines should not prioritise fuel burn over noise impacts	3	2	1	1	1	3	-
Principle 4 - suggestion - prioritise noise impacts at low altitudes - fuel burn at higher altitudes	3	3	-	3	-	3	-
Principle 4 - suggestion - reduce impact / affect less people - take offs / departures	3	3	-	2	-	3	-
Principle 4 - suggestion - balance needed - approach to noise and emissions - both should be prioritised / reduced	2	-	2	-	-	2	-
Principle 4 - suggestion - charge / penalise airlines - if flying older aircraft	2	2	-	2	-	2	-
Principle 4 - suggestion - charge / penalise noisy aircraft	2	2	-	2	-	2	-
Principle 4 - suggestion - plant more trees	2	2	-	1	1	2	-
Principle 4 - suggestion - DCO / planning application - coordinate process with consultation	2	-	2	-	-	2	-
Principle 4 - suggestion - reduce fuel inefficient aircraft	2	2	-	1	-	2	-
Principle 4 - suggestion - reduce impact / affect less people - priority	2	2	-	1	1	2	-
Principle 4 - suggestion - higher ticket prices as environment tax	2	2	-	1	1	2	-
Principle 4 - suggestion - flight paths should prioritise safety / security	2	2	-	1	1	2	-
Principle 4 - suggestion - spread / share out over a wider area	2	1	1	1	-	2	-
Principle 4 - suggestion - alternate flight paths / routes - for landing and take offs	2	1	1	1	-	2	-
Principle 4 - suggestion - both important - for environment	2	2	-	2	-	2	-
Principle 4 - suggestion - aircraft should fly at higher altitudes	2	2	-	2	-	1	1
Principle 4 - suggestion - invest in electric airport vehicles	2	2	-	-	-	2	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 4 - suggestion - keep current / existing flight paths	2	2	-	1	-	2	-
Principle 4 - suggestion - prioritise noise impacts at low altitudes - below 7000 feet	2	-	2	-	-	2	-
Principle 4 - suggestion - alternate runways - for landings and take offs	2	1	1	1	-	2	-
Principle 4 - suggestion - aircraft could fly at lower altitude over motorways - reduce fuel burn	1	1	-	1	-	1	-
Principle 4 - suggestion - incentivise / encourage airlines to reduce fuel / emissions	1	1	-	-	-	1	-
Principle 4 - suggestion - incentivise lower cost parking for electric vehicles	1	1	-	-	-	1	-
Principle 4 - suggestion - higher cost of flights to discourage use	1	1	-	1	-	1	-
Principle 4 - suggestion - constant decent approach to be utilised	1	1	-	-	1	1	-
Principle 4 - suggestion - invest in electric public transport - South East / London	1	1	-	-	-	1	-
Principle 4 - suggestion - invest in public transport - to cope with increased airport use	1	1	-	1	-	-	1
Principle 5 - suggestion - charge / penalise airlines - for breaking air quality / emissions targets	1	1	-	-	-	1	-
Principle 4 - suggestion - polluting aircraft should be diverted / use alternative airports	1	1	-	1	-	1	-
Principle 4 - suggestion - longer flight expenses should be passed on to consumers / passengers / customers - ticket prices	1	1	-	1	-	1	-
Principle 4 - suggestion - charge / penalise airlines - in proportion to noise impact	1	-	1	-	-	1	-
Principle 4 - suggestion - charge / penalise airlines - to fund proportionate compensation for local people / communities	1	-	1	-	-	1	-
Principle 4 - suggestion - balance needed - multiple routes could provide predictable respite and reduce extent of emissions bypassing communities	1	-	1	-	-	1	-
Principle 4 - suggestion - charge / penalise inefficient aircraft	1	1	-	1	-	1	-
Principle 4 - suggestion - consult with NEDG / CAA / other stakeholders - impact of changes	1	-	1	-	-	1	-
Principle 4 - suggestion - consult with local people / communities - impact of changes	1	-	1	-	-	1	-
Principle 4 - suggestion - reduce impact / affect less people - newly flown over	1	1	-	1	-	1	-
Principle 4 - suggestion - reduce impact / affect less people - pollution	1	1	-	1	-	1	-
Principle 4 - suggestion - multiple (PBN) routes to provide predictable / adequate respite	1	-	1	-	-	1	-
Principle 4 - suggestion - DCO / planning application - require set / defined respite periods	1	-	1	-	-	1	-
Principle 4 - suggestion - reduce noise by reducing airtime	1	1	-	1	-	1	-
Principle 4 - suggestion - reduce noise during take-off	1	1	-	1	-	1	-
Principle 4 - suggestion - prioritise / consider - environment	1	1	-	-	-	1	-
Principle 4 - suggestion - design Area navigation (ANAV) transitions to the landing system (LS) to ensure - environmentally efficient	1	1	-	1	-	1	-
Principle 4 - suggestion - prioritise / consider - the impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 4 - suggestion - should not increase noise pollution / air pollution	1	-	1	-	-	1	-
Principle 4 - suggestion - route flights away from communities to reduce emission levels	1	1	-	1	-	1	-
Principle 4 - suggestion - should not increase noise pollution / air pollution in new areas	1	1	-	-	-	1	-
Principle 4 - suggestion - design Area navigation (ANAV) transitions to the landing system (LS) to ensure - low power, low drag continuous descent into decelerated approach	1	1	-	1	-	1	-
Principle 4 - suggestion - smaller aircraft reduce noise and emissions	1	1	-	-	-	1	-
Principle 4 - suggestion - encourage lower emissions from road users	1	1	-	1	-	1	-
Principle 4 - suggestion - ensure respite from noise - regular / fixed / predetermined times	1	1	-	1	-	1	-
Principle 4 - suggestion - technology will improve to slow down global warming long term	1	1	-	-	-	1	-
Principle 4 - suggestion - urban areas should priorities less noise and pollution	1	1	-	1	-	1	-
Principle 4 - suggestion - aircraft should fly at higher altitude - reduce noise	1	1	-	-	-	1	-
Principle 4 - suggestion - aircraft should not tight turn - impact on noise and emissions	1	1	-	1	-	1	-
Principle 4 - suggestion - aircraft should fly at higher altitude - reduce noise - below 7000 feet	1	-	1	-	-	1	-
Principle 4 - suggestion - flight paths away from communities / residential / urban areas - to reduce noise levels	1	1	-	1	-	-	1
Principle 4 - suggestion - prioritise noise reduction - at lower altitudes - below 4000	1	-	1	-	-	1	-
Principle 4 - suggestion - aircraft should fly at higher altitude over hilly / higher areas - reduce noise impact	1	1	-	1	-	1	-
Principle 4 - suggestion - prioritise noise impacts at low altitudes - local people / communities	1	-	1	-	-	1	-
Principle 4 - suggestion - prioritise technology based emission reduction over length of route flown	1	-	1	-	-	1	-
Principle 4 - suggestion - improve air quality	1	1	-	1	-	1	-
PRINCIPLE 4 - OTHERS	93	87	6	75	6	92	1
Principle 4 - other - other comments	28	27	1	19	4	28	-
Principle 4 - other - emissions affect health not just climate change	12	12	-	12	-	12	-
Principle 4 - other - both options cause deterioration of sleep / interrupting / disturbing sleep	11	11	-	11	-	11	-
Principle 4 - other - emissions - climate change	8	8	-	8	-	8	-
Principle 4 - other - reduction in noise (different route) goes hand-in-hand with fuel burn emissions reduction	7	7	-	7	-	7	-
Principle 4 - other - air pollution is a wider issue - cannot be solved by reducing some plane emissions	6	6	-	5	1	6	-
Principle 4 - other - climate change affects health	5	5	-	5	-	5	-
Principle 4 - other - flights paths over - local people / residents	4	4	-	4	-	4	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 4 - other - air pollution in UK is already above legal / EU limit	4	4	-	2	-	3	1
Principle 4 - other - both emissions and noise are important / neither should have greater priority	3	1	2	1	-	3	-
Principle 4 - other - noise correlates with power output	2	2	-	2	-	2	-
Principle 4 - other - noise pollution in UK is already above legal / EU limit	2	2	-	1	-	1	1
Principle 4 - other - local communities are important	2	2	-	2	-	2	-
Principle 4 - other - pollution / air quality is important	1	1	-	-	1	1	-
Principle 4 - other - emergency services would need access	1	1	-	1	-	1	-
Principle 4 - other - both options impact on quality of life / health and well being	1	-	1	1	-	1	-
Principle 4 - other - flights paths over - local people / residents - Luton	1	1	-	1	-	1	-
Principle 4 - other - flights paths should not be excessively extended / altered	1	-	1	-	-	1	-
Principle 4 - other - airlines will not support this	1	1	-	1	-	1	-
Principle 4 - other - longer routes will cost airlines more in cost and maintenance of aircraft	1	1	-	-	-	1	-
Principle 4 - other - fuel burn / emissions are important	1	1	-	1	-	1	-
Principle 4 - other - impact of aircraft emissions above 3000 feet / 1000 metres	1	1	-	1	-	1	-
Principle 4 - other - noise impacts economy local / national	1	1	-	1	-	1	-
Principle 4 - other - noise pollution is a significant health issue - according to WHO / CAA	1	-	1	-	-	1	-
Principle 4 - other - noise impacts health service	1	1	-	1	-	1	-
Principle 4 - other - requiring modern / fuel efficient aircraft will be beneficial for aircraft manufacturers	1	1	-	1	-	1	-
Principle 4 - other - will incentivise airlines to purchase modern / fuel efficient aircraft	1	1	-	1	-	1	-
Principle 4 - other - climate change causes unpredictable weather conditions - safety issues	1	1	-	1	-	1	-
PRINCIPLE 5	41	41	-	31	7	39	2
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	27	27	-	20	5	26	1
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	21	21	-	16	3	20	1
Principle 5 - Technology / innovation - (modern aircraft) will be fuel efficient	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - (modern aircraft) will reduce emissions / improve air quality	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - (modern aircraft) will encourage / ensure airlines keep their fleets up to date / phase out the older aircraft / on Heathrow routes	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending / steeper descending	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - (modern aircraft) will use the latest navigational equipment	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - should be encouraged	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will result in higher efficiency / airspace / routes efficiency	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	16	16	-	12	3	15	1
Principle 5 - Technology / innovation - suggestion - invest in electric / hybrid / solar aircraft - reduce emissions	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - suggestion - invest in electric / hybrid / solar aircraft - reduce noise	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - suggestion - prioritise / invest in reduction of emissions / improve air quality / air pollution - aircraft	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - suggestion - prioritise climate change / be sustainable / protect the environment	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - prioritise fuel efficiency	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - invest - reduce noise	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - only accommodate the aircraft with efficient / cleaner engines	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - build aircraft for vertical / steep / faster take off	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - aircraft built - to use electric engines	1	1	-	-	1	-	1
Principle 5 - Technology / innovation - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise lower noise / switch to low noise aircraft / noise pollution	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise / only accommodate newer aircraft / ban older aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - provide incentives / encourage airlines to use low emission aircraft	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow quicker / curved / steeper / quieter approaches	1	1	-	-	1	1	-
PRINCIPLE 6	5	4	1	5	-	5	-
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	2	2	-	2	-	2	-
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 6 - night flights - concern - the implementation of ban / current ban is not followed / should be enforced	1	1	-	1	-	1	-
PRINCIPLE 6 - SUGGESTIONS	4	3	1	4	-	4	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - at low altitude	1	1	-	1	-	1	-
Night / early morning timings	2	1	1	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 8am	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7am	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
OTHER SUGGESTIONS	78	76	2	72	4	75	3
Other Suggestion - decrease / do not increase number / frequency of flights	12	12	-	11	-	10	2
Other suggestion - options - mixture of both options / would be fairer / spread across both	10	10	-	10	-	10	-
Other suggestion - steeper take off / climb	4	4	-	2	1	4	-
Other suggestion - prioritise quality of life / health and well being - over profit convenience of airlines	3	3	-	3	-	3	-
Other suggestion - avoid stacking / reduce stacking - improve fuel efficiency	3	3	-	2	1	3	-
Other suggestion - steeper take off / climb - to reduce noise / noise pollution	3	3	-	3	-	3	-
Other suggestion - flight paths - should be at higher altitude - with emission targets uncompromised	2	2	-	2	-	2	-
Other suggestion - in line with the World Health Organization standards - noise	2	2	-	2	-	2	-
Other suggestion - compensate for pollution over communities - penalise airport, airlines and passengers - encourage modification	2	2	-	2	-	2	-
Other suggestion - avoid stacking	2	2	-	2	-	2	-
Other suggestion - reduce / prioritise fuel burn / emissions	2	2	-	2	-	2	-
Other suggestion - reduced queuing / taxiing / waiting times for aircraft - reduces emissions	2	2	-	2	-	2	-
Other suggestion - steeper descent / approach - to reduce noise	2	2	-	2	-	2	-
Other suggestion - ensure compensation - to be chosen by residents	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - use quickest / most efficient routes	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for increased noise levels	1	1	-	-	1	1	-
Other suggestion - airspace design should be flexible - allow for amendments - regarding adverse impacts to residents / wildlife / farm animals / AONBs	1	-	1	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing	1	1	-	1	-	1	-
Other suggestion - ensure respite	1	1	-	1	-	1	-
Other suggestion - expansion should encourage use of / more use of public transport	1	1	-	1	-	1	-
Other suggestion - flight paths - not over communities / residential / urban areas	1	1	-	1	-	1	-
Other suggestion - flight paths - not over communities / residential / urban areas - schools - weekdays	1	1	-	1	-	1	-
Other suggestion - flight paths - over rural / underpopulated areas	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude - to reduce noise	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude - when joining descent path	1	1	-	1	-	1	-
Other suggestion - avoid stacking / reduce stacking - reduce emissions	1	1	-	1	-	1	-
Other suggestion - flight paths - should be rotated on multiple paths - fly over schools during weekend	1	1	-	1	-	1	-
Other suggestion - Heathrow should carry out detailed surveys on suitability of designated flight path areas	1	1	-	1	-	1	-
Other suggestion - height of surrounding areas to be considered as greater noise impact on higher ground	1	1	-	1	-	1	-
Other suggestion - implement NAPD1	1	1	-	1	-	1	-
Other suggestion - improve passenger / flyer experience - encourage investment / business to UK	1	1	-	1	-	1	-
Other suggestion - in line with the World Health Organization standards	1	1	-	1	-	1	-
Other suggestion - ban old / noisy / polluting aircraft	1	1	-	1	-	1	-
Other suggestion - invest in public transport	1	1	-	1	-	1	-
Other suggestion - larger aircraft should be restricted	1	1	-	1	-	1	-
Other suggestion - noise reduction measures should be balanced with carbon reduction measures	1	-	1	-	1	1	-
Other suggestion - ban old / polluting cars - within airport perimeters	1	1	-	1	-	1	-
Other suggestion - prioritise noise at 7,000 feet	1	1	-	1	-	1	-
Other suggestion - charge / penalise airlines - if flying over populated areas - Central London	1	1	-	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths	1	1	-	1	-	1	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	1	1	-	1	-	1	-
Other suggestion - reduce flights - minimise disruption to - environment / people	1	1	-	1	-	1	-
Other suggestion - avoid flying over London	1	1	-	1	-	1	-
Other suggestion - restriction on cargo flights	1	1	-	1	-	1	-
Other suggestion - do not prioritise low costs	1	1	-	1	-	1	-
Other suggestion - airline charges for amount of time spent in Heathrow airspace	1	1	-	-	1	1	-
Other suggestion - ensure compensation / residents to be properly compensated	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - for decreased property prices	1	1	-	-	1	1	-
Other suggestion - only fuel efficient / eco friendly aircraft should be operated	1	1	-	1	-	1	-
Other suggestion - reduce amount of cars	1	1	-	1	-	1	-
Other suggestion - other	1	1	-	1	-	-	1
OTHER COMMENTS	41	39	2	35	4	41	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other comment - Heathrow - criticism	4	3	1	4	-	4	-
Other comment - people before profits	4	4	-	4	-	4	-
Other comments - other	3	3	-	2	1	3	-
Other comments - airlines may accept flying longer distances if more efficient departure procedures can be realised	1	-	1	-	1	1	-
Other comment - Heathrow overflying measurement methods are flawed / inadequate - Teddington	1	1	-	1	-	1	-
Other comment - increase in number of flights is inevitable	1	1	-	-	-	1	-
Other comment - negative impacts from aircraft emissions are worldwide / global	1	1	-	1	-	1	-
Other comment - an increase in number of flights is acceptable	1	1	-	1	-	1	-
Other comment - people who chose to live close to the airport / current flight path - accept the likelihood of noise / with airport / flight paths in mind	1	1	-	-	1	1	-
Other comment - flights over London are inevitable	1	1	-	1	-	1	-
Reasons for concerns	25	25	-	23	1	25	-
Other concern - increased air pollution / reduction in air quality	3	3	-	3	-	3	-
Other concern - increased fuel burn / emissions	3	3	-	2	-	3	-
Other concern - climate change	2	2	-	2	-	2	-
Other concern - increased air traffic / number of flights	2	2	-	2	-	2	-
Other concern - impact on sleep / interrupting / disturbing sleep	2	2	-	2	-	2	-
Other concern - safety - increased air traffic - over residential areas / urban areas	2	2	-	1	1	2	-
Other concern - proposed flight paths location	1	1	-	1	-	1	-
Other concern - flight paths - limited options to change - East	1	1	-	1	-	1	-
Other concern - impact of stacking	1	1	-	1	-	1	-
Other concern - impact on environment	1	1	-	1	-	1	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	1	1	-	1	-	1	-
Other concern - aviation noise - Paris agreement	1	1	-	1	-	1	-
Other concern - carbon emissions - Paris agreement	1	1	-	1	-	1	-
Other concern - costs may be passed on to the public / passengers / consumer	1	1	-	1	-	1	-
Other concern - increased air traffic - increased pollution	1	1	-	1	-	1	-
Other concern - areas higher than others suffer greater impact from aircraft noise - Englefield Green	1	1	-	1	-	1	-
Other concern - risk / worry of accident / airplane crash / security risk	1	1	-	1	-	1	-
Other concern - flights damage the environment	1	1	-	1	-	1	-
Other concern - steeper descent / approach - increase noise under flight path	1	1	-	1	-	1	-
Other concern - suitability of areas to be overflow	1	1	-	1	-	1	-
Other concern - traffic issues / problems	1	1	-	1	-	1	-
Other concern - viability of new technology / quieter aircraft / engines	1	1	-	1	-	1	-
EXISTING PROBLEMS	40	37	3	39	1	39	1
Already suffer from excessive noise / disturbance (do not need anymore)	11	10	1	11	-	10	1
Already suffer from pollution (do not need more)	9	9	-	9	-	9	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	7	7	-	7	-	7	-
Already suffer from impact on quality of life / health and well being	3	2	1	3	-	3	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	3	2	1	3	-	3	-
Already suffer from risk / worry of accident / airplane crash / security risk	2	2	-	2	-	2	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am	2	2	-	2	-	2	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	2	2	-	2	-	2	-
Already suffer from impact on sleep / interrupting / disturbing sleep	2	2	-	2	-	2	-
Already suffer from pollution (do not need more) - children / school	2	1	1	2	-	2	-
Already suffer from impact on quality of life / health and well being - Windsor	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - 15 / 20 / 25km from Heathrow	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - children / school - Luton	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Luton	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - North Central St Albans	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Teddington	1	1	-	1	-	1	-
Already suffer from over population / too many tourists / people	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Central London	1	-	1	1	-	1	-
Already suffer from pollution (do not need more) - above legal limits	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	1	-	1	1	-	1	-
Already suffer from pollution (do not need more) - Heathrow	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Already suffer from pollution (do not need more) - London	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Sunbury	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - under flight paths	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - under flight path	1	1	-	1	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight - Luton	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Ashford	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Ashford	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Luton	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency	1	1	-	1	-	-	1
Already suffer from - airport environment impact	1	1	-	-	1	1	-
Already suffer from impact on quality of life / health and well being - Teddington	1	1	-	1	-	1	-
Already suffered impact on quality of life / family life - due to introduction of new flight paths	1	1	-	1	-	1	-
Other existing problems	1	1	-	1	-	1	-
ALTERNATIVE SUGGESTIONS TO EXPANSION	11	10	1	10	1	10	1
Alternative suggestion - develop another airport - Gatwick	3	3	-	3	-	3	-
Alternative suggestion - develop another airport	2	2	-	1	1	2	-
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	2	2	-	2	-	2	-
Alternative suggestion - develop / build Thames Estuary	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - low population density	1	1	-	1	-	-	1
Alternative suggestion - develop another airport - national high speed connections	1	1	-	1	-	1	-
Alternative suggestion - Heathrow space should be turned into flats / homes built	1	-	1	1	-	1	-
Alternative suggestion - build a new airport instead - away from city centre	1	-	1	1	-	1	-
Alternative suggestion - other	1	1	-	-	-	1	-
EXPANSION	72	70	2	62	6	65	7
Against Heathrow / expansion	71	69	2	61	6	64	7
Do not agree / oppose the expansion at Heathrow	42	41	1	37	5	39	3
Expansion will have a negative impact on - environment	8	8	-	5	2	7	1
Expansion will have a negative impact on - emissions	7	7	-	5	-	7	-
Expansion will have a negative impact on - noise / noise pollution	7	7	-	6	-	5	2
Expansion will have a negative impact on - air pollution / air quality	6	6	-	5	-	4	2
Expansion will have a negative impact on - quality of life / health and well being	5	5	-	4	1	3	2
Airport in the wrong place / unsuitable location	4	4	-	4	-	4	-
Expansion will have a negative impact on - local people / residents - London	2	2	-	2	-	2	-
Do not agree / oppose the Third Runway	2	2	-	1	1	1	1
Expansion will have a negative impact on - number of flights	2	2	-	2	-	2	-
Expansion will have a negative impact on - climate change	2	2	-	2	-	2	-
Expansion will have a negative impact on - traffic problems / road congestion	2	2	-	2	-	1	1
Proposals are motivated by economics / profit / greed	2	1	1	2	-	2	-
Expansion will have a negative impact on - business / economy / will not attain proposed economic growth / jobs	1	1	-	1	-	1	-
Do not agree / oppose the expansion at Heathrow - noise levels and reduced fuel burn need to be guaranteed	1	1	-	-	1	1	-
Do not agree / oppose the expansion at Heathrow - should reduce size / too large already	1	1	-	1	-	1	-
Expansion - is unnecessary	1	1	-	1	-	1	-
Expansion will have a negative impact on - environment - during construction	1	1	-	1	-	1	-
Expansion will have a negative impact on - house prices / property price / value	1	1	-	1	-	1	-
Expansion will be too expensive / waste of taxpayers money	1	1	-	-	-	1	-
Expansion will have a negative impact on - local people / residents	1	1	-	-	1	-	1
Expansion will have a negative impact	1	1	-	1	-	1	-
Do not agree / oppose flight plans / expansion of flight plans	1	1	-	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - above legal limits / unlawful	1	1	-	1	-	1	-
Expansion will have a negative impact on - quality of life / health and well being - during construction	1	1	-	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - from increase infrastructure required	1	1	-	1	-	1	-
Heathrow is for short term political gain / will not benefit future generations	1	-	1	1	-	1	-
Oppose all runway expansions in London	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Expansion will have a negative impact on - air pollution / air quality - Thames Valley For Heathrow / expansion	1 2	1 2	- -	1 1	- -	- 2	1 -
Agree / support the expansion at Heathrow - everyone / whole country benefits / national asset	2	2	-	1	-	2	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	98	91	7	84	10	86	12
Criticism of the consultation / consultation documents / consultation process	98	91	7	84	10	86	12
Oppose all options / dislike all options / none are appropriate	49	46	3	41	6	44	5
Not enough information given	11	11	-	9	1	11	-
Consultation - questionnaire - question is / questions are - unfair / misleading	9	8	1	8	1	6	3
Consultation is dishonest / incorrect information	7	6	1	7	-	7	-
Other negative mentions of the consultation document	6	6	-	5	1	4	2
Not enough information given - impact on health - air pollution / air quality / emissions	4	4	-	4	-	4	-
Consultation - questionnaire - question is / questions are - inadequate	4	4	-	4	-	4	-
Consultation is biased / leading	4	4	-	4	-	3	1
Not enough information given - noise pollution / impact of noise / measurement of noise / decibels	3	3	-	2	1	3	-
Options - Heathrow is located in urban area so no rural choice / lack of rural choice / have to select urban areas	2	2	-	2	-	2	-
Options - no preference / little difference between options	2	1	1	2	-	2	-
Not enough information given - flight paths - fuel use	2	2	-	1	1	2	-
Consultation document - lack of detail offered in document - unable to offer informed response	1	-	1	1	-	1	-
Not enough information given - flight paths - long haul / short haul flights	1	1	-	-	1	1	-
Consultation irrelevant - Heathrow will not listen to residents' views	1	-	1	1	-	1	-
Consultation timescale - principles should be decided between HAL and stakeholders then optimise airspace after decision	1	-	1	1	-	1	-
Continuous climb / descent profiles into every South East airport is more important / is of more importance than options	1	1	-	1	-	1	-
Options - ambiguities / contradiction between options	1	1	-	1	-	1	-
Options - ambiguities / contradiction between options from different principles / questions	1	1	-	1	-	1	-
Information is too complicated / difficult to understand / contradictory / unclear	1	1	-	-	-	1	-
Consultation is badly thought out / further research / consultation is required	1	1	-	1	-	-	1
Not enough information given - environmental impact / issues	1	1	-	-	1	1	-
Other negative mentions of the consultation process	1	1	-	1	-	1	-
Reducing airline costs is more important / is of more importance than options	1	1	-	1	-	1	-
EXISTING PROBLEMS	40	37	3	39	1	39	1
ALTERNATIVE SUGGESTIONS TO EXPANSION	11	10	1	10	1	10	1
EXPANSION	72	70	2	62	6	65	7
Against Heathrow / expansion	71	69	2	61	6	64	7
For Heathrow / expansion	2	2	-	1	-	2	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	98	91	7	84	10	86	12
Criticism of the consultation / consultation documents / consultation process	98	91	7	84	10	86	12
All participants who answered question:	927	863	64	673	117	873	54
Q5. Please provide any comments you have on technology and innovation							
PRINCIPLE 1	13	13	-	12	1	13	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflown / impact as few people as possible	2	2	-	2	-	2	-
PRINCIPLE 1 - OPTION A - Least preferred	2	2	-	2	-	2	-
Principle 1 - Option A - least preferred / the worst option / unfair	1	1	-	1	-	1	-
Principle 1 - Option A - concern - the impact of aircraft noise / disturbance / noise pollution	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION B - reduce people newly overflown / keep routes as close to where they are	2	2	-	1	1	2	-
PRINCIPLE 1 - OPTION B - Preferred	2	2	-	1	1	2	-
Principle 1 - Option B - preferred / best / fairest option	2	2	-	1	1	2	-
Principle 1 - Option B - preferred - noise over existing areas would not be noticed as much	1	1	-	-	1	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	8	8	-	8	-	8	-
PRINCIPLE 1 - OPTION C - Preferred	8	8	-	8	-	8	-
Principle 1 - Option C - preferred / the fairest option	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - will impact / affect / burden less people / residents	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - will give relief / more respite to those on existing flight paths	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - will reduce noise impact / disturbance / noise pollution - over a wider area	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - most people use / benefit from the airport	1	1	-	1	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
PRINCIPLE 1 - SUGGESTIONS	3	3	-	3	-	3	-
Principle 1 - suggestion - alternate flight paths / routes	1	1	-	1	-	1	-
Principle 1 - suggestion - flight paths should be narrower - reduce noise	1	1	-	1	-	1	-
Principle 1 - suggestion - keep current / existing flight paths	1	1	-	1	-	1	-
PRINCIPLE 1 - OTHERS	1	1	-	1	-	1	-
Principle 1 - other	1	1	-	1	-	1	-
PRINCIPLE 2	1	1	-	1	-	1	-
PRINCIPLE 2 - SUGGESTIONS	1	1	-	1	-	1	-
Principle 2 - suggestion - low flying aircraft should be away from urban areas	1	1	-	1	-	1	-
PRINCIPLE 3	1	1	-	-	1	1	-
PRINCIPLE 3 - SUGGESTIONS	1	1	-	-	1	1	-
Principle 3 - suggestion - only newer / quieter aircraft should fly over residential areas	1	1	-	-	1	1	-
PRINCIPLE 4	3	3	-	2	1	3	-
PRINCIPLE 4 - SUGGESTIONS	3	3	-	2	1	3	-
Principle 4 - suggestion - both options / noise and emissions are important - should be considered	1	1	-	-	1	1	-
Principle 4 - suggestion - reduce / ban noisiest aircraft	1	1	-	1	-	1	-
Principle 4 - suggestion - airlines should not prioritise fuel burn over noise impacts	1	1	-	1	-	1	-
PRINCIPLE 5	802	743	59	573	96	759	43
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	406	369	37	285	47	390	16
Principle 5 - Technology / innovation - should be encouraged	234	214	20	166	22	223	11
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	75	65	10	51	9	71	4
Principle 5 - Technology / innovation - agree with conditions	52	51	1	40	7	52	-
Principle 5 - Technology / innovation - (modern aircraft) will encourage / ensure airlines keep their fleets up to date / phase out the older aircraft / on Heathrow routes	27	22	5	17	2	26	1
Principle 5 - Technology / innovation - (modern aircraft) will reduce emissions / improve air quality	20	17	3	13	3	19	1
Principle 5 - Technology / innovation - (modern aircraft) will use the latest navigational equipment	20	19	1	13	4	19	1
Principle 5 - Technology / innovation - (modern aircraft) will reduce emissions / improve air quality - pollution	17	14	3	11	3	17	-
Principle 5 - Technology / innovation - (modern aircraft) will be environmentally friendly / positive impact on environment / climate change	17	15	2	9	4	17	-
Principle 5 - Technology / innovation - (modern aircraft) will allow for more control over flight paths	16	14	2	12	2	16	-
Principle 5 - Technology / innovation - (modern aircraft) will minimise impact on local communities	15	14	1	9	4	15	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending / steeper descending	15	14	1	8	4	15	-
Principle 5 - Technology / innovation - (modern aircraft) will ensure / enable higher safety	13	12	1	9	-	13	-
Principle 5 - Technology / innovation - (modern aircraft) will phase out of older aircraft	13	13	-	9	3	13	-
Principle 5 - Technology / innovation - (modern aircraft) will result in higher efficiency / airspace / routes efficiency	12	11	1	10	1	12	-
Principle 5 - Technology / innovation - (modern aircraft) will have less impact on quality of life / health and well being	10	10	-	6	3	9	1
Principle 5 - Technology / innovation - (modern aircraft) will be fuel efficient	8	6	2	4	-	7	1
Principle 5 - Technology / innovation - (modern aircraft) will give relief / more respite	4	1	3	1	-	4	-
Principle 5 - Technology / innovation - (modern aircraft) will enable precise routes	4	-	4	1	-	4	-
Principle 5 - Technology / innovation - (modern aircraft) will benefit economy / jobs / business	4	3	1	2	1	4	-
Principle 5 - Technology / innovation - (modern aircraft) will ensure / enable better customer experience	4	3	1	2	-	3	1
Principle 5 - Technology / innovation - (modern aircraft) will enable future development	4	4	-	3	-	4	-
Principle 5 - Technology / innovation - (modern aircraft) will increase performance of aircraft	3	3	-	1	-	3	-
Principle 5 - Technology / innovation - (modern aircraft) will reduce impact - environment	3	2	1	2	-	3	-
Principle 5 - Technology / innovation - (modern aircraft) will decrease number / frequency of flights - with larger planes	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - PBN - support	2	-	2	-	-	2	-
Principle 5 - Technology / innovation - (modern aircraft) support of UK Future Airspace Strategy / keeping in line with Aviation Strategy 2017	2	-	2	1	-	2	-
Principle 5 - Technology / innovation - PBN - enables reduction in emissions / CO2	2	-	2	-	-	2	-
Principle 5 - Technology / innovation - PBN - enables to rotate flight paths	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will lead to new investment / benefit local industry	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will make airports more efficient	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will benefit public relations	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will minimise impact on local communities - South East	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - PBN - enables sharing of noise	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - PBN - helps achieve FAS / Future Airspace Strategy	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - PBN - enables airlines to cut fuel costs	1	-	1	-	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 5 - Technology / innovation - (modern aircraft) will reduce emissions / improve air quality - at the same time as increasing numbers of aircraft / flights	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - PBN - enables flight path accuracy	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - PBN - enables improvement to resilience of the airport	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - PBN - enables reduction of ATC / Air Traffic Control	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - PBN - conditional support	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending / steeper descending - small aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending and steeper descending - avoiding Central London	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will have less impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will remove the need to aircraft to double back over residents	1	-	1	-	-	1	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION - Concerns	191	171	20	141	14	180	11
Principle 5 - Technology / innovation - concern - the implementation of proposal / technology (will take time)	30	29	1	27	1	30	-
Principle 5 - Technology / innovation - concern - the increase in noise / noise pollution / no reduction in noise	28	28	-	24	-	24	4
Principle 5 - Technology / innovation - concern - airlines will not update aircraft / invest in new technology	19	17	2	11	3	17	2
Principle 5 - Technology / innovation - concern - development / existence of necessary technology	16	15	1	12	1	15	1
Principle 5 - Technology / innovation - concern - the increase in flights	13	11	2	7	2	13	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths	12	10	2	9	-	12	-
Principle 5 - Technology / innovation - proposal is unrealistic / not achievable / will not be enforced	12	11	1	11	1	11	1
Principle 5 - Technology / innovation - concern - the impact on residents / quality of life / health and well being	10	10	-	9	-	9	1
Principle 5 - Technology / innovation - concern - the increase in emissions / impact air quality	9	9	-	6	-	8	1
Principle 5 - Technology / innovation - concern - reliance on technology	9	8	1	8	-	9	-
Principle 5 - Technology / innovation - concern - costs will be passed on to consumer	9	9	-	6	3	9	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - within narrow corridors / concentrated areas	9	8	1	8	-	8	1
Principle 5 - Technology / innovation - concern - airlines with older aircraft will discontinue to use Heathrow / use alternative airports	8	8	-	6	2	8	-
Principle 5 - Technology / innovation - concern - PBN will impact on local people / residents	7	6	1	3	1	6	1
Principle 5 - Technology / innovation - disagree	7	7	-	6	-	7	-
Principle 5 - Technology / innovation - concern - PBN will cause concentrated / narrow flight paths	5	3	2	2	-	5	-
Principle 5 - Technology / innovation - concern - modern aircraft are not quieter as they are now larger	5	4	1	2	-	4	1
Principle 5 - Technology / innovation - concern - transition period - older aircraft will be used for a while	5	4	1	4	-	4	1
Principle 5 - Technology / innovation - concern - the impact of aircraft noise when landing	5	5	-	4	-	4	1
Principle 5 - Technology / innovation - concern - older aircraft will use existing flight paths	4	3	1	2	1	4	-
Principle 5 - Technology / innovation - concern - technology already implemented for noise reduction - cannot be improved upon	4	4	-	4	-	2	2
Principle 5 - Technology / innovation - concern - lower flying aircraft	4	4	-	3	1	3	1
Principle 5 - Technology / innovation - concern - modern aircraft are not quiet	4	3	1	2	1	3	1
Principle 5 - Technology / innovation - concern - costs / airlines ability to fund necessary changes	4	4	-	4	-	3	1
Principle 5 - Technology / innovation - concern - modern aircraft are not quiet when flying low	3	3	-	3	-	2	1
Principle 5 - Technology / innovation - concern - the impact on environment	3	3	-	3	-	2	1
Principle 5 - Technology / innovation - concern - PBN is already decided / done deal	3	-	3	-	-	3	-
Principle 5 - Technology / innovation - concern - PBN - puts industry benefits / profits - before people / communities	3	1	2	1	-	3	-
Principle 5 - Technology / innovation - concern - previous tests caused high levels of noise / negative impact on residents	3	3	-	2	-	3	-
Principle 5 - Technology / innovation - concern - airlines will not update aircraft / invest in new technology - oversea airlines	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - concern - risk / worry of accident / airplane crash / safety / security risk	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - on urban areas	3	3	-	1	-	3	-
Principle 5 - Technology / innovation - concern - inadequate / insufficient / won't work / make a difference	3	2	1	1	1	2	1
Principle 5 - Technology / innovation - concern - PBN will impact on local people / residents - respite	2	1	1	2	-	2	-
Principle 5 - Technology / innovation - concern - PBN - previous implementation has resulted in negative outcome / protest / litigation	2	1	1	-	-	2	-
Principle 5 - Technology / innovation - concern - older aircraft fitted with PBN technology	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - the increase in night flights	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - Heathrow will not accommodate technology / innovation	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths - during trials	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - reduction in service availability / accessibility	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths - take off / departures	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - reliance on technology - security risk	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - will PBN work at low altitudes and when adverse weather	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - will PBN and three runway system reduce overhead flights in certain areas	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - back up systems for new technology	1	1	-	1	-	1	-



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Principle 5 - Technology / innovation - concern - aircraft will be closer during approach / landing	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - inadequate / insufficient / won't work / make a difference - noise reduction	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - the disruption of existing flights	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths - benefit industry	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - within narrow corridors / concentrated areas - reduced respite	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - concern - house prices / property price / value	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - technological advances are flatlining / cannot keep improving indefinitely	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - large aircraft are a problem - Englefield Green	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - large aircraft are a problem - St Albans	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - the implementation of electric engines will take many years before benefits realised	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN will impact on local people / residents - East	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN will not be beneficial	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths - do not benefit overflowed communities	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths - increase volume / frequency of flights	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - the increase in noise / noise pollution for existing flight paths	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN - previous implementation was not subject to consultation	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - concern - transition period - older aircraft will be used for a while - safety concern	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - older technology proven / doesn't need to be replaced	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	396	366	30	289	51	377	19
Principle 5 - Technology / innovation - suggestion - ban older aircraft / older technology - should not be accommodated	65	63	2	53	9	60	5
Principle 5 - Technology / innovation - suggestion - prioritise lower noise / switch to low noise aircraft / noise pollution	64	59	5	46	11	64	-
Principle 5 - Technology / innovation - suggestion - prioritise / invest in reduction of emissions / improve air quality / air pollution - aircraft	46	41	5	32	6	45	1
Principle 5 - Technology / innovation - suggestion - should be applied to spread out routes over wider areas / avoid concentrated routes	27	26	1	23	1	27	-
Principle 5 - Technology / innovation - suggestion - invest - reduce noise	25	22	3	18	4	24	1
Principle 5 - Technology / innovation - suggestion - (modern aircraft) should use the latest navigational equipment	23	21	2	14	7	23	-
Principle 5 - Technology / innovation - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	22	21	1	16	4	19	3
Principle 5 - Technology / innovation - suggestion - provide incentives / encourage airlines to up date their fleet	19	16	3	12	4	17	2
Principle 5 - Technology / innovation - suggestion - prioritise / only accommodate newer aircraft / ban older aircraft	17	15	2	13	1	16	1
Principle 5 - Technology / innovation - suggestion - force airlines to use latest technology	15	15	-	9	5	9	6
Principle 5 - Technology / innovation - suggestion - prioritise quality of life / health and well being - residents	13	13	-	11	-	13	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports	12	12	-	10	1	12	-
Principle 5 - Technology / innovation - suggestion - provide incentives / encourage airlines to use low noise aircraft	12	12	-	8	3	12	-
Principle 5 - Technology / innovation - suggestion - prioritise climate change / be sustainable / protect the environment	12	10	2	10	-	11	1
Principle 5 - Technology / innovation - suggestion - should be applied to allow quicker / curved / steeper / quieter approaches	12	11	1	11	-	12	-
Principle 5 - Technology / innovation - suggestion - build aircraft for vertical /steep / faster take off	12	9	3	10	1	12	-
Principle 5 - Technology / innovation - suggestion - reduce impact on residents / number of residents impacted	11	11	-	8	1	11	-
Principle 5 - Technology / innovation - suggestion - build aircraft for vertical / steep / faster descent	11	10	1	8	1	11	-
Principle 5 - Technology / innovation - suggestion - invest - reduce impact on local people	10	10	-	9	1	9	1
Principle 5 - Technology / innovation - suggestion - prioritise fuel efficiency	10	8	2	6	-	10	-
Principle 5 - Technology / innovation - suggestion - prioritise safety /security	9	9	-	7	1	8	1
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for old aircraft	8	6	2	4	1	8	-
Principle 5 - Technology / innovation - suggestion - do not prioritise newer aircraft should / accommodate older aircraft / accommodate both older and newer aircraft	8	8	-	7	1	8	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - if performance falls below a certain threshold	8	8	-	7	-	8	-
Principle 5 - Technology / innovation - suggestion - prioritise climate change / be sustainable / protect the environment - aircraft	8	8	-	5	2	8	-
Principle 5 - Technology / innovation - suggestion - costs should be passed on to consumers	7	7	-	6	-	7	-
Principle 5 - Technology / innovation - suggestion - compensate residents for decrease in property value	7	7	-	5	1	7	-
Principle 5 - Technology / innovation - suggestion - flight paths over residential areas should be higher / have modern aircraft that are quieter / create less noise / disturbance	7	6	1	3	2	7	-
Principle 5 - Technology / innovation - suggestion - prioritise increase in time between flights / decrease in number of flights	7	7	-	6	1	7	-
Principle 5 - Technology / innovation - suggestion - only accommodate the aircraft with efficient / cleaner engines	7	7	-	7	-	6	1
Principle 5 - Technology / innovation - suggestion - should be applied to spread out routes over wider areas / avoid concentrated routes - distribute noise	7	6	1	6	-	6	1
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact of noise / noise pollution	6	4	2	4	1	5	1
Principle 5 - Technology / innovation - suggestion - consider current situation / available technology - regarding solutions - flight paths / navigational issues	6	6	-	3	2	6	-



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Principle 5 - Technology / innovation - suggestion - charge / penalise - for old aircraft - noisy	6	6	-	3	2	5	1
Principle 5 - Technology / innovation - suggestion - low costs should not be prioritised	6	6	-	6	-	6	-
Principle 5 - Technology / innovation - suggestion - design should be long term / future proof	5	5	-	4	-	5	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Gatwick	5	5	-	4	-	5	-
Principle 5 - Technology / innovation - suggestion - prioritise day flights / reduce / ban night flights for old / noisy aircraft / inexperienced pilots	5	5	-	5	-	5	-
Principle 5 - Technology / innovation - suggestion - prioritise day flights / reduce night flights	4	3	1	4	-	4	-
Principle 5 - Technology / innovation - suggestion - aircraft flying over populated areas should be less noisy	4	3	1	4	-	4	-
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact on local people / residents	4	3	1	3	-	2	2
Principle 5 - Technology / innovation - suggestion - prioritise higher efficiency / airspace / routes efficiency	4	4	-	2	1	4	-
Principle 5 - Technology / innovation - suggestion - provide incentives / encourage airlines to use low emission aircraft	4	4	-	4	-	4	-
Principle 5 - Technology / innovation - suggestion - aircraft built - to use electric engines	4	4	-	3	-	4	-
Principle 5 - Technology / innovation - suggestion - to vary flight paths	4	3	1	3	-	3	1
Principle 5 - Technology / innovation - suggestion - use to minimise stacking	4	3	1	1	2	4	-
Principle 5 - Technology / innovation - suggestion - prioritise airlines able to fly in poor visibility / weather conditions	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow curved / steeper / quieter approaches - prior to application of PBN routes	3	3	-	-	-	3	-
Principle 5 - Technology / innovation - suggestion - compensate residents if performance falls below a certain threshold	3	3	-	2	-	3	-
Principle 5 - Technology / innovation - suggestion - older aircraft should use less populated routes	3	3	-	3	-	2	1
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact on climate / CO2 emissions	3	-	3	-	1	3	-
Principle 5 - Technology / innovation - suggestion - prioritise operational efficiency	3	1	2	1	-	3	-
Principle 5 - Technology / innovation - suggestion - operate in conjunction with other airports	3	3	-	-	-	3	-
Principle 5 - Technology / innovation - suggestion - invest - reduce air pollution / improve air quality	3	2	1	1	1	3	-
Principle 5 - Technology / innovation - suggestion - aircraft flying over populated areas should be lower polluting	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - suggestion - aircraft should be restricted to specific / narrow flight paths	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - suggestion - charges / penalty funds used to compensate community	3	3	-	1	-	3	-
Principle 5 - Technology / innovation - suggestion - modify older aircraft	3	2	1	2	-	3	-
Principle 5 - Technology / innovation - suggestion - minimum performance based navigation standard should be defined	2	-	2	-	-	2	-
Principle 5 - Technology / innovation - suggestion - newest aircraft to be used for new runway and older aircraft to continue from existing runways	2	2	-	1	1	1	1
Principle 5 - Technology / innovation - suggestion - use PBN	2	-	2	-	-	2	-
Principle 5 - Technology / innovation - suggestion - aircraft built - on designs copying Trident - take-off / landing capability	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for lowering altitude before they need to	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - aircraft built - to have back up in case of satellite failure	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - glide with powered down engines	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow quicker / curved / steeper / quieter take offs	2	1	1	2	-	2	-
Principle 5 - Technology / innovation - suggestion - invest in electric / hybrid / solar aircraft	2	1	1	1	-	2	-
Principle 5 - Technology / innovation - suggestion - avoid populated areas	2	2	-	-	-	2	-
Principle 5 - Technology / innovation - suggestion - avoid populated areas - Waltham Forest	2	2	-	-	-	2	-
Principle 5 - Technology / innovation - suggestion - aircraft should be bigger	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - aircraft built - to take energy from the sun / wind	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - transition period - older aircraft will be used for a while	2	2	-	1	-	2	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for old aircraft - polluting	2	2	-	2	-	1	1
Principle 5 - Technology / innovation - suggestion - older aircraft should not fly over residential areas - safety	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - do not rely fully on technology	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - suggestion - technological improvements should be enforced / promoted nationally / not just at Heathrow	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - flight paths over residential areas should be higher / have modern aircraft that are quieter / create less noise / disturbance - Windsor	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - follow principles used by airports abroad	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - improve technology hardware	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise light pollution reduction	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - suggestion - improvements should allow for a steeper angle of descent to mitigate noise	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise louder / noisier aircraft for daytime landing slots	1	1	-	1	-	-	1
Principle 5 - Technology / innovation - suggestion - ban night flights for old / noisy aircraft	1	1	-	1	-	-	1
Principle 5 - Technology / innovation - suggestion - prioritise impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	-	1
Principle 5 - Technology / innovation - suggestion - invest in supersonic aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise quality of life / health / well being - airport workers	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - control over lowering of flaps under carriage and descent rates is vital	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise reduction of light pollution	1	1	-	1	-	1	-



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	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 5 - Technology / innovation - suggestion - invest - reduce impact on local people - London	1	1	-	1	-	-	1
Principle 5 - Technology / innovation - suggestion - ban night flights for old / noisy aircraft after 8pm	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - provide incentives / encourage airlines to update their navigational technology	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - ban night flights for old / noisy aircraft before 8am	1	1	-	1	-	1	-
Principle 6 - Technology / innovation - suggestion - large aircraft should be restricted to fly between 10.30pm and 8am	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - ANSP's, regulators, airlines and other airspace users together - determine appropriate navigation specification	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - reduce impact on residents / number of residents impacted - London	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - reduce impact - on local people / communities	1	1	-	-	1	-	1
Principle 5 - Technology / innovation - suggestion - reduce costs passed on to passengers	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - restrict aircraft to those what use new technology (navigation and landing systems)	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - route aircraft over rural / parkland	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - manufacturers made to uphold noise / emission reduction claims for new aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - maglev technology	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - mag-lev technology - drones	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - ban older aircraft / older technology - 2pm- 10am	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - measure noise in low level manoeuvres not low power level flight	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Luton	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact on local people / residents - currently overflow	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact on local people / residents - not previously overflow	1	-	1	-	-	1	-
Principle 5 - Technology / Innovation - suggestion - use PBN to spread / share routes	1	1	-	1	-	-	1
Principle 5 - Technology / innovation - suggestion - use PBN only when system can utilise multiple approaches	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - use technology to measure and report noise levels during all stages of flights	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - on board and ATC technology to be able to allow continuous descent approach	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - old aircraft to fly higher / out to sea / unpopulated areas	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Stansted	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Southend	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - PBN should be based on - long-term planning	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - PBN should be based - projection of fleet equipment	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - should be subject to regular / annual review on noise / pollution / safety	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - airlines using high end avionics - assured of longer benefits - shorter routes and less fuel consumption	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - suggestion - technology supply contracts given to British / UK based companies	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use gasoline for emergency only (after wind / solar power)	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - delay landing gear as noise levels go up to compensate drag	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use with 3/4 safety checks	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use with a manual take-over in emergencies	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should not fly over residential areas	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - other comments	1	-	1	-	-	1	-
PRINCIPLE 5 - OTHER COMMENTS	75	67	8	50	8	70	5
Principle 5 - Technology / innovation - other comments	47	43	4	30	5	43	4
Principle 5 - Technology / innovation - other - this should be done anyway / already in existence / should be mandatory	16	15	1	13	2	16	-
Principle 5 - Technology / innovation - other - costs for passengers / customers / ticket prices	5	4	1	4	-	4	1
Principle 5 - Technology / innovation - other - Heathrow should only expand when the aircraft technology has developed	2	2	-	1	-	2	-
Principle 5 - Technology / innovation - other - old aircraft are more noisy / unpleasant noise	2	1	1	1	-	2	-
Principle 5 - Technology / innovation - other - Heathrow to follow established principles and guidelines	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - other - improved navigation technology will only succeed if it is allowed to reduce the impact of noise and pollution through effective decision making	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - other - improvements in technology, while useful will not be able to offer complete solution	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - other - improvements in technology have reduce the noise from departing flights but has not been as good for arrivals	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - other - aircraft do not keep to existing flight paths	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - other - old aircraft are more polluting	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - other - solution to noise problem cannot just be a technological one	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - other -support deployment of Approaches with Vertical Guidance (APV 0	1	-	1	-	-	1	-
Principle 5 - Technology / innovation - other - technology allows steeper landing curves but this does not reduce noise at low altitudes / in vicinity of the airport	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 5 - Technology / innovation - other - favour PBN providing it reduces noise on most affected rather than concentrating noise on them due to more efficient/narrow flight paths	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - other - UK is behind in technology	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - other - aircraft will be updated by the time 3rd runway is ready	1	1	-	1	-	1	-
PRINCIPLE 6	12	12	-	11	1	12	-
PRINCIPLE 6: NIGHT FLIGHTS - Preferred	2	2	-	2	-	2	-
Principle 6 - night flights - preferred - night time ban / do not allow night flights	2	2	-	2	-	2	-
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	4	4	-	4	-	4	-
Principle 6 - night flights - concern - the implementation of ban / current ban is not followed / should be enforced	3	3	-	3	-	3	-
Principle 6 - night flights - concern - ban will have negative commercial impact for Heathrow	1	1	-	1	-	1	-
Principle 6 - night flights - concern - other comment	1	1	-	1	-	1	-
PRINCIPLE 6 - SUGGESTIONS	6	6	-	5	1	6	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for old / loud / low flying / aircraft	2	2	-	1	1	2	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for all night flights	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - incentivise / encourage quieter aircraft	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - steep approach / take off / descent / fly higher - reduce noise	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - other	1	1	-	1	-	1	-
Night / early morning routes	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - Westerly preference for take offs / landings / flights over London from the East is bad planning	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - Westerly preference is unfair / should be alternated	1	1	-	1	-	1	-
OTHER SUGGESTIONS	53	53	-	49	4	53	-
Other Suggestion - decrease / do not increase number / frequency of flights	7	7	-	6	1	7	-
Other suggestion - steeper descent / approach	4	4	-	4	-	4	-
Other suggestion - ensure respite	3	3	-	3	-	3	-
Other suggestion - steeper take off / climb	3	3	-	3	-	3	-
Other suggestion - ensure compensation - to be chosen by residents	3	3	-	3	-	3	-
Other suggestion - Heathrow should publish accurate / independent data on noise / noise pollution	2	2	-	2	-	2	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	2	2	-	1	1	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - steeper take off / climb - to reduce noise / noise pollution	2	2	-	2	-	2	-
Other suggestion - Westerly preference - should be replaced with Easterly	2	2	-	2	-	2	-
Other suggestion - ensure respite - regular / fixed / predetermined times	2	2	-	2	-	2	-
Other suggestion - airlines should be held accountable / regulated to reduce noise on take off / landing	1	1	-	1	-	1	-
Other suggestion - discourage air travel	1	1	-	1	-	1	-
Other suggestion - airspace design principles should be accepted at all major UK airports	1	1	-	1	-	1	-
Other suggestion - alternate runways - for landing / approaching aircraft	1	1	-	1	-	1	-
Other suggestion - alternate runways - for landing and take off	1	1	-	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths	1	1	-	1	-	1	-
Other suggestion - flight paths - keep existing down-wind leg routings - from Biggin	1	1	-	1	-	1	-
Other suggestion - flight paths - keep existing down-wind leg routings - from Ockham	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude	1	1	-	1	-	1	-
Other suggestion - flight paths - use multiple (fixed position) legs in lieu of vectoring - varying routings throughout the day for respite with vectoring being a fall-back position where required - Biggin	1	1	-	1	-	1	-
Other suggestion - flight paths - use multiple (fixed position) legs in lieu of vectoring - varying routings throughout the day for respite with vectoring being a fall-back position where required - Ockham	1	1	-	1	-	1	-
Other suggestion - flight paths - should be at higher altitude - when joining descent path	1	1	-	1	-	1	-
Other suggestion - Heathrow should publish accurate / independent data on air pollution	1	1	-	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths - away from Heathrow	1	1	-	1	-	1	-
Other suggestion - implement NAPD1	1	1	-	1	-	1	-
Other suggestion - improve existing infrastructure - rail links	1	1	-	1	-	1	-
Other suggestion - invest in public transport	1	1	-	1	-	1	-
Other suggestion - keep noise local to Heathrow	1	1	-	1	-	1	-
Other suggestion - minimise all noise impacts	1	1	-	1	-	1	-
Other suggestion - options - mixture of both options / would be fairer / spread across both	1	1	-	1	-	1	-
Other suggestion - prioritise safety	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - avoid stacking / reduce stacking - improve fuel efficiency	1	1	-	-	1	1	-
Other suggestion - reduce flights - minimise disruption to - environment / people	1	1	-	1	-	1	-
Other suggestion - reduce noise - on ground	1	1	-	1	-	1	-
Other suggestion - restriction on cargo flights	1	1	-	1	-	1	-
Other suggestion - steeper descent / approach - to reduce noise	1	1	-	1	-	1	-
Other suggestion - ban old / noisy / polluting aircraft	1	1	-	1	-	1	-
Other suggestion - cargo / freight should be diverted to other airports	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - to reduce impact on air pollution / air quality	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - to reduce impact on local people	1	1	-	1	-	1	-
Other suggestion - Westerly preference - is unfair / outdated / should be amended	1	1	-	1	-	1	-
Other suggestion - charge / penalise airlines - if do not keep to designated flight paths	1	1	-	1	-	1	-
Other suggestion - Westerly preference - landings over dense areas - Central / West London	1	1	-	1	-	1	-
Other suggestion - Heathrow should implement measures - fulfil promises previously made to reduce noise from aircraft	1	1	-	1	-	1	-
Other suggestion - only newer / quieter aircraft - should be operated	1	1	-	1	-	1	-
Other suggestion - charge / penalise airlines - depending on the time it takes to leave Heathrow airspace	1	1	-	-	1	1	-
Other suggestion - steeper descent / approach - to be enforced	1	1	-	1	-	1	-
OTHER COMMENTS	30	30	-	24	3	30	-
Other comments - other	8	8	-	5	2	8	-
Other comment - Heathrow - criticism	4	4	-	3	-	4	-
Other comment - people before profits	2	2	-	1	1	2	-
Other comment - steeper landing paths no noticeable impact on noise at ground level so not a proper solution	2	2	-	2	-	2	-
Other comment - smaller aircraft create less noise / disturbance	2	2	-	2	-	2	-
Other comment - large aircraft are a problem	2	2	-	1	-	2	-
Other comment - progress relating to reductions in aircraft noise have tailed off	1	1	-	1	-	1	-
Other comment - landings are louder / more disruptive than take offs	1	1	-	1	-	1	-
Other comment - steeper landing angles have only provided marginal benefits given angle of descent has only marginally increased	1	1	-	1	-	1	-
Other comment - despite quieter engines - most airports outside the UK instruct airlines to follow traditional flight paths	1	1	-	1	-	1	-
Other comment - references to CAP 1616 / 1378 / 493 / 168 / Airspace Design Guidance	1	1	-	1	-	1	-
Other comment - budget airlines	1	1	-	1	-	1	-
Reasons for concerns	9	9	-	9	-	9	-
Other concern - respite will be reduced	2	2	-	2	-	2	-
Other concern - viability of new technology / quieter aircraft / engines	2	2	-	2	-	2	-
Other concern - departures from Runway 09R not implement climb/ acceleration procedures given departures from this runway fly over a densely part of West and central London	1	1	-	1	-	1	-
Other concern - effect of adverse weather conditions on noise respite strategies	1	1	-	1	-	1	-
Other concern - increased air pollution / reduction in air quality	1	1	-	1	-	1	-
Other concern - safety / security - increased air traffic - multiple flight path options	1	1	-	1	-	1	-
Other concern - respite is too short - Richmond	1	1	-	1	-	1	-
Other concern - cost will prohibit flights from using Heathrow	1	1	-	1	-	1	-
Other concern - safety - increased air traffic - over residential areas / urban areas	1	1	-	1	-	1	-
Other concern - departing aircraft reduce climb power from runways 27L and 27R at Heathrow but this is not done from Runway 09R	1	1	-	1	-	1	-
EXISTING PROBLEMS	32	30	2	32	-	30	2
Already suffer from excessive noise / disturbance (do not need anymore)	11	10	1	11	-	10	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	6	6	-	6	-	6	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening	5	5	-	5	-	5	-
Already suffer from impact on quality of life / health and well being	3	2	1	3	-	3	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	3	2	1	3	-	3	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	2	2	-	2	-	2	-
Already suffer from - airport environment impact	2	2	-	2	-	2	-
Already suffer from noise associated with (new / recent) low flying aircraft	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	1	-	1	1	-	1	-
Already suffer from impact on quality of life / health and well being - London	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Englefield Green	1	1	-	1	-	1	-
Already suffer from pollution (do not need more)	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - children / school	1	-	1	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Already suffer from risk / worry of accident / airplane crash / security risk	1	1	-	1	-	1	-
Already suffer from excessive noise - during take-off	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need any more) - Putney	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - South West London	1	1	-	1	-	1	-
ALTERNATIVE SUGGESTIONS TO EXPANSION	18	16	2	17	1	15	3
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	5	5	-	5	-	5	-
Alternative suggestion - develop another airport - Gatwick	4	3	1	4	-	3	1
Alternative suggestion - develop another airport	4	4	-	3	1	3	1
Alternative suggestion - build a new airport instead - away from city centre	1	-	1	1	-	1	-
Alternative suggestion - develop another airport - low population density	1	1	-	1	-	-	1
Alternative suggestion - Heathrow relocated to a less populated area	1	1	-	1	-	1	-
Alternative suggestion - Heathrow space should be turned into flats / homes built	1	-	1	1	-	1	-
Alternative suggestion - Heathrow relocated	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - Thames Estuary	1	1	-	1	-	1	-
EXPANSION	50	47	3	44	4	45	5
Against Heathrow / expansion	47	44	3	41	4	42	5
Do not agree / oppose the expansion at Heathrow	30	29	1	26	3	29	1
Expansion will have a negative impact on - quality of life / health and well being	5	4	1	5	-	4	1
Expansion will have a negative impact on - noise / noise pollution	3	3	-	3	-	2	1
Expansion will have a negative impact on - environment	3	3	-	3	-	3	-
Proposals are motivated by economics / profit / greed	3	3	-	2	1	2	1
Expansion - is unnecessary	2	2	-	2	-	1	1
Expansion will have a negative impact on - number of flights	2	1	1	2	-	2	-
Do not agree / oppose the Third Runway	2	1	1	2	-	2	-
Expansion will have a negative impact on - local people / residents - London	2	1	1	2	-	2	-
Expansion will have a negative impact on - air pollution / air quality - flight paths	1	-	1	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Thames Valley	1	1	-	1	-	-	1
Expansion will have a negative impact on - destruction of homes	1	1	-	1	-	-	1
Airport in the wrong place / unsuitable location	1	1	-	1	-	-	1
Expansion will have a negative impact on - homes / housing	1	-	1	1	-	1	-
Expansion will have a negative impact on - quality of life / health and well being - London	1	-	1	1	-	1	-
Expansion will have a negative impact on - local people / residents	1	-	1	1	-	1	-
Expansion - technology will deem third runway to be unnecessary	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - flight paths	1	-	1	1	-	1	-
Expansion will be too expensive / waste of taxpayers money	1	1	-	-	-	1	-
Expansion will have a negative impact	1	1	-	1	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion	1	1	-	1	-	-	1
Expansion will have a negative impact on - air pollution / air quality	1	1	-	1	-	-	1
Other expansion opposition	1	1	-	1	-	1	-
For Heathrow / expansion	3	3	-	3	-	3	-
Agree / support the expansion at Heathrow - as a leading transport hub	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - job opportunities	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - everyone / whole country benefits / national asset	1	1	-	1	-	1	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	46	42	4	38	6	41	5
Criticism of the consultation / consultation documents / consultation process	46	42	4	38	6	41	5
Not enough information given	18	17	1	15	2	18	-
Consultation is dishonest / incorrect information	9	8	1	8	1	9	-
Information is too complicated / difficult to understand / contradictory / unclear	5	5	-	4	-	5	-
Other negative mentions of the consultation document	4	3	1	2	2	3	1
Consultation - questionnaire - question is / questions are - unfair / misleading	3	3	-	2	1	2	1
Consultation document - lack of detail offered in document - unable to offer informed response	3	3	-	2	1	3	-
Consultation irrelevant - Heathrow expansion already a done deal / already decided	2	2	-	2	-	-	2
Consultation irrelevant - Heathrow will not listen to residents' views	2	2	-	2	-	2	-
Not enough information given - impact on local people / communities	2	1	1	2	-	1	1
Oppose all options / dislike all options / none are appropriate	2	2	-	2	-	2	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Consultation events - do not give voice to - local communities / residents	2	2	-	2	-	2	-
Not enough information given - flight paths	1	-	1	1	-	1	-
Consultation is illegal / not complying to laws	1	1	-	-	-	1	-
Not enough information given - PBN	1	-	1	1	-	1	-
Not enough information given - technology - benefits - London	1	1	-	1	-	1	-
Consultation is biased / leading	1	1	-	1	-	1	-
Consultation is badly thought out / further research / consultation is required	1	1	-	1	-	1	-
Other negative mentions of the consultation process	1	1	-	1	-	1	-
All participants who answered question:	1250	1192	58	918	144	1171	79
Q6. Principle 6: Night flights. Heathrow has made good progress over the last few years in reducing the number of late running flights that operate from the airport and, with expansion, we have committed to a six and a half hour ban on scheduled flights in the night period (sometime between 11pm and 7am). However, some aircraft will need to use Heathrow late at night or early in the morning: what key principles should we apply to the design of flight paths for arrivals and departures during these times? (You may like to consider the design principle options set out in Questions 1-5).							
PRINCIPLE 1	31	31	-	27	2	30	1
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflow / impact as few people as possible	4	4	-	3	1	4	-
PRINCIPLE 1 - OPTION A - Preferred	4	4	-	3	1	4	-
Principle 1 - Option A - preferred / best / fairest option	2	2	-	1	1	2	-
Principle 1 - Option A - preferred - will reduce impact on quality of life / health and well-being	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - will reduce noise impact / disturbance / noise pollution / impact on less people	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	21	21	-	20	1	20	1
PRINCIPLE 1 - OPTION C - Preferred	19	19	-	19	-	18	1
Principle 1 - Option C - preferred - share routes - will give relief / more respite to those on existing flight paths	5	5	-	5	-	5	-
Principle 1 - Option C - preferred / the fairest option	4	4	-	4	-	3	1
Principle 1 - Option C - preferred - share routes - will impact / affect / burden less people / residents	4	4	-	4	-	4	-
Principle 1 - Option C - preferred - share routes - night flights / early mornings over wider area	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - will reduce noise impact / disturbance / noise pollution - over a wider area	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - as flights will increase so spread the path	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION C - Least preferred	2	2	-	1	1	2	-
Principle 1 - Option C - least preferred / the worst option	1	1	-	-	1	1	-
Principle 1 - Option C - concern - the impact on local people / residents	1	1	-	1	-	1	-
PRINCIPLE 1 - SUGGESTIONS	8	8	-	5	1	8	-
Principle 1 - suggestion - alternate flight paths / routes	1	1	-	1	-	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas - runway position	1	1	-	1	-	1	-
Principle 1 - suggestion - flight paths to accommodate the quietest aircraft	1	1	-	-	1	1	-
Principle 1 - suggestion - keep current / existing flight paths	1	1	-	-	-	1	-
Principle 1 - suggestion - keep current / existing flight paths - on regular / consistent schedule	1	1	-	1	-	1	-
Principle 1 - suggestion - option B for arrivals / landings	1	1	-	1	-	1	-
Principle 1 - suggestion - reduce impact / affect less people - overflow	1	1	-	1	-	1	-
Principle 1 - suggestion - share routes - 6am - 7 am	1	1	-	-	-	1	-
PRINCIPLE 1 - OTHERS	1	1	-	1	-	1	-
Principle 1 - other - rural areas under flight path must not be ear marked / granted permission for re-development	1	1	-	1	-	1	-
PRINCIPLE 2	16	15	1	12	3	16	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION A - Routing aircraft over urban areas / urban areas are already noisy	4	3	1	4	-	4	-
PRINCIPLE 2 - OPTION A - Preferred	3	2	1	3	-	3	-
Principle 2 - Option A - preferred	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - keep / retain flight paths over urban / built-up areas - during the day	1	-	1	1	-	1	-
Principle 2 - Option A - preferred - retain the tranquility / peace and quiet of rural areas	1	1	-	1	-	1	-
PRINCIPLE 2 - OPTION A - Least preferred	1	1	-	1	-	1	-
Principle 2 - Option A - least preferred	1	1	-	1	-	1	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION B - Routing aircraft over rural areas / minimizing people affected	9	9	-	6	2	9	-
PRINCIPLE 2 - OPTION B - Preferred	9	9	-	6	2	9	-
Principle 2 - Option B - preferred	4	4	-	2	1	4	-
Principle 2 - Option B - preferred - less impacted by late night flights	3	3	-	3	-	3	-
Principle 2 - Option B - preferred - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 2 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - on urban areas	1	1	-	-	1	1	-
PRINCIPLE 2 - SUGGESTIONS	3	3	-	1	2	3	-
Principle 2 - suggestion - flight paths - to accommodate the quietest aircraft	1	1	-	-	1	1	-
Principle 2 - suggestion - share noise equally between urban and rural areas	1	1	-	-	1	1	-
Principle 2 - suggestion - spread equally / evenly / over a wider area	1	1	-	1	-	1	-
PRINCIPLE 2 - OTHERS	1	1	-	1	-	1	-
Principle 2 - other - rural areas will feel the impact on quality of life / health and well-being more	1	1	-	1	-	1	-
PRINCIPLE 3	15	14	1	12	2	15	-
PRINCIPLE 3 - URBAN AREAS - OPTION A - Flight paths over parks / open spaces	14	13	1	11	2	14	-
PRINCIPLE 3 - OPTION A - Preferred	12	11	1	10	1	12	-
Principle 3 - Option A - preferred / the best option	6	6	-	4	1	6	-
Principle 3 - Option A - preferred - parks are closed at night / not used at night - can fly over them at night	5	4	1	5	-	5	-
Principle 3 - Option A - preferred - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION A - Least preferred	2	2	-	1	1	2	-
Principle 3 - Option A - least preferred - parks / open spaces	1	1	-	-	1	1	-
Principle 3 - Option A - concern - parks will be impacted by noise	1	1	-	1	-	1	-
PRINCIPLE 3 - URBAN AREAS - OPTION B - Flight paths over residential areas	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION B - Least Preferred	1	1	-	1	-	1	-
Principle 3 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution	1	1	-	1	-	1	-
PRINCIPLE 3 - SUGGESTIONS	2	2	-	1	1	2	-
Principle 3 - suggestion - flight paths - over parks and open spaces - at night	1	1	-	1	-	1	-
Principle 3 - suggestion - only newer / quieter aircraft should fly over residential areas	1	1	-	-	1	1	-
PRINCIPLE 4	9	9	-	7	1	8	1
PRINCIPLE 4: NOISE AND EMISSIONS - OPTION A - Prioritise reduction of aircraft noise for local communities over those that reduce fuel burn and emissions	5	5	-	4	1	4	1
PRINCIPLE 4 - OPTION A - Preferred	5	5	-	4	1	4	1
Principle 4 - Option A - preferred	3	3	-	3	-	2	1
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important	1	1	-	-	1	1	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important - night flights	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - reduction in aircraft noise - is the most important - for people / local communities	1	1	-	1	-	-	1
PRINCIPLE 4: NOISE AND EMISSIONS - OPTION B - Design flight paths that prioritise a reduction in fuel burn and emissions over those that reduce noise for local communities	3	3	-	2	-	3	-
PRINCIPLE 4 - OPTION B - Preferred	3	3	-	2	-	3	-
Principle 4 - Option B - preferred	2	2	-	1	-	2	-
Principle 4 - Option B - preferred - for night flights	1	1	-	1	-	1	-
PRINCIPLE 4 - SUGGESTIONS	1	1	-	-	1	1	-
Principle 4 - suggestion - incentivise / encourage quieter aircraft	1	1	-	-	1	1	-
PRINCIPLE 4 - OTHERS	1	1	-	1	-	1	-
Principle 4 - other - both options cause deterioration of sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
PRINCIPLE 5	21	21	-	16	4	21	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	6	6	-	4	2	6	-
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - should be encouraged	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - agree with conditions	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will be environmentally friendly / positive impact on environment / climate change	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - (modern aircraft) will be fuel efficient	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will use the latest navigational equipment	1	1	-	-	1	1	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION - Concerns	6	6	-	5	1	6	-
Principle 5 - Technology / innovation - concern - modern aircraft are not quiet	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - concern - airlines will not update aircraft / invest in new technology	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - concern - the impact of aircraft noise when landing	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - the increase in night flights	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - proposal is unrealistic / not achievable / will not be enforced	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	9	9	-	7	1	9	-
Principle 5 - Technology / innovation - suggestion - ban older aircraft / older technology - should not be accommodated	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - if performance falls below a certain threshold	1	1	-	-	1	1	-



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	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 5 - Technology / innovation - suggestion - charge / penalise - for old aircraft - noisy	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - invest in technology - flights in all weather conditions	1	1	-	1	-	1	-
Principle 6 - Technology / innovation - suggestion - large aircraft should be restricted to fly between 10.30pm and 8am	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - low costs should not be prioritised	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise / invest in reduction of emissions / improve air quality / air pollution - aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - provide incentives / encourage airlines to use low noise aircraft	1	1	-	1	-	1	-
PRINCIPLE 5 - OTHER COMMENTS	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - other comments	1	1	-	-	1	1	-
PRINCIPLE 6	1160	1103	57	850	129	1089	71
PRINCIPLE 6: NIGHT FLIGHTS - Preferred	110	93	17	80	7	99	11
Principle 6 - night flights - preferred - night time ban / do not allow night flights	95	83	12	71	7	85	10
Principle 6 - night flights - preferred - with conditions	10	6	4	6	-	9	1
Principle 6 - night flights - preferred - night time ban will be beneficial - lessen noise	3	2	1	2	-	3	-
Principle 6 - night flights - preferred - night time ban will be beneficial - lessen air pollution	2	2	-	2	-	2	-
Principle 6 - night flights - preferred - necessary / done as soon as possible	1	-	1	-	-	1	-
Principle 6 - night flights - preferred - support increase 5hrs to 6.5hrs	1	1	-	-	-	1	-
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	273	255	18	197	20	250	23
Principle 6 - night flights - concern - the implementation of ban / current ban is not followed / should be enforced	96	93	3	78	4	94	2
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep	80	75	5	65	4	73	7
Principle 6 - night flights - concern - the impact on quality of life / health and well being	37	32	5	22	6	35	2
Principle 6 - night flights - concern - the impact of aircraft noise / noise insulation in homes / noise pollution	32	31	1	23	1	30	2
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep - children	17	16	1	11	3	17	-
Principle 6 - night flights - concern - profit will be prioritised over residents' well being / health / sleep	13	12	1	12	-	12	1
Principle 6 - night flights - concern - ban insufficient / not suitable	10	10	-	-	-	10	-
Principle 6 - night flights - concern - disruption of local population	10	7	3	6	1	6	4
Principle 6 - night flights - concern - the impact on local people / residents	8	5	3	4	1	4	4
Principle 6 - night flights - concern - the impact on quality of life / health and well being - children	6	5	1	5	-	5	1
Principle 6 - night flights - concern - proposal is unrealistic / not achievable	6	6	-	5	1	4	2
Principle 6 - night flights - concern - not benefiting from respite / current respite reduced	4	4	-	3	1	3	1
Principle 6 - night flights - concern - current ban insufficient - 5 hours not long enough	4	3	1	-	1	4	-
Principle 6 - night flights - concern - non scheduled / unscheduled flights	4	2	2	2	-	3	1
Principle 6 - night flights - concern - about compensation / residents should be properly compensated	3	3	-	3	-	3	-
Principle 6 - night flights - concern - increased volume / frequency of flights	3	2	1	-	1	3	-
Principle 6 - night flights - concern - increased volume / frequency of flights - during daytime - will increase noise	3	3	-	3	-	1	2
Principle 6 - night flights - concern - increased volume / frequency of flights - during night time	3	2	1	2	-	2	1
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep - frequency of flights	3	3	-	3	-	1	2
Principle 6 - night flights - concern - ban will have negative commercial impact for Heathrow	3	2	1	1	-	3	-
Principle 6 - night flights - concern - about pollution	3	3	-	3	-	2	1
Principle 6 - night flights - concern - approach to arriving aircraft / arrivals vs departing aircraft / departures	2	2	-	2	-	2	-
Principle 6 - night flights - concern - Heathrow will not stick to ban	2	2	-	1	1	1	1
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep - West London	2	2	-	2	-	2	-
Principle 6 - night flights - concern - ban will have negative impact of day flights	2	2	-	1	1	2	-
Principle 6 - night flights - concern - the impact on wildlife / habitats / nature	2	-	2	-	-	2	-
Principle 6 - night flights - concern - the impact on me / my family	2	2	-	1	1	2	-
Principle 6 - night flights - concern - background noise (in urban areas) is low at night and does not stop aircraft noise	2	1	1	1	-	2	-
Principle 6 - night flights - concern - other comment	2	2	-	-	1	2	-
Principle 6 - night flights - concern - not benefiting from respite - Camberwell	1	1	-	-	-	1	-
Principle 6 - night flights - concern - flights paths routing over rural areas	1	-	1	-	1	1	-
Principle 6 - night flights - concern - increased volume / frequency of flights - during night time - Luton	1	1	-	1	-	1	-
Principle 6 - night flights - concern - proposal timings are incompatible with public transport infrastructure	1	-	1	1	-	1	-
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep - London	1	1	-	1	-	1	-
Principle 6 - night flights - concern - Surrey Hills	1	-	1	-	-	1	-
Principle 6 - night flights - concern - old / noisy aircraft - the impact on sleep / interrupting / disturbing sleep	1	1	-	-	1	1	-
Principle 6 - night flights - concern - the impact on environment	1	1	-	1	-	1	-



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Principle 6 - night flights - concern - of impact on travellers - flight frequency	1	1	-	1	-	1	-
Principle 6 - night flights - concern - ban will have negative impact on broader UK economy	1	1	-	1	-	1	-
Principle 6 - night flights - concern - noise insulation / double glazing does not reduce aircraft noise	1	1	-	1	-	1	-
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep - East London	1	1	-	1	-	-	1
Principle 6 - night flights - concern - the impact on quality of life / health and well being - Surrey Heath	1	-	1	-	-	1	-
PRINCIPLE 6 - SUGGESTIONS	1009	960	49	744	114	950	59
Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason	66	63	3	49	8	63	3
Principle 6 - night flights - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	65	64	1	46	8	65	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction	65	61	4	51	3	65	-
Principle 6 - night flights - suggestion - prioritise residents health and well being - sleep	48	45	3	40	5	47	1
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum	46	45	1	27	4	44	2
Principle 6 - night flights - suggestion - no exceptions to the curfew	43	42	1	28	9	43	-
Principle 6 - night flights - suggestion - reduce impact / affect less people	29	28	1	25	1	27	2
Principle 6 - night flights - suggestion - charge / penalise airlines - for early / late arrivals	27	26	1	20	4	27	-
Principle 6 - night flights - suggestion - steep approach / take off / descent / fly higher	24	23	1	22	1	24	-
Principle 6 - night flights - suggestion - decrease / do not increase number / frequency of night / early morning flights	23	23	-	14	-	22	1
Principle 6 - night flights - suggestion - other	19	17	2	14	1	16	3
Principle 6 - night flights - suggestion - late arrivals to be diverted to alternative airports in less populated areas	18	18	-	14	3	17	1
Principle 6 - night flights - suggestion - prioritise residents quality of life / health and well being	17	17	-	13	2	17	-
Principle 6 - night flights - suggestion - incentivise / encourage quieter aircraft	13	11	2	7	1	13	-
Principle 6 - night flights - suggestion - accommodate high spec / modern aircraft	13	13	-	9	4	13	-
Principle 6 - night flights - suggestion - prioritise environmental concerns - low emissions / fuel burn / pollution	13	12	1	11	-	13	-
Principle 6 - night flights - suggestion - prioritise residents health and well being - sleep - noise respite	12	12	-	10	1	12	-
Principle 6 - night flights - suggestion - do not prioritise environmental concerns - low fuel / emissions	11	11	-	11	-	11	-
Principle 6 - night flights - suggestion - do not circle / have holding patterns over residential areas / to be over open spaces	9	8	1	7	1	9	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for all night flights	9	8	1	5	1	9	-
Principle 6 - night flights - suggestion - alternate runways - for landing and take off	9	7	2	6	1	9	-
Principle 6 - night flights - suggestion - exceptions to ban are necessary / unavoidable	8	8	-	6	1	8	-
Principle 6 - night flights - suggestion - ban all cargo flights	7	6	1	5	2	7	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for old / loud / low flying / aircraft	7	7	-	4	2	7	-
Principle 6 - night flights - suggestion - alternate current night flight paths / routes	7	7	-	5	1	6	1
Principle 6 - night flights - suggestion - alternate runways - all equally	7	7	-	6	-	7	-
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum - very early morning	7	7	-	3	-	7	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for all night flights - give money to the community / residents to compensate	6	6	-	5	-	6	-
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum - late evening	6	5	1	1	-	6	-
Principle 6 - night flights - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft - emergency night flights	5	5	-	1	2	5	-
Principle 6 - night flights - suggestion - residents should be compensated for extra noise insulation in homes / double glazing	5	5	-	3	1	5	-
Principle 6 - night flights - suggestion - Easterly approach / landing - fly over less populated areas	5	4	1	-	2	3	2
Principle 6 - night flights - suggestion - steep approach / take off / descent / fly higher - reduce noise	5	5	-	5	-	4	1
Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason - landings only	5	3	2	1	-	4	1
Principle 6 - night flights - suggestion - alternate current early morning paths / routes	4	4	-	2	1	2	2
Principle 6 - night flights - suggestion - concentrated / narrow flight paths - away from populated areas	4	4	-	3	1	4	-
Principle 6 - night flights - suggestion - reduce impact / affect less people - newly flown over	4	4	-	2	-	3	1
Principle 6 - night flights - suggestion - accommodate high spec / modern aircraft - noise / emission reduction	4	4	-	2	1	3	1
Principle 6 - night flights - suggestion - accommodate / only use the smallest aircraft	4	4	-	4	-	4	-
Principle 6 - night flights - suggestion - do not prioritise profit / economic gain	4	4	-	4	-	4	-
Principle 6 - night flights - suggestion - arrivals only / prioritise arrivals / more restrictions to departures / ban departures	4	4	-	4	-	4	-
Principle 6 - night flights - suggestion - do not prioritise noise reduction	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for all night flights 11pm - 7am	3	2	1	2	-	3	-
Principle 6 - night flights - suggestion - ban old / noisy aircraft from 8pm to 7am	3	3	-	-	2	3	-
Principle 6 - night flights - suggestion - ban weekends / Sunday respite / bank holidays	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - early morning flights	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for early / late arrivals - give money to charity / environmental initiatives	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - charge / penalise airlines - if do not keep to night ban	3	3	-	1	1	3	-
Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason - routed over rural / underpopulated areas	3	3	-	2	1	3	-



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Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason - using most direct route	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - higher ticket prices for night flights	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - charge / penalise airlines	3	2	1	2	-	3	-
Principle 6 - night flights - suggestion - introduce respite days weekly / monthly	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - steep approach / take off / descent - fly higher - reduce impact on local people	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - aircraft should adjust departure times to ensure they adhere to ban	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - allow quieter aircraft between 10pm and 8am	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - concentrated / narrow flight paths	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - accommodate high spec / modern aircraft - faster / steeper ascent	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - late evening flights	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - departures only / prioritise departures / more restrictions to arrivals / ban arrivals	2	2	-	1	1	-	2
Principle 6 - night flights - suggestion - ban early morning flights	2	2	-	2	-	-	2
Principle 6 - night flights - suggestion - allow landings not take offs	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for the impact of fuel and emissions	2	2	-	1	1	2	-
Principle 6 - night flights - suggestion - avoid stacking - between 11pm and 7am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - Easterly approach / landing - high altitude	2	2	-	-	-	2	-
Principle 6 - night flights - suggestion - Easterly approach / landing - fly over wider area	2	2	-	-	-	2	-
Principle 6 - night flights - suggestion - sound insulation would reduce effects of night flights	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - stacking - over sea	2	-	2	-	-	2	-
Principle 6 - night flights - suggestion - late running aircraft not be allowed to take off	2	2	-	2	-	1	1
Principle 6 - night flights - suggestion - charge / penalise airlines - if do not keep to designated paths	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - eliminate unscheduled night flights - departures	2	-	2	-	-	2	-
Principle 6 - night flights - suggestion - exceptions to ban / circumstances should be severe - weather / war / ATC strikes	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas between 8pm to 8am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - incentivise / encourage high spec / modern aircraft	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - incentivise / encourage high spec / modern aircraft - reduced landing charges	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - balance needed - practicality and logistics	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - incentivise / encourage quieter aircraft - before 6.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - incentivise / encourage quieter aircraft - reduced landing charges	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - do not circle / have holding patterns over residential areas / to be over open spaces - early morning	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - do not prioritise customers	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - late running flights count against the night flight quota - do not increase the annual number of night flights	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - large / noisy aircraft to be diverted to alternative airports in less populated areas	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - landing further down the runway	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - allow take offs not landings	1	1	-	1	-	-	1
Principle 6 - night flights - suggestion - limit exceptions to ban to a fixed quota	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - all flights - full capacity with reasonably priced fares - will reduce night flights	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - night time RVAV arrivals with height/speed constraints to ensure constant descent angle and thus engines idle	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban should not include cargo flights	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - allow quieter aircraft between 10.30pm and 8am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - old / noisy aircraft - daytime only	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - only electric aircraft	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - operational from alternative airports in less populated areas	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise costs	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise customers / convenience for travellers	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - allow quieter aircraft between 11pm and 7am	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - charge / penalise airlines - payments to mitigate impact on residents	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - prevent decelerations / accelerations	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - charge / penalise airlines - unscheduled night flights - departures	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - engine ground running restricted to central areas of airfield	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - early morning flights - 6.30	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - South West London	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction - take off / landing	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban weekends / Sunday respite / bank holidays - residential areas	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise residents quality of life / health and well being - West London	1	-	1	1	-	1	-



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Principle 6 - night flights - suggestion - ban weekends / Sunday respite / bank holidays - half day	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - charge / penalise cargo / freight	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - prioritise public transport timings - reduce road use	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - charge / passengers - payments to mitigate impact on residents	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - reduce the impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - avoid AONBs / SSSIs / ancient woodlands / green belt / conservation areas - Chilterns	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - reduce impact through future / evolving technology	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - reduce engine speed	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - regular reviews for noise quotas	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - relocate to a coastal position / fly out to sea	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - account for weighted incremental impact factor (WEIF) when calculating routes	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - restrict night flights to single runway	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - flights should only be emergency flights / with good reason - between 6am and 7am	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - sound insulation would reduce effects of night flights - before 7.00am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - follow principles used by airports abroad - Frankfurt	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - design principles should apply to night flights	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - implement ban as soon as possible	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - implement night flight ban at Gatwick	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - arrivals should be pre- determined via Area Navigation (RNAV) transition	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - use quickest aircraft	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - use Southern runway for landing - lower density population	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - utilise full runway length to maximise ascent in vicinity of airport	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - intersection departures should be prohibited	1	1	-	1	-	1	-
Night / early morning routes	399	388	11	325	41	377	22
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas	168	164	4	134	20	160	8
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas	125	120	5	106	10	118	7
Principle 6 - night flights - suggestion - widen / spread out routes	54	54	-	50	3	54	-
Principle 6 - night flights - suggestion - flight paths to ensure minimum number of residents flown over / affected / disturbed	49	49	-	43	5	47	2
Principle 6 - night flights - suggestion - alternate the flight paths / routes	42	40	2	37	3	41	1
Principle 6 - night flights - suggestion - don't alter the flight paths / keep night flight paths the same as day / existing flight paths	20	20	-	10	5	19	1
Principle 6 - night flights - suggestion - widen / spread out over a wider area - distribute noise	10	9	1	9	-	9	1
Principle 6 - night flights - suggestion - divert / route to Gatwick airport	10	10	-	9	1	10	-
Principle 6 - night flights - suggestion - flight paths not to go over new areas / no new areas should be flown over	8	8	-	5	1	7	1
Principle 6 - night flights - suggestion - Westerly preference for take offs / landings / flights over London from the East is bad planning	5	5	-	4	-	5	-
Principle 6 - night flights - suggestion - Westerly preference is unfair / should be alternated	5	5	-	5	-	4	1
Principle 6 - night flights - suggestion - flight paths over business / industrial / commercial areas	5	5	-	4	1	5	-
Principle 6 - night flights - suggestion - flights should land from the West	5	5	-	5	-	2	3
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas - between 11pm to 7am	4	3	1	3	-	3	1
Principle 6 - night flights - suggestion - use quickest / most efficient routes	4	4	-	3	1	3	1
Principle 6 - night flights - suggestion - divert / route to Stansted airport	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - widen / spread out routes - over urban areas	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - ban / zero flights over central London	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - flight paths over populated London / urban areas as these are noisy anyway	3	3	-	2	1	3	-
Principle 6 - night flights - suggestion - flight paths over the Thames	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - Easterly preference for take offs / landings / flight paths	2	2	-	2	-	1	1
Principle 6 - night flights - suggestion - avoid areas already impacted by other airspace users / other airports	2	2	-	2	-	1	1
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - between 11pm to 7am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - flight paths to ensure maximum safety / one runway for take off and one for landing of the aircraft	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - Windsor / West Heathrow	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas - between 11:30pm to 6am	2	2	-	2	-	1	1
Principle 6 - night flights - suggestion - ban / zero flights over conservation areas / listed buildings / historic areas	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths over the M4	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - alternate the flight paths / routes between parks / open spaces and residential areas	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - flight paths over commercial areas - between 9pm - 6am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths over commercial areas - dusk to dawn - in Winter	1	1	-	1	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 6 - night flights - suggestion - flight paths over SW London - between 4.30am and 6.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths to be positioned over areas that only have Heathrow traffic	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas - between 12am to 6:30am	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - flight paths along motorways / major roads / railways	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - use modern navigation technology to plan routes	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - ban / zero flights over sensitive buildings - hospitals	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - before 6am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas - London	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - between 11.30 - 6am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - widen / spread out over a wider area - distribute emissions	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - from 5:30am onwards	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - divert / route to Gatwick airport - less impact to local people / residents	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - widen / spread out routes - over urban areas - all of London equally	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights along the Thames	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - between 9pm - 6am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas - dusk to dawn - in Winter	1	1	-	1	-	1	-
Night / early morning timings	484	453	31	337	52	453	31
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7am	124	116	8	87	13	122	2
Principle 6 - night flights - suggestion - need more than 6.5 hours quiet	88	82	6	65	5	83	5
Principle 6 - night flights - suggestion - ban / zero flights for 8 hours / increase respite to 8 hours	55	49	6	43	3	53	2
Principle 6 - night flights - suggestion - ban / zero flights for 7 hours / increase respite to 7 hrs	28	24	4	16	2	28	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 6am	26	23	3	15	2	25	1
Principle 6 - night flights - suggestion - ban / zero flights before 7am	25	24	1	18	4	24	1
Principle 6 - night flights - suggestion - ban / zero night flights	21	19	2	18	2	16	5
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 7am	20	19	1	11	-	19	1
Principle 6 - night flights - suggestion - maintain current night ban / 6 and a half hour ban / no change to current day and night flights	18	18	-	9	6	16	2
Principle 6 - night flights - suggestion - ban / zero flights before 6am	14	14	-	10	1	14	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 6.30am	11	11	-	9	1	11	-
Principle 6 - night flights - suggestion - ban / zero flights before 6.30am	11	11	-	11	-	10	1
Principle 6 - night flights - suggestion - 5:30 is too early	11	10	1	9	-	11	-
Principle 6 - night flights - suggestion - keep as existing / the same	11	10	1	7	3	8	3
Principle 6 - night flights - suggestion - ban / zero flights between 11:30pm and 6:00am	10	10	-	8	1	10	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 5.30am	10	8	2	3	4	10	-
Principle 6 - night flights - suggestion - ban / zero flights between 11.30pm and 6am	10	8	2	6	-	10	-
Principle 6 - night flights - suggestion - ban / zero flights between 12am and 6:30am	9	7	2	5	1	8	1
Principle 6 - night flights - suggestion - ban / zero flights after 11pm	9	9	-	7	1	7	2
Principle 6 - night flights - suggestion - ban / zero flights between 12:30am and 7am	6	6	-	3	3	6	-
Principle 6 - night flights - suggestion - ban / zero flights for 7.5 hours / increase 7.5 hours	6	6	-	6	-	4	2
Principle 6 - night flights - suggestion - ban / zero flights for 6.5 hours / increase respite to 6.5 hrs	6	1	5	1	-	6	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 8am	5	4	1	5	-	5	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 6am	5	5	-	5	-	5	-
Principle 6 - night flights - suggestion - ban / zero flights after 11:30pm	4	4	-	2	-	4	-
Principle 6 - night flights - suggestion - ban should start and finish later on weekends / bank holidays	4	4	-	3	-	3	1
Principle 6 - night flights - suggestion - ban / zero flights between 10.30pm and 7am	4	4	-	4	-	3	1
Principle 6 - night flights - suggestion - minimise impact on sleep / interrupting / disturbing sleep	4	4	-	3	-	4	-
Principle 6 - night flights - suggestion - ban / zero flights between 12am and 6:00am	4	4	-	2	1	4	-
Principle 6 - night flights - suggestion - ban / zero flights between 8pm and 7am	4	3	1	4	-	4	-
Principle 6 - night flights - suggestion - ban / zero flights for 10 hours / increase respite to 10 hrs	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - ban / zero flights before 5.30am	3	2	1	2	-	3	-
Principle 6 - night flights - suggestion - ban / zero flights between 10.30pm and 6.30am	3	3	-	3	-	2	1
Principle 6 - night flights - suggestion - 11:00 is too late	3	3	-	3	-	2	1
Principle 6 - night flights - suggestion - ban / zero flights before 7.30am	3	3	-	3	-	2	1
Principle 6 - night flights - suggestion - ban / zero flights for 9 hours / increase respite to 9 hours	3	3	-	2	1	3	-
Principle 6 - night flights - suggestion - 6.5 hour ban is too long	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights after 12am / midnight	2	2	-	1	-	2	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 6 - night flights - suggestion - ban / zero flights before 4.30am	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 11:30pm and 6:30am	2	1	1	1	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 11:30pm and 7:00am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights from 10pm	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 5am and 7am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights after 10.30pm	2	2	-	2	-	1	1
Principle 6 - night flights - suggestion - ban / zero flights between 12am and 7am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 9pm to 7am	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - ban old / noisy / polluting aircraft from 11pm to 7am	2	2	-	1	1	2	-
Principle 6 - night flights - suggestion - reduce number of aircraft take off and landing outside 11 pm and 7 am	2	2	-	1	-	2	-
Principle 6 - night flights - suggestion - flights over rural areas / parks - between 11pm and 7am	2	1	1	2	-	2	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 6.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - reduce noise at night / evening rather than early morning	1	1	-	1	-	-	1
Principle 6 - night flights - suggestion - ban / zero flights between 12am and 5:30am	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 7.30am	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - should be as long as possible / longer	1	1	-	1	-	-	1
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 9am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 12:30am and 6:30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 10am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 1am and 4am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 1am and 5am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 1am and 6am	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights after 11pm - taking off	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights before 8am	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 10.30pm and 8am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 4am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights for 8 hours / increase respite to 8 hours - if unattainable no expansion	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights for 8 hours / increase respite to 8 hours - if unattainable 7 hours	1	-	1	-	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 4.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights for 9 hours / increase respite to 9 hours - South East	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 5am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero landings / arrivals between 10pm and 7am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - restrict number of aircraft landing between 9pm and 8am	1	1	-	1	-	-	1
Principle 6 - night flights - suggestion - ban / zero take offs / departures between 10:30pm and 7am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero take offs / departures between 10:30pm and 6.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 7pm and 7am - for passengers	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - ban should include all flights over UK not just take offs / landings	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - if a genuine need to use outside the ban time would need a new airport	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero night flights - except cargo	1	1	-	-	1	-	1
Principle 6 - night flights - suggestion - ban / zero flights between 9pm to 6am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights after 10pm	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7:30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 8am	1	1	-	-	-	1	-
Principle 6 - night flights - suggestion - 6am is too early	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - restrict number of aircraft landing between 7am and 7.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - exceptions to ban only after 5.30am	1	1	-	1	-	1	-
PRINCIPLE 6 - OTHER COMMENTS	289	268	21	211	33	278	11
Principle 6 - night flights - other - people need 8 hours sleep / are recommended an 8 hour sleep / 6.5 hours sleep is not enough	91	85	6	66	9	87	4
Principle 6 - night flights - other	51	48	3	38	8	49	2
Principle 6 - night flights - other - apply same principles to day and night flights	50	45	5	34	9	50	-
Principle 6 - night flights - other - early mornings are most invasive / disrupt sleep more than late flights	45	44	1	36	3	44	1
Principle 6 - night flights - other - all night flights are unnecessary	22	20	2	21	1	21	1
Principle 6 - night flights - other - current night flights are not excessively noisy / frequent	7	7	-	5	2	7	-
Principle 6 - night flights - other - exceptions to ban are unnecessary / avoidable - ensure strict enforcement	6	4	2	4	-	5	1
Principle 6 - night flights - other - expansion should make night flights unnecessary	6	6	-	5	1	6	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 6 - night flights - other - late night / early morning flights are inevitable / unavoidable	5	5	-	5	-	5	-
Principle 6 - night flights - other - people need 7 hours sleep / are recommended an 7 hour sleep / 6.5 hours sleep is not enough	5	5	-	3	-	4	1
Principle 6 - night flights - other - impact of aircraft noise / impact on less people - local communities	4	3	1	3	-	4	-
Principle 6 - night flights - other - once flight paths are set, people get used to them / frequently changing flight paths would unsettle people	3	3	-	3	-	3	-
Principle 6 - night flights - other - apply different principles to day and night flights	3	2	1	2	-	3	-
Principle 6 - night flights - other - oppose all flight time options - do not extend	3	3	-	1	-	3	-
Principle 6 - night flights - other - early mornings are most invasive / disrupt sleep more than late flights - 4.30am to 6.00am	3	2	1	2	-	3	-
Principle 6 - night flights - other - people need 8 hours sleep / are recommended an 8 hour sleep / 6.5 hours sleep is not enough - children	2	1	1	-	-	2	-
Principle 6 - night flights - other - apply different principles to Winter / Summer flights	2	2	-	2	-	2	-
Principle 6 - night flights - other - support Heathrow principle - majority of flights between 7am and 11pm	2	1	1	1	-	2	-
Principle 6 - night flights - other - don't know enough about this subject / not qualified to answer / I am not a resident / I will not be affected	2	2	-	1	-	2	-
Principle 6 - night flights - other - extended ban should happen anyway / regardless of expansion	1	1	-	1	-	1	-
Principle 6 - night flights - other - noise is the same night / day	1	1	-	1	-	-	1
Principle 6 - night flights - other - night flights are necessary - maximise operational efficiency	1	1	-	1	-	1	-
Principle 6 - night flights - other - night flights are unnecessary - maximise operational efficiency	1	1	-	1	-	1	-
Principle 6 - night flights - other - airline community recognises the late flight noise impact and offer incentives	1	-	1	-	-	1	-
Principle 6 - night flights - other - people need 10 hours sleep / are recommended an 10 hour sleep / 6.5 hours sleep is not enough - children	1	1	-	1	-	1	-
Principle 6 - night flights - other - change from BST to GMT - causes problems with timings	1	1	-	-	-	1	-
Principle 6 - night flights - other - people need more than 5 hours quiet	1	1	-	1	-	1	-
Principle 6 - night flights - other - incoming aircraft are more quiet / more acceptable than outgoing	1	1	-	1	-	1	-
Principle 6 - night flights - other - will impact fuel and emissions	1	1	-	1	-	1	-
Principle 6 - night flights - other - early mornings are most invasive / disrupt sleep more than late flights - lack of background noise	1	1	-	1	-	1	-
Principle 6 - night flights - other - late flights will disturb people / residential areas regardless of route	1	1	-	-	1	1	-
Principle 6 - night flights - late running flights - potential costly customer compensation under EU 261/2004	1	-	1	-	-	1	-
Principle 6 - night flights - other - are necessary - major international airport / remain competitive	1	1	-	1	-	1	-
Principle 6 - night flights - other - late night aircraft noise - intrusive / invasive / unsettling	1	1	-	1	-	1	-
Principle 6 - night flights - other - exceptions to ban are unnecessary / avoidable	1	1	-	1	-	1	-
Principle 6 - night flights - other - outbound / departing - aircraft are noisier than - landing / incoming aircraft	1	1	-	1	-	-	1
Principle 6 - night flights - other - principles that have different avionic capabilities between day and night should be avoided	1	-	1	-	-	1	-
Principle 6 - night flights - other - early morning flights are unavoidable / necessary	1	1	-	-	1	1	-
Principle 6 - night flights - other - will impact on wildlife / habitats / nature	1	1	-	-	-	1	-
Principle 6 - night flights - other - you become accustomed / used to noise	1	1	-	-	1	1	-
Principle 6 - night flights - other - you cannot insulate garden / outside	1	1	-	1	-	-	1
Principle 6 - night flights - other - early mornings are most invasive / disrupt sleep more than late flights - 4.00am to 6.00am	1	1	-	1	-	-	1
OTHER SUGGESTIONS	64	64	-	52	7	61	3
Other suggestion - avoid concentrated / narrow flight paths	4	4	-	4	-	4	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities	4	4	-	3	-	4	-
Other suggestion - Heathrow should be fully compliant with legal requirements / recommendations / regulations from organisations (Independent Noise Authority/CAA)	4	4	-	3	1	4	-
Other Suggestion - decrease / do not increase number / frequency of flights	3	3	-	3	-	3	-
Other suggestion - Heathrow should consult with / listen to - local communities / residents	3	3	-	2	-	3	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	3	3	-	2	1	2	1
Other suggestion - other	3	3	-	2	1	3	-
Other suggestion - ensure compensation - to be chosen by residents	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - prioritise the impact on sleep / interrupting / disturbing sleep	2	2	-	2	-	2	-
Other suggestion - ensure respite	2	2	-	2	-	2	-
Other suggestion - steeper descent / approach - to reduce noise	2	2	-	2	-	2	-
Other suggestion - avoid concentrated / narrow flight paths - communities / residential areas	2	2	-	1	1	2	-
Other suggestion - only newer / quieter aircraft - should be operated	2	2	-	1	-	2	-
Other suggestion - steeper descent / approach	2	2	-	1	1	2	-
Other suggestion - decision makers should live under flight path - experience impacts - before casting votes	2	2	-	2	-	2	-
Other suggestion - alternate over residential / rural areas - noise will be shared	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated	1	1	-	1	-	1	-
Other suggestion - alternate runways - for landing / approaching aircraft	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - abolish Cranford Agreement	1	1	-	1	-	1	-
Other suggestion - ensure transparent communication / consultation with local people / communities	1	1	-	1	-	-	1
Other suggestion - faster climb / faster higher altitude upon take - off to lessen impact of noise	1	1	-	1	-	1	-
Other suggestion - flight paths - not over communities / residential / urban areas	1	1	-	1	-	-	1
Other suggestion - flight paths - should be at higher altitude	1	1	-	1	-	1	-
Other suggestion - avoid stacking	1	1	-	1	-	1	-
Other suggestion - avoid stacking - urban areas	1	1	-	1	-	1	-
Other suggestion - avoid stacking / reduce stacking - reduce noise	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with other airports - Gatwick	1	1	-	1	-	1	-
Other suggestion - implement NAPD1	1	1	-	1	-	1	-
Other suggestion - improve public transport - timings - District Line	1	1	-	1	-	1	-
Other suggestion - improve public transport - timings - Piccadilly Line	1	1	-	1	-	1	-
Other suggestion - incentivise / encourage less air polluting aircraft	1	1	-	1	-	1	-
Other suggestion - independent body required to monitor decisions made - all airports accountable	1	1	-	-	-	1	-
Other suggestion - invest in public transport	1	1	-	-	1	1	-
Other suggestion - meet targets / achieve aims / keep promises - reduce aviation noise	1	1	-	1	-	1	-
Other suggestion - minimise increase in airspace	1	1	-	1	-	1	-
Other suggestion - options - mixture of both options / would be fairer / spread across both	1	1	-	1	-	1	-
Other suggestion - prioritise quality of life / health and well being - residents	1	1	-	1	-	1	-
Other suggestion - prioritise safety	1	1	-	1	-	1	-
Other suggestion - cargo / freight should be diverted to other airports	1	1	-	1	-	1	-
Other suggestion - reduce / prioritise fuel burn / emissions	1	1	-	1	-	1	-
Other suggestion - compensation zones / CPZ's - need to be extended	1	1	-	1	-	1	-
Other suggestion - reduce noise - by using technology	1	1	-	1	-	1	-
Other suggestion - respite should include cargo flights	1	1	-	1	-	1	-
Other suggestion - respite should include early / late arrivals / departures	1	1	-	1	-	1	-
Other suggestion - route cargo flights over rural areas	1	1	-	-	1	1	-
Other suggestion - standards should be enforced / enforceable / measurable	1	1	-	-	1	1	-
Other suggestion - consider impact of cargo flights	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - to reduce noise / noise pollution	1	1	-	1	-	1	-
Other suggestion - tax on aircraft fuel	1	1	-	1	-	1	-
Other suggestion - air traffic noise monitoring - local people / residents	1	1	-	1	-	1	-
Other suggestion - Heathrow should instigate more 'goodwill' policies towards surrounding communities - reduce negativity	1	1	-	1	-	1	-
Other suggestion - airlines / airports - should be held accountable / face tougher penalties - for flouting - noise / pollution restrictions - rules and regulations	1	1	-	1	-	1	-
Other suggestion - do not prioritise low costs	1	1	-	1	-	1	-
Other suggestion - Easterly approach / landing - use Southern runway	1	1	-	1	-	1	-
OTHER COMMENTS	39	36	3	33	4	37	2
Other comment - Heathrow - criticism	17	15	2	16	1	17	-
Other comment - Heathrow complaints system is flawed / ineffective	2	2	-	2	-	2	-
Other comment - people before profits	2	2	-	2	-	2	-
Other comments - other	2	2	-	2	-	2	-
Other comment - an increase in number of flights is acceptable	1	1	-	-	-	1	-
Other comment - Heathrow is located in urban area so have to overfly urban areas to get to rural areas	1	1	-	1	-	1	-
Other comment - Heathrow overflying measurement methods are flawed / inadequate	1	1	-	1	-	1	-
Other comment - the implementation of rules / current rules - are not followed / should be enforced	1	1	-	1	-	-	1
Other comment - increased noise will impact house prices / property price / value	1	1	-	1	-	1	-
Other comment - increase in number of flights is inevitable	1	1	-	1	-	1	-
Other comment - cap on increase in number of flights required with strict enforcement	1	1	-	1	-	1	-
Other comment - people who chose to live close to the airport / current flight path - accept the likelihood of noise / with airport / flight paths in mind	1	1	-	-	1	1	-
Other comment - airspace improvements should be implemented regardless of expansion	1	-	1	1	-	1	-
Reasons for concerns	11	11	-	8	2	10	1
Other concern - I have been subject to misery of PBN trials	2	2	-	2	-	2	-
Other concern - impact on sleep / interrupting / disturbing sleep	2	2	-	-	1	2	-
Other concern - impact on sleep / interrupting / disturbing sleep - children	2	2	-	1	-	2	-
Other concern - impact of long haul flights - early morning arrivals	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - disruption of local population	1	1	-	1	-	1	-
Other concern - respite is inadequate / insufficient / won't work / make a difference	1	1	-	-	1	-	1
Other concern - impact on sleep / interrupting / disturbing sleep - elderly	1	1	-	-	-	1	-
Other concern - impact on wildlife / habitats / nature	1	1	-	1	-	1	-
Other concern - safety / security - increased air traffic	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise	1	1	-	1	-	1	-
Other concern - only convenient for the few that benefit	1	1	-	1	-	1	-
Other concern - safety - high density roads and houses under new flight paths - London	1	1	-	1	-	1	-
Other concern - safety - high density roads and houses under new flight paths - Richmond	1	1	-	1	-	1	-
Other concern - safety - high density roads and houses under new flight paths - Kew	1	1	-	1	-	1	-
Other concern - safety - high density roads and houses under new flight paths - Windsor	1	1	-	1	-	1	-
Other concern - safety - high density roads and houses under new flight paths - Hounslow	1	1	-	1	-	1	-
Other concern - cargo flights - cargo planes bigger / heavier / noisier	1	1	-	-	1	1	-
Other concern - cargo flights - plans to expand freight transport / increase volume / frequency of cargo flights	1	1	-	-	1	1	-
Other concern - cargo flights - timing / during the day / at night	1	1	-	-	1	1	-
EXISTING PROBLEMS	160	156	4	148	9	155	5
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	98	97	1	92	4	98	-
Already suffer from impact on sleep / interrupting / disturbing sleep	32	32	-	31	1	31	1
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am	20	19	1	19	1	20	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening	13	12	1	12	1	12	1
Already suffer from excessive noise / disturbance (do not need anymore)	9	8	1	9	-	8	1
Already suffer from impact on quality of life / health and well being	5	3	2	5	-	5	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	4	4	-	4	-	4	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Fulham	3	3	-	3	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	2	1	1	2	-	2	-
Already suffer from impact on sleep / interrupting / disturbing sleep - children / school	2	2	-	2	-	2	-
Already suffer from noise associated with (new / recent) low flying aircraft	2	2	-	2	-	2	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Vauxhall / Stockwell	2	2	-	2	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency	2	2	-	2	-	1	1
Already suffer from impact on sleep / interrupting / disturbing sleep - Wimbledon	2	2	-	2	-	2	-
Other existing problems	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - SE6	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - West London	1	1	-	1	-	1	-
Already suffer from excessive noise - during take-off	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - Herne Hill	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - West London	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Central London	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - between 6:30	1	1	-	1	-	1	-
Already suffer from excessive noise - during take-off - disruptive to local people / residents	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Clapham	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Herne Hill	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Hounslow	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Isleworth	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - SE6	1	1	-	1	-	-	1
Already suffer from impact on sleep / interrupting / disturbing sleep - Windlesham	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Wokingham	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Wraysbury	1	1	-	-	-	1	-
Already suffer from London City Airport flights / as well as Heathrow flights	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Clapham	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - East Molesey	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - children / school	1	-	1	1	-	1	-
Already suffer from pollution (do not need more) - from night flights	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - West London	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - under flight path	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Already suffer from impact on sleep / interrupting / disturbing sleep - under flight path	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft - Herne Hill	1	1	-	1	-	1	-
Already suffer with flights continuing later than claimed / after 11:45pm	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Hounslow	1	1	-	1	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports	1	1	-	-	1	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 3.00	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning and evening - Hounslow	1	1	-	-	1	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Brentford	1	1	-	1	-	1	-
Already suffer from excessive noise - during take-off - night flight	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Herne Hill	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - SW13	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - SW14	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - TW9	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - from Heathrow and Biggin Hill	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Wimbledon	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Wraysbury	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.20am - Windlesham	1	1	-	1	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.55am - Hounslow	1	1	-	-	1	1	-
Already suffer with flights starting earlier than claimed / before 7am / existing flights already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Kew Gardens	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas with existing high levels of noise - SE6	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Hanwell	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - West Wickham	1	1	-	1	-	1	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	1	-	1	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Wraysbury	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond	1	1	-	1	-	1	-
ALTERNATIVE SUGGESTIONS TO EXPANSION	13	12	1	10	3	10	3
Alternative suggestion - develop another airport	4	4	-	2	2	3	1
Alternative suggestion - develop another airport - Gatwick	3	3	-	3	-	3	-
Alternative suggestion - build a new airport instead - away from city centre	1	-	1	1	-	1	-
Alternative suggestion - develop / build Thames Estuary	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - low population density	1	1	-	1	-	-	1
Alternative suggestion - develop another airport - Midlands	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - North of England	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - Stansted	1	1	-	1	-	1	-
Alternative suggestion - flights should be shared with / directed to other airports	1	1	-	1	-	1	-
Alternative suggestion - Heathrow space should be turned into flats / homes built	1	-	1	1	-	1	-
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - Thames Estuary	1	1	-	1	-	1	-
Alternative suggestion - extend existing runway	1	1	-	-	1	-	1
EXPANSION	61	57	4	51	8	56	5
Against Heathrow / expansion	58	54	4	48	8	53	5
Do not agree / oppose the expansion at Heathrow	31	30	1	25	4	29	2
Airport in the wrong place / unsuitable location	7	6	1	7	-	6	1
Proposals are motivated by economics / profit / greed	7	7	-	7	-	7	-
Expansion will have a negative impact on - noise / noise pollution	6	5	1	5	1	5	1
Expansion will have a negative impact on - quality of life / health and well being	4	4	-	2	2	4	-
Expansion will have a negative impact on - number of flights	4	4	-	4	-	4	-
Expansion will have a negative impact on - environment	3	3	-	3	-	3	-
Expansion will have a negative impact on - local people / residents - London	3	3	-	2	1	2	1
Expansion will have a negative impact on - sleep / interrupting / disturbing sleep	3	2	1	-	2	2	1
Expansion will have a negative impact on - air pollution / air quality	3	2	1	2	1	2	1
Expansion will have a negative impact on - education / schools - noise	2	2	-	-	2	2	-
Do not agree / oppose the Third Runway	2	2	-	1	1	2	-
Expansion will have a negative impact - cause disruption / nuisance	1	1	-	1	-	1	-
Expansion will have a negative impact on - local healthcare / NHS resources	1	-	1	1	-	1	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Expansion will have a negative impact on - local people / residents	1	1	-	1	-	1	-
Expansion will have a negative impact on - local people / residents - West London	1	1	-	1	-	1	-
Do not agree / oppose flight plans / expansion of flight plans	1	1	-	-	1	-	1
Expansion will have a negative impact on - air pollution / air quality - Thames Valley	1	1	-	1	-	-	1
Expansion will have a negative impact on - business / economy / will not attain proposed economic growth / jobs	1	1	-	1	-	1	-
Expansion - puts business before people / no / little concern for people / residents	1	1	-	1	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion	1	1	-	1	-	-	1
Expansion will have a negative impact on - safety / security	1	1	-	1	-	1	-
Expansion is flawed / badly thought out	1	1	-	1	-	1	-
Questionable benefits to the UK	1	-	1	-	-	1	-
For Heathrow / expansion	3	3	-	3	-	3	-
Agree / support the expansion at Heathrow - will have a positive impact	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - job opportunities	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - with conditions - provide respite for those under multiple flight paths - Heathrow and other airport	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - will benefit business / economy	1	1	-	1	-	1	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	51	48	3	43	6	45	6
Criticism of the consultation / consultation documents / consultation process	50	47	3	42	6	44	6
Consultation is dishonest / incorrect information	16	15	1	14	1	15	1
Oppose all options / dislike all options / none are appropriate	6	6	-	5	1	6	-
Not enough information given	5	5	-	4	-	4	1
Information is too complicated / difficult to understand / contradictory / unclear	4	3	1	4	-	2	2
Consultation irrelevant - Heathrow expansion already a done deal / already decided	4	4	-	3	-	4	-
Consultation - questionnaire - question is / questions are - unfair / misleading	4	4	-	4	-	2	2
Not enough information given - night flight volume / frequency - specific figures	3	3	-	2	-	3	-
Consultation proposals to minimise negative impacts from Heathrow should be implemented immediately / before expansion	2	2	-	-	2	2	-
Not enough information given - night flight timings / specific times for allowed night flights	2	1	1	-	1	2	-
Options - ambiguities / contradiction between options	2	1	1	-	1	2	-
Other negative mentions of the consultation document	2	2	-	1	1	1	1
Other negative mentions of the consultation process	2	2	-	2	-	2	-
Not enough information given - costs / estimates / who is paying for what	1	1	-	1	-	1	-
Not enough information given - flight paths	1	1	-	1	-	1	-
Not enough information given - flight paths - long haul / short haul flights	1	1	-	1	-	1	-
Consultation events - staff were not helpful	1	1	-	1	-	1	-
Consultation is illegal / not complying to laws	1	1	-	1	-	1	-
Not enough information given - noise pollution / impact of noise / measurement of noise / decibels	1	1	-	-	-	1	-
Consultation events - doesn't include - South East London	1	1	-	1	-	1	-
Consultation timescale - principles should be decided between HAL and stakeholders then optimise airspace after decision	1	-	1	1	-	1	-
Options - no preference / little difference between options	1	-	1	1	-	1	-
Consultation irrelevant - Heathrow will not listen to residents' views	1	1	-	1	-	1	-
Consultation is biased / leading	1	1	-	1	-	1	-
Praise of the consultation / consultation document / consultation process	1	1	-	1	-	1	-
Consultation event - informative - gives good background to proposals	1	1	-	1	-	1	-
All participants who answered question:	1118	1028	90	653	106	1060	58
Q7. Please provide any other comments you would like to make about our approach to airspace change, and let us know if there are any other design principles we should consider.							
PRINCIPLE 1	88	86	2	75	9	87	1
PRINCIPLE 1 - FLIGHT PATHS - OPTION A - reduce people overflown / impact as few people as possible	4	4	-	4	-	4	-
PRINCIPLE 1 - OPTION A - Preferred	1	1	-	1	-	1	-
Principle 1 - Option A - preferred - will reduce noise impact / disturbance / noise pollution / impact on less people	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION A - Least preferred	3	3	-	3	-	3	-
Principle 1 - Option A - least preferred / the worst option / unfair	3	3	-	3	-	3	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION B - reduce people newly overflown / keep routes as close to where they are	14	14	-	8	4	14	-
PRINCIPLE 1 - OPTION B - Preferred	12	12	-	6	4	12	-
Principle 1 - Option B - preferred / best / fairest option	8	8	-	5	2	8	-
Principle 1 - Option B - preferred - will reduce impact / affect / burden less people / residents - not previously overflown	3	3	-	1	1	3	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 1 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - on less people	1	1	-	-	1	1	-
PRINCIPLE 1 - OPTION B - Least preferred	2	2	-	2	-	2	-
Principle 1 - Option B - least preferred / worst option / unfair	2	2	-	2	-	2	-
Principle 1 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution	1	1	-	1	-	1	-
PRINCIPLE 1 - FLIGHT PATHS - OPTION C - Share routes over a wide area / share noise more equally	41	41	-	39	2	41	-
PRINCIPLE 1 - OPTION C - Preferred	38	38	-	36	2	38	-
Principle 1 - Option C - preferred - share routes - will reduce noise impact / disturbance / noise pollution - over a wider area	14	14	-	13	1	14	-
Principle 1 - Option C - preferred / the fairest option	11	11	-	10	1	11	-
Principle 1 - Option C - preferred - share routes - will give relief / more respite to those on existing flight paths	9	9	-	9	-	9	-
Principle 1 - Option C - preferred - share routes - most people use / benefit from the airport	7	7	-	7	-	7	-
Principle 1 - Option C - preferred - share routes - now possible by the introduction of PBN	4	4	-	4	-	4	-
Principle 1 - Option C - preferred - share routes - as flights will increase so spread the path	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - pollution over wider area / less impact on air pollution	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - will impact / affect / burden less people / residents	3	3	-	3	-	3	-
Principle 1 - Option C - preferred - share routes - safety / security - aircraft to be a safe distance apart	2	2	-	2	-	2	-
Principle 1 - Option C - preferred - share routes - less impact during the day	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - will reduce impact on quality of life / health / well being	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - share routes - will reduce impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 1 - Option C - preferred - with conditions	1	1	-	1	-	1	-
PRINCIPLE 1 - OPTION C - Least preferred	3	3	-	3	-	3	-
Principle 1 - Option C - concern - implementation / current aircraft do not observe / spread over wide flight paths	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of air pollution / reduction in air quality - added pollution from the M25	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact of air pollution / reduction in air quality - added pollution from the M4 / M40	1	1	-	1	-	1	-
Principle 1 - Option C - concern - the impact on local people / residents - North St Albans	1	1	-	1	-	1	-
PRINCIPLE 1 - SUGGESTIONS	44	42	2	38	4	43	1
Principle 1 - suggestion - alternate flight paths / routes	12	12	-	12	-	12	-
Principle 1 - suggestion - flight paths not to become concentrated / as long as corridors sufficiently wide	5	4	1	5	-	5	-
Principle 1 - suggestion - alternate runways	4	4	-	4	-	4	-
Principle 1 - suggestion - keep current / existing flight paths	4	4	-	3	-	3	1
Principle 1 - suggestion - reduce impact / affect less people - newly overflow	3	3	-	2	-	3	-
Principle 1 - suggestion - flight paths should be over rural	2	2	-	2	-	2	-
Principle 1 - suggestion - alternate flight paths / routes - arriving / landing flight paths	1	1	-	1	-	1	-
Principle 1 - suggestion - avoid populated / residential areas / urban areas	1	1	-	-	1	1	-
Principle 1 - suggestion - compensation / residents should be properly compensated	1	1	-	-	1	1	-
Principle 1 - suggestion - longer runway / 3500m - aid noise reduction	1	1	-	1	-	1	-
Principle 1 - suggestion - noise insulation for affected property	1	1	-	1	-	1	-
Principle 1 - suggestion - preference for routes where high altitudes can be utilised	1	1	-	1	-	1	-
Principle 1 - suggestion - prioritise / consider - impact on sleep / interrupting / disturbing sleep	1	1	-	-	1	1	-
Principle 1 - suggestion - prioritise / consider - impact of air pollution / reduction in air quality	1	1	-	-	1	1	-
Principle 1 - suggestion - prioritise / consider - safety / security	1	1	-	-	1	1	-
Principle 1 - suggestion - proposed number of multiple flight paths insufficient / increased number required - for adequate respite	1	1	-	1	-	1	-
Principle 1 - suggestion - flight paths should be narrower	1	1	-	-	-	1	-
Principle 1 - suggestion - reduce impact / affect less people - overflow	1	1	-	1	-	1	-
Principle 1 - suggestion - restriction on noise impact	1	1	-	1	-	1	-
Principle 1 - suggestion - restriction on noise impact - no new noise under or around existing paths	1	1	-	1	-	1	-
Principle 1 - suggestion - restrictions on flight paths / no new flight paths / reduce flight paths	1	1	-	1	-	1	-
Principle 1 - suggestion - restrictions on flight paths / no new flight paths / reduce flight paths - over residential / urban areas	1	1	-	1	-	1	-
Principle 1 - suggestion - return flight path to pre 2012 route	1	1	-	1	-	1	-
Principle 1 - suggestion - separate Heathrow routes from other airport routes	1	-	1	-	1	1	-
Principle 1 - suggestion - take off / landing areas to be kept to minimum	1	1	-	1	-	1	-
Principle 1 - suggestion - use approved 2009 runway planning permission taking the flight path down the M25	1	1	-	1	-	1	-
Principle 1 - suggestion - other	1	1	-	1	-	1	-
PRINCIPLE 1 - OTHERS	8	8	-	7	1	8	-
Principle 1 - other - people under new flight paths should not complain	4	4	-	4	-	4	-
Principle 1 - other - current aircraft noise is acceptable / unnoticeable	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 1 - other - I have been subject to misery of PBN trials - Bushy Park	1	1	-	1	-	1	-
Principle 1 - other - I have been subject to misery of PBN trials - Teddington	1	1	-	1	-	1	-
Principle 1 - other - concern - impact of PBN	1	1	-	1	-	1	-
Principle 1 - other - share the noise and disruption as will affect more people so they will oppose the expansion / airport / future consultations	1	1	-	-	1	1	-
PRINCIPLE 2	30	29	1	26	1	30	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION A - Routing aircraft over urban areas / urban areas are already noisy	3	2	1	2	-	3	-
PRINCIPLE 2 - OPTION A - Preferred	2	1	1	2	-	2	-
Principle 2 - Option A - preferred - noise over urban areas would not be noticed as much as - rural areas	1	1	-	1	-	1	-
Principle 2 - Option A - preferred - noise over urban areas would not be noticed as much as - AONBs / SSSIs / ancient woodlands / green belt / conservation areas	1	-	1	1	-	1	-
PRINCIPLE 2 - OPTION A - Least preferred	1	1	-	-	-	1	-
Principle 2 - Option A - concern - about new noise / no new noise over - urban areas	1	1	-	-	-	1	-
PRINCIPLE 2 - URBAN AND RURAL AREAS - OPTION B - Routing aircraft over rural areas / minimizing people affected	13	13	-	10	1	13	-
PRINCIPLE 2 - OPTION B - Preferred	9	9	-	7	1	9	-
Principle 2 - Option B - preferred	8	8	-	6	1	8	-
Principle 2 - Option B - preferred - will reduce noise impact / disturbance / noise pollution - on urban areas	1	1	-	1	-	1	-
PRINCIPLE 2 - OPTION B - Least preferred / concerns	4	4	-	3	-	4	-
Principle 2 - Option B - concern - the impact of aircraft noise / disturbance / noise pollution	2	2	-	2	-	2	-
Principle 2 - Option B - concern - impact of night flights - less background noise in rural areas	1	1	-	1	-	1	-
Principle 2 - Option B - least preferred	1	1	-	-	-	1	-
PRINCIPLE 2 - SUGGESTIONS	12	12	-	12	-	12	-
Principle 2 - suggestion - alternate / rotate flight paths on multiple paths - ensure respite for communities	2	2	-	2	-	2	-
Principle 2 - suggestion - flight paths - higher to lessen impact of noise	2	2	-	2	-	2	-
Principle 2 - suggestion - steeper take-off / climb - to lessen impact of noise	2	2	-	2	-	2	-
Principle 2 - suggestion - minimise urban flight paths	1	1	-	1	-	1	-
Principle 2 - suggestion - no all day long of flying over a community - ensure respite for communities	1	1	-	1	-	1	-
Principle 2 - suggestion - recreational areas / parks should be avoided - Thames	1	1	-	1	-	1	-
Principle 2 - suggestion - share noise equally between urban and rural areas - through technology	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - distribute noise	1	1	-	1	-	1	-
Principle 2 - suggestion - spread out over a wider area - will reduce impact on quality of life / health and well-being	1	1	-	1	-	1	-
Principle 2 - suggestion - flight schedule per area / parks at night / urban areas daytime / shared areas at weekend	1	1	-	1	-	1	-
Principle 2 - suggestion - steeper take-off / climb - should be mandatory	1	1	-	1	-	1	-
PRINCIPLE 2 - OTHERS	3	3	-	3	-	3	-
Principle 2 - other - aircraft noise is loud in early morning of cities / densely populated cities	1	1	-	1	-	1	-
Principle 2 - other - share routes - now possible by the introduction of PBN / new technology	1	1	-	1	-	1	-
Principle 2 - other - type of aircraft needs consideration	1	1	-	1	-	1	-
PRINCIPLE 3	10	9	1	7	2	10	-
PRINCIPLE 3 - URBAN AREAS - OPTION A - Flight paths over parks / open spaces	5	5	-	3	1	5	-
PRINCIPLE 3 - OPTION A - Preferred	4	4	-	3	-	4	-
Principle 3 - Option A - preferred / the best option	2	2	-	1	-	2	-
Principle 3 - Option A - preferred - parks are closed at night / not used at night - can fly over them at night	1	1	-	1	-	1	-
Principle 3 - Option A - preferred - will reduce noise impact / disturbance / noise pollution - on urban / residential areas	1	1	-	1	-	1	-
PRINCIPLE 3 - OPTION A - Least preferred	1	1	-	-	1	1	-
Principle 3 - Option A - concern - option not practical / unrealistic	1	1	-	-	1	1	-
PRINCIPLE 3 - URBAN AREAS - OPTION B - Flight paths over residential areas	2	2	-	2	-	2	-
PRINCIPLE 3 - OPTION B - Preferred	2	2	-	2	-	2	-
Principle 3 - Option B - preferred - retain the tranquility / peace and quiet of parks / open spaces	2	2	-	2	-	2	-
PRINCIPLE 3 - SUGGESTIONS	3	2	1	2	1	3	-
Principle 3 - suggestion - extra noise pollution strategies - ear plugs / headsets	1	1	-	1	-	1	-
Principle 3 - suggestion - prioritise residents' health/ well being / sleep / noise respite	1	1	-	1	-	1	-
Principle 3 - suggestion - steeper take-off / climb - to lessen impact of noise	1	-	1	-	1	1	-
PRINCIPLE 3 - OTHERS	1	1	-	-	1	1	-
Principle 3 - other	1	1	-	-	1	1	-
PRINCIPLE 4	7	7	-	7	-	6	1
PRINCIPLE 4: NOISE AND EMISSIONS - OPTION A - Prioritise reduction of aircraft noise for local communities over those that reduce fuel burn and emissions	2	2	-	2	-	2	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
PRINCIPLE 4 - OPTION A - Preferred	2	2	-	2	-	2	-
Principle 4 - Option A - preferred - with conditions	1	1	-	1	-	1	-
Principle 4 - Option A - preferred - fuel burn saved is insignificant compared to - impact of noise on peoples health	1	1	-	1	-	1	-
PRINCIPLE 4 - SUGGESTIONS	5	5	-	5	-	4	1
Principle 4 - suggestion - airlines should reduce noise pollution	1	1	-	1	-	1	-
Principle 4 - suggestion - alternate flight paths / routes - for landing and take offs	1	1	-	1	-	-	1
Principle 4 - suggestion - both options / noise and emissions are important - should be considered	1	1	-	1	-	1	-
Principle 4 - suggestion - older aircraft should be replaced by newer / more efficient aircraft	1	1	-	1	-	1	-
Principle 4 - suggestion - aircraft should not tight turn - impact on noise and emissions	1	1	-	1	-	1	-
Principle 4 - suggestion - aircraft should not tight turn - will cause low flying	1	1	-	1	-	1	-
PRINCIPLE 4 - OTHERS	1	1	-	1	-	1	-
Principle 4 - other - other comments	1	1	-	1	-	1	-
PRINCIPLE 5	68	66	2	55	11	66	2
PRINCIPLE 5: TECHNOLOGY AND INNOVATION	20	20	-	16	4	20	-
Principle 5 - Technology / innovation - (modern aircraft) are quieter / create less noise / disturbance	6	6	-	4	2	6	-
Principle 5 - Technology / innovation - agree with conditions	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - should be encouraged	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - (modern aircraft) will allow for more control over flight paths	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - (modern aircraft) will reduce emissions / improve air quality	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - (modern aircraft) will use the latest navigational equipment	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - (modern aircraft) will decrease number / frequency of flights	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will be environmentally friendly / positive impact on environment / climate change	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will enable future development	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - (modern aircraft) will ensure / enable higher safety	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - (modern aircraft) will have less impact on quality of life / health and well being	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - (modern aircraft) will minimise impact on local communities	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will phase out of older aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) quieter aircraft - do not affect productivity	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - (modern aircraft) quieter aircraft - do not affect house prices	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - (modern aircraft) will allow steeper ascending / steeper descending	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - (modern aircraft) will result in higher efficiency / airspace / routes efficiency	1	1	-	-	1	1	-
PRINCIPLE 5: TECHNOLOGY AND INNOVATION - Concerns	15	14	1	12	2	15	-
Principle 5 - Technology / innovation - concern - PBN will cause concentrated / narrow flight paths	3	3	-	2	1	3	-
Principle 5 - Technology / innovation - proposal is unrealistic / not achievable / will not be enforced	2	2	-	1	-	2	-
Principle 5 - Technology / innovation - concern - development / existence of necessary technology	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - impact on local people / residents	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - concern - modern aircraft are not quiet	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - large aircraft are a problem - noise / disturbance	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - concern - large aircraft are a problem - air quality / pollution	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - concern - airlines with older aircraft will discontinue to use Heathrow / use alternative airports	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN will cause disturbance / aircraft noise - within narrow corridors / concentrated areas	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - PBN will not be beneficial	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - reliance on technology	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - reliance on technology - security risk	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - the impact on residents / quality of life / health and well being	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - the increase in emissions / impact air quality	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - concern - the increase in flights	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - concern - the increase in noise / noise pollution for existing flight paths	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - transition period - older aircraft will be used for a while	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - concern - concentrated / narrow flight paths	1	1	-	1	-	1	-
PRINCIPLE 5 - SUGGESTIONS	43	42	1	35	7	41	2
Principle 5 - Technology / innovation - suggestion - charge / penalise - for old aircraft - noisy	4	4	-	4	-	3	1
Principle 5 - Technology / innovation - suggestion - prioritise lower noise / switch to low noise aircraft / noise pollution	4	4	-	4	-	4	-
Principle 5 - Technology / innovation - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	3	3	-	3	-	3	-
Principle 5 - Technology / innovation - suggestion - prioritise / invest in reduction of emissions / improve air quality / air pollution - aircraft	3	3	-	3	-	3	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Principle 5 - Technology / innovation - suggestion - invest in electric / hybrid / solar aircraft	3	3	-	2	1	2	1
Principle 5 - Technology / innovation - suggestion - ban older aircraft / older technology - should not be accommodated	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - build aircraft for vertical /steep / faster take off	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - aircraft flying over populated areas should be less noisy	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - flight paths over residential areas should be higher / have modern aircraft that are quieter / create less noise / disturbance	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow curved / steeper / quieter approaches - prior to application of PBN routes	2	2	-	2	-	2	-
Principle 5 - Technology / innovation - suggestion - (modern aircraft) should use the latest navigational equipment	2	2	-	1	1	2	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for old aircraft	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for old aircraft - polluting	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - aircraft built - to use electric engines	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - for old aircraft - give money to communities /schools	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - develop the systems that annul the noise by producing neutralising waves	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - suggestion - aircraft built - to use renewable energy	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - glide with powered down engines	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - improvements should allow for a steeper angle of descent	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - aircraft flying over populated areas should be lower polluting	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - invest in electric / hybrid / solar aircraft - reduce emissions	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - invest - reduce impact on local people - London	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - invest - reduce noise	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - low costs should not be prioritised	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Gatwick	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - only accommodate the aircraft with efficient / cleaner engines	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise climate change / be sustainable / protect the environment	1	1	1	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise climate change / be sustainable / protect the environment - aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise fuel efficiency	1	1	-	-	1	1	-
Principle 5 - Technology / innovation - suggestion - prioritise higher efficiency / airspace / routes efficiency	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Luton	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - older aircraft should be diverted / use alternative airports - Stansted	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise / only accommodate newer aircraft / ban older aircraft	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - prioritise quality of life / health and well being - residents	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - reduce timeline for decision and implementation of new procedures	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - improve technology hardware	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - charge / penalise airlines - if performance falls below a certain threshold	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use PBN to reduce impact on local people / residents	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - should be applied to allow quicker / curved / steeper / quieter approaches	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - should be applied to spread out routes over wider areas / avoid concentrated routes	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - to vary flight paths	1	1	-	1	-	1	-
Principle 5 - Technology / innovation - suggestion - use to minimise stacking	1	1	-	-	-	1	-
Principle 5 - Technology / innovation - suggestion - use to spread out take-off routes	1	1	-	-	1	1	-
PRINCIPLE 5 - OTHER COMMENTS	2	-	2	2	-	2	-
Principle 5 - Technology / innovation - other - Heathrow should only expand when the aircraft technology has developed	1	-	1	1	-	1	-
Principle 5 - Technology / innovation - other comments	1	-	1	1	-	1	-
PRINCIPLE 6	47	46	1	41	5	45	2
PRINCIPLE 6: NIGHT FLIGHTS - Preferred	5	5	-	4	1	5	-
Principle 6 - night flights - preferred - night time ban / do not allow night flights	5	5	-	4	1	5	-
Principle 6 - night flights - have been well managed	1	1	-	-	1	1	-
PRINCIPLE 6: NIGHT FLIGHTS - Concerns	8	8	-	7	1	8	-
Principle 6 - night flights - concern - the implementation of ban / current ban is not followed / should be enforced	3	3	-	3	-	3	-
Principle 6 - night flights - concern - Heathrow will not stick to ban	1	1	-	-	1	1	-
Principle 6 - night flights - concern - the impact of aircraft noise / noise insulation in homes / noise pollution	1	1	-	1	-	1	-
Principle 6 - night flights - concern - the impact on quality of life / health and well being - West London	1	1	-	1	-	1	-
Principle 6 - night flights - concern - the impact on sleep / interrupting / disturbing sleep	1	1	-	1	-	1	-
Principle 6 - night flights - concern - not benefiting from respite / current respite reduced	1	1	-	1	-	1	-
PRINCIPLE 6 - SUGGESTIONS	37	36	1	33	3	35	2
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum	3	3	-	3	-	2	1



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum - very early morning	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - decrease / do not increase number / frequency of night / early morning flights	2	2	-	2	-	2	-
Principle 6 - night flights - suggestion - aircraft to be limited by number / flights kept to a minimum - before 6am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - alternate current night flight paths / routes	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - alternate runways - all equally	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - alternate runways - for landing	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - charge / penalise airlines - for early / late arrivals	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - charge / penalise airlines - if do not keep to night ban	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - departures only / prioritise departures / more restrictions to arrivals / ban arrivals	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - higher flight routes to Europe / from USA to reduce noise	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - incentivise / encourage quieter aircraft	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - no exceptions to the curfew	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - only accommodate the quietest aircraft / reduce the noise / ban loud aircraft	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - only accommodate the smaller / quieter aircraft between 9pm and 9am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise noise / noise pollution reduction	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise residents health and well being - sleep	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - prioritise residents health and well being - sleep - noise respite	1	1	-	1	-	1	-
Night / early morning routes	10	10	-	9	-	10	-
Principle 6 - night flights - suggestion - flight paths over parks / open spaces / rural areas	5	5	-	5	-	5	-
Principle 6 - night flights - suggestion - ban / zero flights over populated / residential / urban areas	3	3	-	2	-	3	-
Principle 6 - night flights - suggestion - alternate the flight paths / routes	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - flight paths to ensure minimum number of residents flown over / affected / disturbed	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - Westerly preference for take offs / landings / flights over London from the East is bad planning	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - decrease / do not increase number / frequency of flights - Putney	1	1	-	1	-	1	-
Night / early morning timings	14	13	1	12	2	13	1
Principle 6 - night flights - suggestion - need more than 6.5 hours quiet	3	3	-	3	-	3	-
Principle 6 - night flights - suggestion - ban / zero flights between 11pm and 7am	2	2	-	1	1	2	-
Principle 6 - night flights - suggestion - ban / zero flights before 4.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights before 5.30am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 7am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 10pm and 8am	1	-	1	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero night flights	1	1	-	-	1	1	-
Principle 6 - night flights - suggestion - ban / zero flights between 11:30pm and 6:00am	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - ban / zero flights for 7 hours / increase respite to 7 hrs	1	1	-	1	-	1	-
Principle 6 - night flights - suggestion - maintain current night ban / 6 and a half hour ban / no change to current day and night flights	1	1	-	1	-	-	1
Principle 6 - night flights - suggestion - ban / zero flights after 11pm	1	1	-	1	-	1	-
PRINCIPLE 6 - OTHER COMMENTS	2	2	-	2	-	2	-
Principle 6 - night flights - other - people need 8 hours sleep / are recommended an 8 hour sleep / 6.5 hours sleep is not enough	1	1	-	1	-	1	-
Principle 6 - night flights - other - outbound / departing - aircraft are noisier than - landing / incoming aircraft	1	1	-	1	-	1	-
OTHER SUGGESTIONS	497	437	60	289	37	472	25
Other suggestion - other	39	34	5	21	4	36	3
Other Suggestion - decrease / do not increase number / frequency of flights	35	30	5	19	4	33	2
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution	29	24	5	14	3	29	-
Other suggestion - in line with the World Health Organization standards - noise	21	20	1	2	-	21	-
Other suggestion - prioritise quality of life / health and well being - residents	21	16	5	10	-	21	-
Other suggestion - steeper descent / approach - to reduce noise	18	17	1	13	-	18	-
Other suggestion - Heathrow should consult with / listen to - local communities / residents	18	15	3	7	-	18	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities	17	12	5	10	-	17	-
Other suggestion - steeper descent / approach	15	15	-	11	-	14	1
Other suggestion - steeper take off / climb - to reduce noise / noise pollution	15	15	-	9	-	14	1
Other suggestion - ensure compensation / residents to be properly compensated	14	13	1	5	1	14	-
Other suggestion - ensure respite	13	12	1	10	-	12	1
Other suggestion - avoid concentrated / narrow flight paths	13	11	2	5	-	13	-
Other suggestion - steeper take off / climb	12	12	-	7	-	11	1
Other suggestion - airlines / airports - should be held accountable / face tougher penalties - for flouting - noise / pollution restrictions - rules and regulations	12	12	-	2	-	12	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - prioritise safety	11	9	2	7	1	11	-
Other suggestion - reduce / prioritise fuel burn / emissions	11	8	3	5	3	11	-
Other suggestion - minimise / reduce impact - on local people / communities - under flight paths	11	7	4	5	2	9	2
Other suggestion - flight paths - over rural / underpopulated areas	11	11	-	5	2	11	-
Other suggestion - Heathrow should be fully compliant with legal requirements / recommendations / regulations from organisations (Independent Noise Authority/CAA)	10	5	5	3	-	9	1
Other suggestion - height - increase heights of arrival / departure - to lessen impact of noise	10	10	-	-	-	10	-
Other suggestion - standards should be enforced / enforceable / measurable	10	10	-	5	1	10	-
Other suggestion - reduce / prioritise air pollution	10	9	1	6	2	9	1
Other suggestion - ensure respite - regular / fixed / predetermined times	9	5	4	5	-	8	1
Other suggestion - avoid concentrated / narrow flight paths - communities / residential areas	8	7	1	3	-	8	-
Other suggestion - prioritise the impact on sleep / interrupting / disturbing sleep	8	8	-	5	1	7	1
Other suggestion - flight paths - not over communities / residential / urban areas	8	8	-	5	2	8	-
Other suggestion - prioritise environment	7	4	3	2	-	7	-
Other suggestion - keep / retain the tranquility / peace and quiet - Bushy	7	7	-	-	-	7	-
Other suggestion - keep / retain the tranquility / peace and quiet - Kew Gardens	7	7	-	-	-	7	-
Other suggestion - keep / retain the tranquility / peace and quiet - Richmond	7	7	-	-	-	7	-
Other suggestion - Westerly preference - should be abolished	7	6	1	5	-	7	-
Other suggestion - keep / retain the tranquility / peace and quiet - Windsor Great	7	7	-	-	-	7	-
Other suggestion - Heathrow should consult with other airports - about airspace design	7	3	4	2	-	7	-
Other suggestion - meet targets / achieve aims / keep promises - reduce aviation noise	7	6	1	-	-	7	-
Other suggestion - alternate runways	7	7	-	5	2	7	-
Other suggestion - invest in public transport	6	5	1	4	1	6	-
Other suggestion - long term plan / future solutions	6	5	1	4	1	6	-
Other suggestion - decrease / do not increase number / frequency of flights - existing flight paths	6	6	-	1	-	6	-
Other suggestion - Heathrow should consult with other airports - Gatwick	6	2	4	1	1	6	-
Other suggestion - incentivise / encourage quieter aircraft	6	5	1	4	1	5	1
Other suggestion - flight paths - should be at higher altitude	5	5	-	5	-	5	-
Other suggestion - flight paths - should not overlap with other airports flight paths	5	4	1	2	-	5	-
Other suggestion - faster climb / faster higher altitude upon take - off to lessen impact of noise	5	5	-	4	-	3	2
Other suggestion - independent body required to monitor decisions made - all airports accountable	5	5	-	3	-	5	-
Other suggestion - Heathrow should engage with Civil Aviation Authority / CAA on airspace change process - design / consultation / decision process / implementation / review	5	-	5	-	-	5	-
Other suggestion - Heathrow should publish accurate / independent data on noise / noise pollution	5	5	-	3	-	5	-
Other suggestion - options - mixture of both options / would be fairer / spread across both	5	4	1	3	-	5	-
Other suggestion - reduce flights - minimise disruption to - environment / people	5	5	-	4	-	4	1
Other suggestion - stack flights - North Sea	5	5	-	2	-	5	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities - South West London	4	4	-	-	-	4	-
Other suggestion - keep current / existing flight paths	4	4	-	1	1	2	2
Other suggestion - improve existing infrastructure - rail links	4	3	1	-	-	4	-
Other suggestion - spread / share out over a wider area - distribute noise	4	2	2	1	-	3	1
Other suggestion - compensation zones / CPZ's - need to be extended	4	3	1	2	-	4	-
Other suggestion - minimise / reduce impact - noise / noise pollution	4	1	3	-	-	4	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing	4	3	1	1	-	4	-
Other suggestion - Heathrow should consult with / listen to - relevant / government - health authorities / aviation experts	4	2	2	1	-	4	-
Other suggestion - costs to Heathrow / not to taxpayers	4	4	-	1	-	4	-
Other suggestion - Westerly preference - is unfair / outdated / should be amended	4	4	-	4	-	4	-
Other suggestion - prioritise quality of life / health and well being - over profit convenience of airlines	4	4	-	3	-	4	-
Other suggestion - invest in public transport - bus links	4	3	1	1	-	4	-
Other suggestion - alternate runways - for landing and take off	4	2	2	2	-	3	1
Other suggestion - Heathrow should consult with other airports - City airport	4	2	2	1	1	4	-
Other suggestion - Heathrow should coordinate with / improve routes / airspace for other airports - Gatwick / City airport	4	-	4	-	-	4	-
Other suggestion - Heathrow should reduce concentration of - low flying aircraft / flight paths	4	4	-	1	1	4	-
Other suggestion - only fuel efficient / eco friendly aircraft should be operated	4	2	2	2	-	4	-
Other suggestion - Heathrow should publish accurate / independent data on air pollution	4	3	1	2	-	4	-
Other suggestion - alternate equally between Westerly and Easterly approaches	4	4	-	2	-	4	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Other suggestion - cargo / freight should be diverted to other airports	3	3	-	2	-	3	-
Other suggestion - combined noise pollution reduction policy - London airports	3	3	-	3	-	3	-
Other suggestion - airspace sponsors to take a consistent , coherent and co-ordinated approach	3	-	3	-	-	3	-
Other suggestion - improve existing infrastructure	3	3	-	2	-	3	-
Other suggestion - flight paths - PBN comparison with or without expansion before decisions	3	2	1	1	-	3	-
Other suggestion - improve existing infrastructure - rail links between airports	3	3	-	-	2	3	-
Other suggestion - public transport should be encouraged - rail services	3	3	-	2	1	3	-
Other suggestion - improve noise measuring methods - measure peak noise not average	3	2	1	-	-	3	-
Other suggestion - air traffic emissions / air quality monitoring	3	2	1	-	-	3	-
Other suggestion - incentivise / encourage less air polluting aircraft	3	3	-	3	-	3	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - residential areas	3	2	1	1	1	3	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - under flight paths	3	1	2	-	-	3	-
Other suggestion - incentivise / encourage more environmentally friendly aircraft	3	3	-	3	-	2	1
Other suggestion - reduce noise - by using technology	3	3	-	3	-	3	-
Other suggestion - flight paths - should be made quieter / arranged to reduce noise	3	2	1	-	-	3	-
Other suggestion - air traffic noise monitoring	3	3	-	1	-	2	1
Other suggestion - abolish Cranford Agreement	3	3	-	2	1	3	-
Other suggestion - airspace design principles should comply with national law / regulations	3	1	2	1	-	3	-
Other suggestion - flight paths - should be at higher altitude - to reduce noise	3	3	-	1	1	1	2
Other suggestion - flight schedule per area - respite for everyone at different times of the day / night / season	3	3	-	3	-	3	-
Other suggestion - use quickest / most efficient routes	3	2	1	1	1	2	1
Other suggestion - ensure compensation / residents to be properly compensated - for increase in over flights	3	2	1	1	-	3	-
Other suggestion - avoid new / future areas for flight paths where possible	3	3	-	1	2	3	-
Other suggestion - Westerly preference - should be alternated	3	3	-	2	-	3	-
Other suggestion - Westerly preference - should be maintained	3	2	1	1	-	3	-
Other suggestion - avoid stacking	3	2	1	2	-	3	-
Other suggestion - Heathrow should consult with Luton - reduce concentration of low flying aircraft - St Albans	3	2	1	1	-	3	-
Other suggestion - avoid stacking / reduce stacking - reduce noise	3	1	2	1	-	3	-
Other suggestion - minimise / reduce impact - air pollution / air quality	3	1	2	-	-	3	-
Other suggestion - minimise / reduce impact - congestion / traffic	3	1	2	-	-	3	-
Other suggestion - minimise / reduce impact - environment	3	2	1	1	-	3	-
Other suggestion - only newer / quieter aircraft - should be operated	3	3	-	1	-	3	-
Other suggestion - ensure transparent communication / consultation with local people / communities	3	3	-	3	-	3	-
Other suggestion - Heathrow should engage with NATS - integrate airspace network - nationally / internationally	3	1	2	-	-	3	-
Other suggestion - ensure respite - West London	2	2	-	2	-	2	-
Other suggestion - ensure respite / half-day respite	2	1	1	1	-	2	-
Other suggestion - avoid stacking / reduce stacking - reduce emissions	2	1	1	1	-	2	-
Other suggestion - airline charges / fines to be used for compensation / noise reduction / environment	2	2	-	2	-	2	-
Other suggestion - flight paths - keep existing - over Egham	2	1	1	1	-	2	-
Other suggestion - flight paths - more PBN routes	2	-	2	-	-	2	-
Other suggestion - base expansion on evidence of noise / health	2	2	-	2	-	2	-
Other suggestion - be mindful of other airspace users - ground noise impact	2	1	1	1	-	2	-
Other suggestion - minimise / reduce impact	2	1	1	-	-	2	-
Other suggestion - big / large aircraft through rural areas only - not residential areas	2	2	-	1	-	2	-
Other suggestion - additional flight paths	2	2	-	1	1	2	-
Other suggestion - charge / penalise airlines - if do not keep to designated flight paths	2	2	-	2	-	2	-
Other suggestion - flight paths - should consider existing / planned residential areas	2	2	-	2	-	2	-
Other suggestion - alternate flight paths / routes - for landing and take off	2	2	-	2	-	2	-
Other suggestion - minimise / reduce impact - on people	2	-	2	-	-	2	-
Other suggestion - minimise / reduce impact - residential areas	2	1	1	1	-	2	-
Other suggestion - minimise all noise impacts	2	2	-	2	-	1	1
Other suggestion - minimise impact on residents / number of residents impacted - distance between flight paths	2	1	1	1	-	2	-
Other suggestion - flight paths - must be finalised before expansion	2	2	-	2	-	2	-
Other suggestion - plan ahead to avoid future / potential / new populated / residential areas / urban areas	2	2	-	1	1	2	-
Other suggestion - airspace design principles should be tailored to different areas	2	-	2	-	-	2	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - compensation zones / CPZ's - need to be extended - Greenwich	2	2	-	1	-	2	-
Other suggestion - flight paths - along the Thames	2	2	-	1	-	2	-
Other suggestion - flight paths - should be at higher altitude - London	2	2	-	2	-	1	1
Other suggestion - compensation zones / CPZ's - need to be extended - Lambeth	2	2	-	1	-	2	-
Other suggestion - compensation zones / CPZ's - need to be extended - Lewisham	2	2	-	1	-	2	-
Other suggestion - compensation zones / CPZ's - need to be extended - Southwark	2	2	-	1	-	2	-
Other suggestion - reduce / prioritise air pollution - London	2	2	-	1	-	2	-
Other suggestion - reduce / prioritise air pollution - Windsor	2	2	-	1	-	2	-
Other suggestion - consider Military airspace requirements - including RAF Northolt operations	2	-	2	-	-	2	-
Other suggestion - alternate runways - Easterly approach	2	2	-	2	-	2	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - London	2	2	-	-	-	2	-
Other suggestion - decisions should be informed by analysis / research	2	-	2	-	-	2	-
Other suggestion - decrease Heathrow operating hours	2	2	-	-	-	2	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - under flight paths - Elmsbridge	2	-	2	-	-	2	-
Other suggestion - reduce emissions - under flight paths	2	-	2	-	-	2	-
Other suggestion - Heathrow should consult with other airports - to increase flights in other airports / reduce concentrations of aircraft	2	2	-	-	-	2	-
Other Suggestion - decrease / do not increase hourly number of flights - on flight paths	2	2	-	2	-	2	-
Other suggestion - seasonal consideration	2	2	-	1	1	1	1
Other suggestion - airspace design principles should comply with international law / regulations	2	-	2	-	-	2	-
Other suggestion - spread / share routes - with PBN / new technology	2	1	1	1	-	2	-
Other suggestion - Heathrow should pay all costs for compensation - no public / taxpayer assistance	2	2	-	-	-	2	-
Other suggestion - stack flights - Thames Estuary	2	2	-	1	-	2	-
Other suggestion - Heathrow should publish accurate / finalised flight paths	2	2	-	2	-	2	-
Other suggestion - avoid areas already impacted by other airspace users / other airports	2	2	-	-	-	2	-
Other suggestion - discourage air travel - shift travel to rail / coaches / buses / will help with CO2 emissions	2	2	-	1	-	2	-
Other suggestion - do not prioritise low costs	2	2	-	1	-	1	1
Other suggestion - steeper take off / climb - to reduce impact on local people	2	2	-	2	-	2	-
Other suggestion - stronger / stricter rules / standards for noisy / polluting aircraft	2	2	-	1	-	2	-
Other suggestion - ensure communities impacted will benefit from expansion - transport links / jobs	2	1	1	-	-	2	-
Other suggestion - ensure compensation - to be chosen by residents	2	2	-	2	-	2	-
Other suggestion - aircraft should fly higher over residential areas	2	2	-	2	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for decreased property prices	2	2	-	1	-	2	-
Other suggestion - improve Northern runway	2	2	-	2	-	2	-
Other suggestion - in line with the World Health Organization standards	2	2	-	1	-	2	-
Other suggestion - flight paths - restrict over parks / leisure areas at weekends	2	2	-	1	1	1	1
Other suggestion - avoid flying over London	2	2	-	1	-	2	-
Other suggestion - inbound aircraft stack further away / allowing outbound aircraft to climb higher	2	2	-	1	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for increased noise levels	2	2	-	-	-	2	-
Other suggestion - ensure compensation / residents to be properly compensated - for reduced quality of life	2	2	-	2	-	2	-
Other suggestion - Heathrow should update data reflecting changes in passenger requirements and numbers	2	2	-	-	-	2	-
Other suggestion - airspace design principles should improve capacity	2	-	2	-	-	2	-
Other suggestion - incentivise / encourage rail travel - cargo	2	2	-	1	-	2	-
Other suggestion - avoid populated / residential areas / urban areas	2	2	-	1	-	2	-
Other suggestion - airspace design principles should reduce noise	2	-	2	-	-	2	-
Other suggestion - ensure respite - Windsor	1	1	-	1	-	1	-
Other suggestion - ensure respite - Wraysbury	1	1	-	1	-	1	-
Other suggestion - aims of UK Airspace Strategy / Aviation Framework - make best use of existing runways	1	-	1	-	-	1	-
Other suggestion - ensure respite / half-day respite - East	1	1	-	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths - away from Heathrow	1	1	-	1	-	1	-
Other suggestion - expansion should encourage use of / more use of public transport	1	1	-	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths - away from West London	1	1	-	1	-	1	-
Other suggestion - faster climb / faster higher altitude upon take - off to reduce emissions / fuel burn	1	1	-	1	-	-	1
Other suggestion - flight path / runway alternation should happen regardless of expansion	1	1	-	1	-	1	-
Other suggestion - flight paths - along motorways / major roads / railways	1	1	-	1	-	1	-
Other suggestion - flight paths - between Gerrards Cross and Beaconsfield / not over them - Gerrards Cross - Beaconsfield	1	1	-	1	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - flight paths - keep existing - London Heli Lanes	1	-	1	1	-	1	-
Other suggestion - avoid concentrated / narrow flight paths - near to Heathrow	1	1	-	1	-	1	-
Other suggestion - flight paths - landing over London	1	1	-	1	-	1	-
Other suggestion - avoid flying over areas that do not benefit from Heathrow - local jobs	1	1	-	-	-	1	-
Other suggestion - avoid flying over areas that do not benefit from Heathrow - transport links	1	1	-	-	-	1	-
Other suggestion - flight paths - not over communities / residential / urban areas - schools - weekdays	1	1	-	-	-	1	-
Other suggestion - airlines should be held accountable / regulated to reduce emissions on take off / landing	1	1	-	1	-	-	1
Other suggestion - avoid flying over London - fly over Epsom	1	1	-	-	-	1	-
Other suggestion - flight paths - prioritise avoiding residential areas over minimising fuel burn	1	1	-	-	-	1	-
Other suggestion - flight paths - relocate to a coastal position / fly out to sea	1	1	-	1	-	1	-
Other suggestion - avoid flying over London - fly over Ewell	1	1	-	-	-	1	-
Other suggestion - flight paths - should be designed by independent party	1	1	-	-	-	1	-
Other suggestion - avoid flying over London - fly over Maidstone	1	1	-	-	-	1	-
Other suggestion - flight paths - should be subject to regular / annual review as travel plans and technology develop over the years	1	1	-	1	-	1	-
Other suggestion - flight paths - should be subject to regular / annual review on noise / pollution / safety	1	-	1	-	-	1	-
Other suggestion - flight paths - should be subject to review on noise / pollution / safety	1	1	-	1	-	1	-
Other suggestion - avoid impacts on Gatwick - environmental performance	1	-	1	-	-	1	-
Other suggestion - avoid impacts on Gatwick - Gatwick's plans for growth / expansion	1	-	1	-	-	1	-
Other suggestion - flight paths - to be fair and equitable	1	-	1	-	-	1	-
Other suggestion - flight paths - with PBN technology to be at maximum height	1	1	-	1	-	1	-
Other suggestion - avoid impacts on Gatwick - transport movements	1	-	1	-	-	1	-
Other suggestion - airlines should be held accountable / regulated to reduce noise on take off / landing	1	1	-	1	-	-	1
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities - min. half day	1	1	-	1	-	1	-
Other suggestion - airspace design principles - priorities principles 1 and 4 over 2 and 3	1	-	1	-	-	1	-
Other suggestion - flight paths - along rail network	1	1	-	1	-	1	-
Other suggestion - avoid populated / residential areas / urban areas - health & safety	1	1	-	-	1	1	-
Other suggestion - flight paths - not over - Heritage / historical sites / National Trust areas - Ockwell Park	1	1	-	1	-	1	-
Other suggestion - flight paths - shortest distance by overland to sea	1	1	-	-	1	1	-
Other suggestion - avoid populated / residential areas / urban areas - take offs / landings	1	1	-	-	-	1	-
Other suggestion - airspace design principles improve operational efficiency	1	-	1	-	-	1	-
Other suggestion - flight paths - should be at higher altitude - when joining descent path	1	1	-	-	-	1	-
Other suggestion - flight paths - should be at higher altitude - with emission targets uncompromised	1	1	-	-	-	1	-
Other suggestion - flight paths - should be rotated on multiple paths - ensure respite for communities - weekends	1	1	-	1	-	1	-
Other suggestion - flight paths - should be rotated on multiple paths - fly over schools during weekend	1	1	-	-	-	1	-
Other suggestion - avoid stacking - Epsom	1	1	-	1	-	1	-
Other suggestion - avoid stacking - North East London	1	1	-	1	-	-	1
Other suggestion - Heathrow should carefully design approach - altitude	1	1	-	1	-	1	-
Other suggestion - Heathrow should carry out detailed surveys on suitability of designated flight path areas	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - Air traffic controllers	1	1	-	-	-	1	-
Other suggestion - Heathrow should consult with / listen to - communities outside of London boroughs	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - communities outside of London boroughs - Chipstead	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - communities outside of London boroughs - Riverhead	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - communities outside of London boroughs - Sevenoaks	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - communities outside of London boroughs - West Kent	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - local authorities / boroughs / councils	1	-	1	-	-	1	-
Other suggestion - avoid stacking - over homes	1	1	-	1	-	1	-
Other suggestion - avoid stacking - urban areas	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with / listen to - the general aviation community - including gliding	1	-	1	-	-	1	-
Other suggestion - avoid stacking / reduce stacking - improve fuel efficiency	1	1	-	1	-	1	-
Other suggestion - airspace design principles should be accepted at all major UK airports	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with other airports - reduce concentrations of aircraft noise	1	1	-	1	-	1	-
Other suggestion - Heathrow should consult with other airports - reduce concentrations of low flying aircraft	1	1	-	-	1	1	-
Other suggestion - Heathrow should consult with other airports - reduce noise from low flying aircraft - London	1	1	-	-	-	1	-
Other suggestion - airspace design principles should be long term / future proof	1	-	1	-	-	1	-
Other suggestion - Heathrow should contribute to improve local healthcare	1	1	-	1	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - Heathrow should design cycle routes / into / out of Central London	1	1	-	1	-	1	-
Other suggestion - Heathrow should engage with airline community - scope / design / costing	1	-	-	-	-	1	-
Other suggestion - Heathrow should engage with Civil Aviation Authority / CAA - ATC / operational practices	1	-	1	-	-	1	-
Other suggestion - avoid stacking / reduce stacking - to quicken landings / take offs	1	1	-	1	-	1	-
Other suggestion - Heathrow should engage with Civil Aviation Authority / CAA on safety - people / procedures / equipment / facilities	1	-	1	-	-	1	-
Other suggestion - balance needed - approach to noise	1	-	1	-	-	1	-
Other suggestion - Heathrow should engage with NEDG - include CAA / other stakeholders as members	1	-	1	-	-	1	-
Other suggestion - Heathrow should engage with the Heathrow Strategic Planning Group / HSPG	1	-	1	-	-	1	-
Other suggestion - Heathrow should give families in CPZ's option to sell now with compensation offered - Harmondsworth	1	1	-	-	-	1	-
Other suggestion - Heathrow should maintain / monitor environment	1	1	-	1	-	1	-
Other suggestion - balance needed - to local / regional / global issues / objectives	1	-	1	-	-	1	-
Other suggestion - Heathrow should provide staff parking	1	1	-	1	-	1	-
Other suggestion - Heathrow should provide staff with safe routes to work	1	1	-	1	-	1	-
Other suggestion - balance of noise and wellbeing	1	1	-	1	-	1	-
Other suggestion - ban aircraft that impact on quality of life / health and well being - to communities	1	1	-	-	1	1	-
Other suggestion - Heathrow should publish accurate / independent data on costs / finance	1	1	-	1	-	1	-
Other suggestion - ban construction traffic from Bath Road / A4 / grade 1 listed Maidenhead Bridge	1	-	1	-	-	1	-
Other suggestion - Heathrow should publish strategies and targets for coping with noise pollution / emissions	1	1	-	-	1	1	-
Other suggestion - Heathrow should reduce numbers of low flying aircraft - take off / departures	1	-	1	-	-	1	-
Other suggestion - Heathrow staff should use bicycles / to lessen traffic	1	1	-	1	-	1	-
Other suggestion - ban / prohibit landings / arrivals on central runway	1	1	-	-	1	1	-
Other suggestion - height of flight paths / aircraft - to be max height above ground level - Chilterns	1	-	1	1	-	1	-
Other suggestion - height of flight paths / aircraft more important	1	-	1	1	-	1	-
Other suggestion - height of surrounding areas to be considered - Commonwealth War Graves Commission Memorial	1	-	1	-	-	1	-
Other suggestion - height of surrounding areas to be considered - Englefield Green	1	-	1	-	-	1	-
Other suggestion - implement NAPD1	1	1	-	1	-	1	-
Other suggestion - Implement Southern Rail link	1	1	-	1	-	1	-
Other suggestion - ban old / noisy / polluting aircraft	1	1	-	1	-	1	-
Other suggestion - improve existing infrastructure - access	1	1	-	-	-	1	-
Other suggestion - improve existing infrastructure - bus links	1	1	-	-	-	1	-
Other suggestion - improve existing infrastructure - bus links - Surrey Heath	1	1	-	-	-	1	-
Other suggestion - banking / turning - prior to landing	1	1	-	1	-	1	-
Other suggestion - improve existing infrastructure - rail links - between Heathrow and Birmingham	1	1	-	1	-	1	-
Other suggestion - improve existing infrastructure - rail links - Gatwick	1	-	1	-	-	1	-
Other suggestion - improve existing infrastructure - rail links - Guildford	1	-	1	-	-	1	-
Other suggestion - improve existing infrastructure - rail links - North Downs / Reading / Guildford / Gatwick	1	-	1	-	-	1	-
Other suggestion - improve existing infrastructure - rail links - South London	1	1	-	-	-	1	-
Other suggestion - improve existing infrastructure - rail links - Surrey Heath	1	1	-	-	-	1	-
Other suggestion - improve existing infrastructure - rail links - Woking	1	-	1	-	-	1	-
Other suggestion - air traffic noise monitoring - Easterly	1	1	-	-	-	1	-
Other suggestion - improve existing infrastructure - transport links to Heathrow	1	1	-	-	-	1	-
Other suggestion - improve noise measuring methods	1	1	-	1	-	1	-
Other suggestion - improve noise measuring methods - consider noise form City Airport	1	-	1	-	-	1	-
Other suggestion - be mindful of other airspace users	1	-	1	-	-	1	-
Other suggestion - air traffic noise monitoring - Harrow	1	1	-	-	-	1	-
Other suggestion - airspace design principles should comply with international law / regulations - EU Birds Directive	1	-	1	-	-	1	-
Other suggestion - CAA to collaborate with aircraft manufacturer - airport usage, customer luxury and emissions - to meet criteria	1	1	-	-	1	1	-
Other suggestion - in line with the World Health Organization standards - quality of life	1	-	1	-	-	1	-
Other suggestion - in line with the World Health Organization standards - sleep	1	-	1	-	-	1	-
Other suggestion - air traffic noise monitoring - local people / residents	1	1	-	-	-	1	-
Other suggestion - changes should only be supported where there would be nil detriment to the ability of other South East airports - Luton	1	-	1	-	-	1	-
Other suggestion - changes should only be supported where there would be nil detriment to the ability of other South East airports - Stansted	1	-	1	-	-	1	-
Other suggestion - incentivise / encourage noise insulation to compensate for more power needed for steeper take off - on heavy aircraft	1	1	-	1	-	1	-
Other suggestion - airspace design principles should cut emissions	1	-	1	-	-	1	-
Other suggestion - charge / penalise airlines - if using Heathrow	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - increase cargo	1	-	1	-	-	1	-
Other suggestion - increase long haul flights	1	-	1	-	-	1	-
Other suggestion - charge / penalise airlines - if flying low during take off should be fined	1	1	-	-	-	1	-
Other suggestion - invert landing and departure routes	1	1	-	1	-	-	1
Other suggestion - charge airlines less - if flying electric engines	1	1	-	1	-	1	-
Other suggestion - invest in public transport - Bracknell / to Heathrow	1	1	-	1	-	1	-
Other suggestion - cheaper airlines can land elsewhere from Heathrow	1	1	-	-	-	1	-
Other suggestion - invest in public transport - bus links - 140 bus service	1	-	1	-	-	1	-
Other suggestion - invest in public transport - Reading to / from Heathrow	1	1	-	1	-	1	-
Other suggestion - close down Heathrow	1	1	-	-	-	1	-
Other suggestion - keep / retain the tranquility / peace and quiet - Chilterns	1	-	1	1	-	1	-
Other suggestion - combined emissions reduction policy - London airports	1	1	-	1	-	1	-
Other suggestion - airspace design principles should cut journey times / improve punctuality	1	-	1	-	-	1	-
Other suggestion - communities shouldn't be exposed to arrivals / departures under 10,000 feet	1	1	-	-	-	1	-
Other suggestion - communities shouldn't be exposed to arrivals / departures under 10,000 feet - Lightwater	1	1	-	-	-	1	-
Other suggestion - keep existing Air Traffic Movement (ATM) limit as approved for Terminal 5	1	-	1	-	-	1	-
Other suggestion - landing further down the runway	1	1	-	1	-	1	-
Other suggestion - limit car parking capacity - to encourage public transport	1	1	-	1	-	1	-
Other suggestion - communities shouldn't be exposed to arrivals / departures under 10,000 feet - Windlesham	1	1	-	-	-	1	-
Other suggestion - longer runway to reduce fuel burn	1	1	-	-	1	1	-
Other suggestion - longer runway to reduce noise	1	1	-	-	1	1	-
Other suggestion - meet targets / achieve aims / keep promises	1	-	1	-	-	1	-
Other suggestion - meet targets / achieve aims / keep promises - on climate change / reduce CO2 emissions	1	-	1	-	-	1	-
Other suggestion - air traffic noise monitoring - local people / residents - near Thames	1	1	-	-	-	1	-
Other suggestion - air traffic noise monitoring - more widespread	1	1	-	1	-	1	-
Other suggestion - compensation zones / CPZ's - need to be extended - Hayes	1	1	-	-	-	1	-
Other suggestion - minimise / reduce impact - communities overflow by Gatwick and City airport	1	-	1	-	-	1	-
Other suggestion - airspace design principles to be in line with Government policy	1	-	1	-	-	1	-
Other suggestion - airspace design principles to be in line with London Airspace Management Programme / LAMP2	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - environment - South East	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - infrastructure	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - local road network	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - London	1	1	-	1	-	1	-
Other suggestion - airspace design principles to be in line with other Geographically relevant airports	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - on hot spots	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - on local people / communities	1	-	1	-	-	1	-
Other suggestion - minimise / reduce impact - on local people / communities - new flight paths	1	1	-	-	1	1	-
Other suggestion - compensation zones / CPZ's - not just immediate vicinity of Heathrow	1	-	1	-	-	1	-
Other suggestion - consider impact of cargo flights - charge companies for noise mitigation strategies	1	1	-	1	-	1	-
Other suggestion - consider impact of ground elevation on noise	1	1	-	1	-	1	-
Other suggestion - minimise / reduce impact - residential areas - Gatwick	1	-	1	-	-	1	-
Other suggestion - airspace design should be flexible - allow for amendments - regarding adverse impacts to residents / wildlife / farm animals / AONBs	1	1	-	1	-	1	-
Other suggestion - consider vulnerable groups in the community	1	-	1	-	-	1	-
Other suggestion - minimise increase in airspace	1	1	-	1	-	1	-
Other suggestion - no reduction in landing pattern (every 90 seconds)	1	1	-	1	-	1	-
Other suggestion - noise insulation threshold should be lowered	1	-	1	-	-	1	-
Other suggestion - noise mitigation strategies - costs should be passed on to passengers	1	1	-	1	-	1	-
Other suggestion - noise reduction measures - range of metrics to be used	1	-	1	-	-	1	-
Other suggestion - noise reduction measures should be used for every flight - not just night flights	1	-	1	-	-	1	-
Other suggestion - only newer / quieter aircraft - should fly over Windsor	1	1	-	1	-	1	-
Other suggestion - consultation processes for airspace and expansion should be integrated as soon as possible	1	-	1	-	-	1	-
Other suggestion - Parliament should be allowed to have a say in the flight path design	1	1	-	-	1	1	-
Other suggestion - phase into new areas if unavoidable	1	-	1	-	-	1	-
Other suggestion - planes should not be allowed to deviate from the NPRs until 6000 metres	1	1	-	-	-	1	-
Other suggestion - airspace should be prioritised for airlines over other users	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - prioritise altitude of aircraft / reduce low flying aircraft	1	1	-	1	-	-	1
Other suggestion - prioritise climate change reduction	1	-	1	-	-	1	-
Other suggestion - curved approach	1	1	-	1	-	1	-
Other suggestion - prioritise increase in time between flights / less frequent flights - to reduce impact of aircraft noise / noise pollution	1	1	-	1	-	-	1
Other suggestion - prioritise larger aircraft - restrict / ban smaller aircraft	1	1	-	1	-	-	1
Other suggestion - prioritise larger aircraft over smaller aircraft	1	1	-	1	-	1	-
Other suggestion - prioritise noise / noise pollution reduction - at low altitude	1	-	1	-	-	1	-
Other suggestion - prioritise quality of life / health and well being - all Londoners - not just wealthy	1	1	-	1	-	1	-
Other suggestion - decision makers should live under flight path - experience impacts - before casting votes	1	1	-	1	-	1	-
Other suggestion - air traffic noise monitoring - West London	1	1	-	-	-	1	-
Other suggestion - prioritise quality of life / health and well being - residents - South West London	1	1	-	1	-	1	-
Other suggestion - prioritise quality of life / health and well being - residents - West London	1	1	-	1	-	1	-
Other suggestion - alignment and connectivity of the Air Traffic Route network above 7000 feet	1	-	1	-	-	1	-
Other suggestion - aircraft need to use all available airspace over London - do not concentrate flight path	1	1	-	1	-	1	-
Other suggestion - prioritise wildlife / habitats / nature	1	1	-	1	-	1	-
Other suggestion - aims of UK Airspace Strategy / Aviation Framework - should be realised / complied with	1	-	1	-	-	1	-
Other suggestion - alternate over residential / rural areas	1	1	-	-	1	1	-
Other suggestion - reduce / prioritise air pollution - Hillingdon	1	1	-	-	-	1	-
Other suggestion - design and technology to optimise long term environmental benefits	1	-	1	-	-	1	-
Other suggestion - reduce / prioritise air pollution - Maidenhead	1	1	-	-	-	1	-
Other suggestion - reduce / prioritise air pollution - Richmond	1	1	-	-	-	1	-
Other suggestion - design principles should apply to provision of adequate respite	1	-	1	-	-	1	-
Other suggestion - reduce / prioritise air pollution - with laws	1	1	-	1	-	1	-
Other suggestion - discounted flights for residents	1	1	-	1	-	1	-
Other suggestion - reduce / prioritise the reduction of low flying aircraft at 10,000 / prioritise the impact	1	-	1	-	-	1	-
Other suggestion - reduce / prioritise the reduction of low flying aircraft at 5,000 /prioritise the impact	1	-	1	-	-	1	-
Other suggestion - reduce / prioritise air pollution - West London	1	1	-	-	-	1	-
Other suggestion - discourage air travel - only for medium to long distance flights	1	1	-	1	-	1	-
Other suggestion - aircraft should fly higher over residential areas -12 nautical miles - ML	1	-	1	-	-	1	-
Other suggestion - do not commit to long term agreements (such as the Cranford agreement)	1	1	-	1	-	1	-
Other suggestion - aircraft should not tight turn - impact on noise	1	-	1	-	-	1	-
Other suggestion - do not prioritise passengers / customers over residents	1	1	-	-	-	1	-
Other suggestion - reduce aircraft noise / prioritise noise / noise pollution - Windsor	1	1	-	1	-	1	-
Other suggestion - Easterly approach / landing - change	1	1	-	1	-	1	-
Other suggestion - reduce flights - less flights over Central London	1	1	-	1	-	1	-
Other suggestion - reduce flights - less flights over the city	1	1	-	1	-	1	-
Other suggestion - Easterly approach / landing - only for adverse weather conditions	1	1	-	1	-	1	-
Other suggestion - reduce flights over business / commercial areas / trading estates - weekdays	1	1	-	1	-	1	-
Other suggestion - Easterly approach / landing - use Southern runway	1	1	-	-	-	1	-
Other suggestion - reduce noise - from all low flying aircraft	1	1	-	-	-	1	-
Other suggestion - reduce short haul flights	1	1	-	-	1	1	-
Other suggestion - replace lost green / open space / countryside / rural	1	1	-	1	-	1	-
Other suggestion - restriction on cargo flights	1	1	-	1	-	1	-
Other suggestion - route aircraft over Thames Estuary	1	1	-	1	-	1	-
Other suggestion - Easterly operations - should not be prioritised	1	-	1	-	-	1	-
Other suggestion - spread / share out over a wider area - daytime	1	-	1	-	-	1	-
Other suggestion - Easterly operations - to be prioritised	1	1	-	1	-	1	-
Other suggestion - ensure air quality targets are met - South Bucks	1	-	1	-	-	1	-
Other suggestion - stack flights - as high as possible	1	1	-	1	-	1	-
Other suggestion - alternate runways - ensure respite for communities	1	-	1	-	-	1	-
Other suggestion - stack flights - North Sea - reduce air pollution	1	1	-	1	-	1	-
Other suggestion - stack flights - North Sea - reduce fuel burn / emissions	1	1	-	1	-	1	-
Other suggestion - stack flights - North Sea - save costs	1	1	-	1	-	1	-
Other suggestion - ensure compensation - free triple glazing for residents / schools / workplaces / colleges	1	1	-	1	-	1	-
Other suggestion - alternate runways - for landing / approaching aircraft	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other suggestion - steeper descent / approach - to reduce impact on local people - London	1	-	1	1	-	1	-
Other suggestion - aircraft should not tight turn - Westbound flights	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - compulsory purchase	1	1	-	-	1	1	-
Other suggestion - steeper take off / climb - Molesey	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - flights tracking North	1	-	1	1	-	1	-
Other suggestion - steeper take off / climb - to reach altitude of 15,000 feet	1	1	-	-	-	1	-
Other suggestion - alternate runways - make compulsory	1	1	-	1	-	1	-
Other suggestion - steeper take off / climb - to reduce impact on air pollution / air quality	1	1	-	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - for decreased property prices - Stanwell Moor	1	1	-	-	-	1	-
Other suggestion - steeper take off / climb in conjunction with noise insulation to compensate for more power in order to achieve this - on heavy aircraft	1	1	-	1	-	1	-
Other suggestion - alternate runways - to vary flight paths - over Windsor	1	1	-	1	-	1	-
Other suggestion - alternate runways - Westerly approach	1	1	-	1	-	1	-
Other suggestion - use same runway for take off and landing	1	1	-	1	-	1	-
Other suggestion - welcome clear and timely information with regard to airspace change	1	1	-	1	-	1	-
Other suggestion - weekly rotation of flight paths	1	1	-	1	-	1	-
Other suggestion - Westerly preference - for approach paths	1	1	-	1	-	1	-
Other suggestion - alternate the flight paths / routes between parks / open spaces and residential areas	1	1	-	-	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - in hot spots	1	-	1	-	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - in proportion to noise impact	1	-	1	-	-	1	-
Other suggestion - amend Luton departure routes to the West (and North off the Westerly runway) to reduce overflying of the AONB at low levels	1	-	1	1	-	1	-
Other suggestion - Westerly preference - should be maintained - cost effective	1	1	-	-	-	1	-
Other suggestion - Air Traffic Control / ATC to minimise aircraft above 7,000 in holding stacks / routes between holding stacks and final vectoring - overflight of the AONB - Chilterns	1	-	1	1	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing - SW13	1	1	-	-	-	1	-
Other suggestion - avoid concentrated / narrow flight paths - communities / residential areas - South East London	1	1	-	-	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - insulation / double glazing / triple glazing - Weybridge	1	1	-	-	-	1	-
Other suggestion - the change sponsor needs to be clear about technical considerations	1	-	1	-	-	1	-
Other suggestion - use Ground Based Augmentation System / GBAS to enable closer final approaches	1	-	1	-	-	1	-
Other suggestion - Heathrow should be subject to pollution / emission restrictions - in line with official policies	1	1	-	-	-	1	-
Other suggestion - ensure compensation / residents to be properly compensated - priority for areas close to the airport	1	-	1	-	-	1	-
Other suggestion - ensure compensation for residents who live further out	1	1	-	-	-	1	-
Other suggestion - Heathrow should consult with other airports - Stansted	1	1	-	-	-	1	-
Other suggestion - Heathrow should coordinate with / improve routes / airspace for other airports	1	-	1	-	-	1	-
Other suggestion - ensure noise envelope is 25 miles away from the airport	1	-	1	-	-	1	-
Other suggestion - Heathrow should coordinate with / improve routes / airspace for other airports - Luton	1	-	1	-	-	1	-
Other suggestion - Heathrow should define usage of aircraft	1	1	-	1	-	1	-
Other suggestion - Heathrow should follow principles used by airports abroad	1	1	-	-	-	1	-
Other suggestion - Heathrow should instigate more 'goodwill' policies towards surrounding communities - reduce negativity	1	1	-	1	-	1	-
Other suggestion - assess impact of air pollution - Harrow	1	1	-	-	-	1	-
Other suggestion - ensure respite - East London	1	-	1	-	-	1	-
Other suggestion - Heathrow should update policies using modern data	1	1	-	1	-	1	-
Other suggestion - ensure respite - full day / days	1	1	-	1	-	1	-
Other suggestion - assess impact of air pollution - West London	1	1	-	-	-	1	-
Other suggestion - reduce noise / noise impact on less people who already suffer with flights from airlines and private aircraft / Heathrow and City of London Airport ML	1	-	1	-	-	1	-
Other suggestion - reduce noise / noise impact on less people who already suffer with flights from airlines and private aircraft / Heathrow and Farnborough Airport	1	-	1	-	-	1	-
Other suggestion - reduce noise / noise impact on less people who already suffer with flights from airlines and private aircraft / Heathrow and other airports	1	1	-	1	-	1	-
Other suggestion - ensure respite - South East London	1	-	1	-	-	1	-
Other suggestion - steeper descent / approach - research on noise impacts	1	-	1	-	-	1	-
Other suggestion - additional / new flights should fly between restricted / sociable hours	1	1	-	1	-	1	-
OTHER COMMENTS	377	321	56	159	23	359	18
Other comments - other	56	44	12	19	3	55	1
Other comment - Heathrow - criticism	35	33	2	20	2	34	1
Other comment - people before profits	11	10	1	8	-	11	-
Other comment - people who chose to live close to the airport / current flight path - accept the likelihood of noise / with airport / flight paths in mind	10	6	4	2	-	9	1



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other comment - support of Future Airspace Strategy / FAS / airspace modernisation	7	3	4	3	-	7	-
Other comment - speed up process / make quick decision / fast planning	6	6	-	5	1	5	1
Other comment - existing flight paths - introduced without warning / consulting with - residents	6	6	-	5	-	6	-
Other comment - airspace improvements should be implemented regardless of expansion	6	3	3	1	-	6	-
Other comment - Heathrow are untrustworthy / deny existing problems	5	3	2	-	-	5	-
Other comment - suggestion - spread / share out over a wider area	5	5	-	2	-	5	-
Other comment - Heathrow noise measurement methods are flawed	4	3	1	1	-	3	1
Other comment - rail links are not efficient	4	3	1	-	-	4	-
Other comment - references to CAP 1616 / 1378 / 493 / 168 / Airspace Design Guidance	4	-	4	1	-	4	-
Other comment - cap on increase in number of flights required with strict enforcement	4	4	-	2	-	4	-
Other comment - the implementation of rules / current rules - are not followed / should be enforced	3	3	-	1	-	2	1
Other comment - large aircraft are a problem	3	2	1	1	-	3	-
Other comment - Heathrow complaints system is flawed / ineffective	3	3	-	1	-	3	-
Other comment - airspace close to capacity already / almost full / lack of airspace	3	2	1	1	-	3	-
Other comment - Heathrow overflying measurement methods are flawed / inadequate	3	2	1	1	-	3	-
Other comment - increased air pollution will impact quality of life / health and well-being	2	2	-	2	-	2	-
Other comment - interested in the actions of / support AN3V	2	2	-	-	-	2	-
Other comment - landings are louder / more disruptive than take offs	2	1	1	1	-	2	-
Other comment - aim for low noise operations	2	1	1	1	-	1	1
Other comment - aim for low emissions operations	2	1	1	1	-	1	1
Other comment - changes are unnecessary / not needed	2	1	1	-	-	2	-
Other comment - poor / inconsiderate planning will impact validity of expansion / new runway	2	2	-	-	1	2	-
Other comment - Heathrow noise levels worst in Europe	2	2	-	1	-	2	-
Other comment - Heathrow pollution levels worst in Europe	2	1	1	-	-	2	-
Other comment - concentrated / narrow flight paths - reduces impact on local people / residents	2	-	2	-	-	2	-
Other comment - concentrated / narrow flight paths - reduces impact on noise / noise pollution	2	-	2	-	-	2	-
Other comment - smaller aircraft climb faster / steeper	2	2	-	2	-	2	-
Other comment - agree with airspace improvements	2	2	-	2	-	2	-
Other comment - inadequate / no response from Heathrow complaints department	2	2	-	1	-	1	1
Other comment - few areas in the home counties have not been flown over - so new areas limited	1	-	1	-	-	1	-
Government has not yet voted in favour of expansion at LHR	1	-	1	-	-	1	-
Other comment - HAL to work with BA / British Airways / on airspace modernization	1	-	1	-	-	1	-
Other comment - if airports NPS is designated before expansion go ahead - unlikely to survive legal challenge	1	-	1	-	-	1	-
Other comment - an increase in number of flights is acceptable	1	1	-	1	-	1	-
Other comment - current aircraft noise is acceptable / unnoticeable	1	-	1	-	-	1	-
Other comment - airspace around Heathrow does have the potential to impact nationally and internationally designated sites	1	-	1	-	-	1	-
Other comment - Heathrow is located in urban area	1	-	1	-	-	1	-
Other comment - Heathrow is located in urban area so have to overfly urban areas to get to rural areas	1	1	-	1	-	1	-
Other comment - amended flight paths may have beneficial impact on heritage sites through reduction / removal of noise of present	1	-	1	-	-	1	-
Other comment - approach aircraft noise / noise disturbance - Hurst	1	1	-	-	-	1	-
Other comment - cannot double glaze / insulate house due to conservation guidelines - Harrow on the Hill	1	1	-	-	-	1	-
Other comment - Heathrow noise measurement methods are flawed - Sonning	1	1	-	-	-	1	-
Other comment - Heathrow have been successful in reducing the noise envelope	1	-	1	-	-	1	-
Other comment - Heathrow have been listening to community groups	1	1	-	1	-	1	-
Other comment - agree ground level is taken into account when applying ground based priorities - 500 ft above sea level - AONB - Chilterns	1	-	1	1	-	1	-
Other comment - Heathrow overflying measurement methods are flawed - exclude overflow areas - Hurst	1	1	-	-	-	1	-
Other comment - Heathrow overflying measurement methods are flawed - exclude overflow areas - South East London	1	1	-	-	-	1	-
Other comment - change is overdue / takes time / many years to implement	1	-	1	-	-	1	-
Other comment - if the CAA applies the law and facts, it can only reject proposal for airspace change at LHR	1	-	1	-	-	1	-
Other comment - aircraft noise can be picked out / from other noise in early hours	1	1	-	1	-	1	-
Other comment - increased noise will impact house prices / property price / value	1	1	-	-	-	1	-
Other comment - increased noise will impact house prices / property price / value - Richmond	1	1	-	-	-	1	-
Other comment - increased noise will impact house prices / property price / value - Sheen	1	1	-	-	-	1	-
Other comment - increased noise will impact house prices / property price / value - Stanwell Moor	1	1	-	-	-	1	-
Other comment - increased noise will impact sleep / interrupting / disturbing sleep	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other comment - collaborative and joined up general aviation approach required to develop technologies to improve operational efficiency	1	1	-	1	-	1	-
Other comment - increase in number of flights is inevitable	1	1	-	-	-	1	-
Other comment - increase in number of flights is inevitable - South West London	1	1	-	-	-	1	-
Other comment - independent monitoring and legal limits - air pollution / air quality	1	-	1	-	-	1	-
Other comment - independent monitoring and legal limits - noise / noise pollution	1	-	1	-	-	1	-
Other comment - concentrated / narrow flight paths - reduces spread of flight paths	1	-	1	-	-	1	-
Other comment - it is for the airports NPS to establish need for airspace change	1	-	1	-	-	1	-
Other comment - aircraft over time / newer aircraft will become more fuel efficient / eco friendly	1	1	-	1	-	1	-
Other comment - airspace change for the future is necessary - but will have difficulties implementing	1	1	-	1	-	1	-
Other comment - lower flying aircraft create more noise	1	-	1	-	-	1	-
Other comment - noise is inevitable	1	1	-	1	-	1	-
Other comment - noise is more noticeable on higher ground	1	-	1	1	-	1	-
Other comment - noise travels further in areas with low buildings	1	1	-	-	-	1	-
Other comment - noise travels further in areas with low buildings - Lightwater	1	1	-	-	-	1	-
Other comment - noise travels further in areas with low buildings - Windlesham	1	1	-	-	-	1	-
Other comment - noise travels further in areas with open spaces	1	1	-	-	-	1	-
Other comment - noise travels further in areas with open spaces - Lightwater	1	1	-	-	-	1	-
Other comment - noise travels further in areas with open spaces - Windlesham	1	1	-	-	-	1	-
Other comment - no notable difference - background noise - urban and rural areas	1	1	-	1	-	1	-
Other comment - our opinions based on Gatwick experience	1	-	1	-	-	1	-
Other comment - opportunity to be creative and leave a lasting legacy	1	-	1	-	-	1	-
Other comment - other airports flight paths will need to change to enable new Heathrow flight paths	1	-	1	1	-	1	-
Other comment - consider principle of landing / take off - according to wind direction	1	1	-	1	-	1	-
Other comment - ending Westerly preference has been parked until full alternation is achievable on Easterly Ops - would require planning consent that is now linked to expansion permissions	1	1	-	1	-	1	-
Other comment - people who chose to live close to the airport / current flight path - paid less for their property	1	-	1	-	-	1	-
Other comment - people pay a premium / high cost when living in quiet area / area not affected by flight paths - Englefield Green	1	-	1	-	-	1	-
Other comment - essential project fully addresses impacts on AONB - Chilterns and develops operational practices accordingly	1	-	1	1	-	1	-
Other comment - principle of landing / take off - according to wind direction - South Westerly	1	1	-	-	-	1	-
Other comment - recreational areas / parks should be avoided in consideration for future generations	1	1	-	1	-	1	-
Other comment - recreational areas / parks benefit economy - attract tourism	1	1	-	1	-	1	-
Other comment - restrictions on when flight path exemptions can be applied	1	1	-	1	-	-	1
Other comment - airspace change for the future is necessary	1	-	1	-	-	1	-
Other comment - scheme's potential status as a Nationally Significant Infrastructure Project / NSIP	1	-	1	-	-	1	-
Other comment - scheme's benefits must out weigh the negative consequences	1	-	1	-	-	1	-
Other comment - should be aware of noise / pollution / effects of flights when purchasing property / moving to area	1	1	-	-	-	1	-
Other comment - existing flight paths - introduced without warning / consulting with - residents - Hurst	1	1	-	-	-	1	-
Other comment - extra runway / airport capacity - needed	1	-	1	-	-	1	-
Other comment - suggestion - reduce engine speed / noise	1	1	-	1	-	1	-
Other comment - support for existing 3.00pm changeover	1	1	-	-	1	1	-
Other comment - extra runway / airport capacity - needed - South East England	1	-	1	-	-	1	-
Other comment - support the stance of affected local authorities	1	-	1	-	-	1	-
Other comment - smaller aircraft create less noise / disturbance	1	1	-	1	-	1	-
Other comment - flights over London are inevitable	1	1	-	1	-	1	-
Other comment - flights over urban areas are important / necessary	1	1	-	1	-	1	-
Other comment - references to Preliminary Technical Overview on Network Air traffic Management (ATM) Issues and Constraints January 2018	1	-	1	-	-	1	-
Other comment - few areas in London have not been flown over - so new areas limited	1	-	1	-	-	1	-
Reasons for concerns	267	221	46	90	18	256	11
Other concern - impact of aircraft noise / noise pollution / increased noise	35	28	7	7	3	32	3
Other concern - increased air traffic / number of flights	17	14	3	6	2	16	1
Other concern - impact on quality of life / health and well-being	12	9	3	6	2	10	2
Other concern - other	12	5	7	3	-	12	-
Other concern - only convenient for the few that benefit	11	11	-	2	-	11	-
Other concern - increased air pollution / reduction in air quality	11	10	1	3	1	11	-
Other concern - impact on sleep / interrupting / disturbing sleep	10	9	1	6	2	10	-
Other concern - impact on communities / residents	10	4	6	3	1	8	2



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - impact on wildlife / habitats /nature	9	7	2	5	-	9	-
Other concern - safety - increased air traffic - over residential areas / urban areas	9	9	-	6	1	9	-
Other concern - impact on environment	9	8	1	6	1	9	-
Other concern - impact of aircraft noise / noise pollution / increased noise- under flight paths	7	4	3	2	1	6	1
Other concern - viability of new technology / quieter aircraft / engines	7	6	1	-	2	6	1
Other concern - risk / worry of accident / airplane crash / security risk	7	7	-	1	1	7	-
Other concern - increased fuel burn / emissions	6	6	-	-	-	6	-
Other concern - disruption of local population	6	6	-	4	-	6	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer	6	5	1	3	-	5	1
Other concern - flight paths over - local communities / residential areas	6	4	2	1	1	5	1
Other concern - impact on sleep / interrupting / disturbing sleep - children	6	6	-	2	-	6	-
Other concern - concentration of flights as per LHR 2014 trials	6	6	-	-	-	6	-
Other concern - impact of stacking	6	3	3	2	-	6	-
Other concern - climate change	6	6	-	3	-	6	-
Other concern - impact on green / open spaces / countryside / rural areas / landscape	5	4	1	2	-	4	1
Other concern - I have been subject to misery of PBN trials	5	4	1	2	-	5	-
Other concern - flight paths over - urban / populated areas	5	4	1	3	-	4	1
Other concern - respite will be reduced	5	4	1	2	-	5	-
Other concern - impact on homes / housing	4	4	-	3	-	3	1
Other concern - Heathrow publish inaccurate data on noise / noise pollution	4	3	1	2	1	3	1
Other concern - impact of aircraft noise is not the only concern / issue	4	3	1	3	1	4	-
Other concern - increased air pollution / reduction in air quality - from surrounding road traffic	4	1	3	1	-	4	-
Other concern - increased air pollution / reduction in air quality - London	4	3	1	-	1	4	-
Other concern - risk / worry of accident / airplane crash / security risk - debris from airplane	4	4	-	2	-	4	-
Other concern - risk / worry of accident / airplane crash / security risk - London	4	4	-	2	-	4	-
Other concern - increased air pollution / reduction in air quality - West London	4	4	-	2	-	4	-
Other concern - traffic issues / problems	4	2	2	1	-	4	-
Other concern - impact on / loss of - communities / villages / residential areas	4	4	-	-	-	4	-
Other concern - flight paths over - Reigate	4	3	1	-	-	4	-
Other concern - flights create / increase pollution	3	2	1	-	-	3	-
Other concern - impact of aircraft noise / noise pollution / increased noise - larger aircraft	3	2	1	2	-	3	-
Other concern - impact of aircraft noise / noise pollution / increased noise - PBN flight paths	3	-	3	-	-	3	-
Other concern - flights damage the environment	3	3	-	1	-	3	-
Other concern - landing / take off	3	2	1	2	-	2	1
Other concern - noise insulation / double glazing does not reduce aircraft noise	3	3	-	2	-	1	2
Other concern - proposed flight paths location	3	2	1	-	1	3	-
Other concern - protection of - AONBs / SSIs / ancient woodlands / conservation areas	3	-	3	1	-	3	-
Other concern - flight path/s - me / my family	3	3	-	-	1	3	-
Other concern - flight paths over - Langley	3	3	-	-	2	3	-
Other concern - flight paths over - Molesey	3	3	-	1	-	3	-
Other concern - compensation will not make up for reduced quality of life	3	3	-	1	-	3	-
Other concern - flight paths over - Surrey	3	2	1	-	-	3	-
Other concern - safety - high density roads and houses under new flight paths	3	3	-	1	-	3	-
Other concern - Single European Sky	3	1	2	1	-	3	-
Other concern - economy / investment / jobs needed elsewhere in UK / not South East	3	3	-	1	-	3	-
Other concern - increased air traffic - increased pollution	3	2	1	1	1	3	-
Other concern - flight paths over - West London	3	3	-	1	-	3	-
Other concern - increased air traffic / number of flights - City Airport	2	2	-	1	-	2	-
Other concern - flight paths over - Runnymede	2	1	1	1	-	2	-
Other concern - safety / security - increased air traffic	2	2	-	2	-	2	-
Other concern - airspace design too complex / too big	2	1	1	-	1	2	-
Other concern - increased fuel burn / emissions - larger aircraft consuming more fuel landing and taking off (LTO)	2	2	-	2	-	2	-
Other concern - compensation will not make up for increased noise levels / noise pollution	2	2	-	-	-	2	-
Other concern - impact of aircraft noise / noise pollution / increased noise - East Molesey	2	2	-	1	-	2	-
Other concern - impact on quality of life / health and well-being - West London	2	2	-	1	-	2	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - flight paths over - Englefield Green	2	2	-	1	-	2	-
Other concern - impact of aircraft noise / noise pollution / increased noise - London	2	2	-	-	1	2	-
Other concern - impact of aircraft noise / noise pollution / increased noise - schools	2	2	-	1	-	2	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Surrey	2	1	1	-	-	2	-
Other concern - further concentration of flights - Ealing	2	-	2	-	-	2	-
Other concern - impact of aircraft noise / noise pollution / increased noise - West London	2	2	-	-	-	2	-
Other concern - impact of aircraft noise / noise pollution / increased noise - workplace / businesses	2	1	1	1	-	2	-
Other concern - impact of air pollution - under flight paths	2	1	1	-	-	2	-
Other concern - impact of pollution - AONB / areas of natural beauty	2	-	2	1	-	2	-
Other concern - lack of viable alternative to - stacking zones / increased aircraft numbers / PBN - coordination	2	1	1	1	-	2	-
Other concern - flight paths over - Heritage / historical sites / National Trust areas	2	-	2	1	-	2	-
Other concern - impact on sleep / interrupting / disturbing sleep - under flight path	2	2	-	1	1	2	-
Other concern - banking / turning - prior to landing	2	1	1	-	-	2	-
Other concern - operational efficiency - delays at Heathrow	2	1	1	-	-	2	-
Other concern - impact on open areas / countryside	2	2	-	-	-	2	-
Other concern - recent airspace trials using new technology were used without warning to residents resulting in complaints	2	2	-	-	-	2	-
Other concern - repeat of 2014 flight path trials	2	2	-	-	-	2	-
Other concern - resident not included within noise zones	2	2	-	1	-	1	1
Other concern - respite is too short	2	2	-	-	-	2	-
Other concern - impact on other airports airspace	2	2	-	2	-	2	-
Other concern - impact on other airports airspace - London area	2	-	2	-	-	2	-
Other concern - impact on other airports airspace - Gatwick	2	-	2	-	-	2	-
Other concern - risk / worry of accident / airplane crash / security risk - Hounslow	2	2	-	-	-	2	-
Other concern - if a property is within Compulsory Purchase / Wider Property Offer Zones	2	2	-	-	1	2	-
Other concern - benefits of quieter aircraft reduced by low level - landing / take off	2	2	-	1	-	2	-
Other concern - impact on communities / residents - away from Heathrow	2	2	-	2	-	2	-
Other concern - safety - high density roads and houses under new flight paths - London	2	2	-	-	-	2	-
Other concern - safety - increased air traffic - increased debris falling from aircraft	2	2	-	-	-	2	-
Other concern - concentration of activity on existing flight paths	2	1	1	-	-	2	-
Other concern - increased air pollution / reduction in air quality - Surrey	2	1	1	-	-	2	-
Other concern - flight paths over - Redhill	2	2	-	-	-	2	-
Other concern - flights create / increase pollution - area around M25	2	2	-	-	-	2	-
Other concern - flight paths - new runway conflicting with existing runway flight paths - safety / accidents	1	1	-	-	1	1	-
Other concern - flight paths - new runway conflicting with existing runway flight paths - delays	1	1	-	-	1	1	-
Other concern - further concentration of flights - West London	1	1	-	-	-	1	-
Other concern - concentrated / narrow flights over populated areas	1	-	1	-	-	1	-
Other concern - concentrated / narrow flight paths - Esher	1	1	-	-	-	1	-
Other concern - concentrated / narrow flight paths - Molesey	1	1	-	-	-	1	-
Other concern - I have been subject to misery of PBN trials - Englefield Green	1	1	-	-	-	1	-
Other concern - concentrated / narrow flight paths - lower flying aircraft	1	1	-	-	-	1	-
Other concern - concentrated / narrow flight paths - North East London	1	1	-	1	-	-	1
Other concern - concentrated / narrow flight paths - Waller	1	1	-	-	-	1	-
Other concern - impact on communities / residents - Crawley	1	-	1	-	-	1	-
Other concern - impact on communities / residents - Esher	1	-	1	-	-	1	-
Other concern - impact on communities / residents - Hampstead Heath	1	1	-	-	-	1	-
Other concern - impact on communities / residents - Harpenden	1	1	-	-	-	1	-
Other concern - impact on communities / residents - Kingston	1	-	1	-	-	1	-
Other concern - impact on communities / residents - Molesey	1	-	1	-	-	1	-
Other concern - impact on communities / residents - New Maiden	1	-	1	-	-	1	-
Other concern - impact on communities / residents - Surrey	1	-	1	-	-	1	-
Other concern - impact on communities / residents - Walton / Walton on Thames	1	-	1	-	-	1	-
Other concern - impact economy - London	1	1	-	-	-	1	-
Other concern - impact economy - West Hertfordshire	1	-	1	-	-	1	-
Other concern - impact of M4 closure / construction traffic on Bath Road / A4 / grade 1 listed Maidenhead Bridge - ML	1	-	1	-	-	1	-
Other concern - concentrated / narrow flight paths - continuous landings / arrivals - 4.30 am - 11.30pm	1	1	-	-	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - increased air pollution / reduction in air quality - urban areas	1	1	-	-	1	1	-
Other concern - impact on environment - London	1	1	-	-	1	1	-
Other concern - increased air pollution / reduction in air quality - rural areas	1	1	-	-	1	1	-
Other concern - costs may be passed on to the public / passengers / consumer	1	1	-	1	-	1	-
Other concern - impact on local towns / villages	1	1	-	-	1	1	-
Other concern - CPZs	1	-	1	-	-	1	-
Other concern - impact on green / open spaces / countryside / rural areas / landscape - Reigate	1	1	-	-	-	1	-
Other concern - impact on / loss of jobs through - redundancy / closure of business's	1	1	-	1	-	1	-
Other concern - airspace design will not optimise capacity	1	-	1	-	-	1	-
Other concern - impact on quality of life / health and well-being - Chiswick	1	1	-	-	-	1	-
Other concern - impact on quality of life / health and well-being - Esher	1	1	-	-	-	1	-
Other concern - impact on quality of life / health and well-being - Elmbridge	1	-	1	-	-	1	-
Other concern - impact on quality of life / health and well-being - Harrow	1	1	-	-	-	1	-
Other concern - impact on quality of life / health and well-being - Molesey	1	1	-	-	-	1	-
Other concern - impact on quality of life / health and well-being - Walton	1	1	-	-	-	1	-
Other concern - impact on quality of life / health and well-being - Winkfield Row	1	1	-	-	-	1	-
Other concern - impact on quality of life / health and well-being - Wycombe District	1	-	1	-	-	1	-
Other concern - design envelopes - must not justify use of new route / flight path - take off / departures	1	-	1	-	-	1	-
Other concern - design of overlapping flight paths - Gatwick / Heathrow / Farnborough	1	-	1	-	-	1	-
Other concern - impact on quality of life / health and well being - outside / in the garden / windows open / in the summer - Windsor	1	1	-	-	-	1	-
Other concern - reduction of night flight ban / zero flights between 11pm and 5.30am - unacceptable	1	1	-	-	-	1	-
Other concern - night time / early morning flights	1	1	-	-	-	1	-
Other concern - impact on sleep / interrupting / disturbing sleep - South West London	1	1	-	-	-	1	-
Other concern - impact on sleep / interrupting / disturbing sleep - elderly	1	1	-	-	-	1	-
Other concern - flights - banking / turning - at low altitude - increased noise pollution	1	1	-	-	-	1	-
Other concern - noise contour thresholds are too high / should be lowered	1	1	-	1	-	-	1
Other concern - constant descent angle / CDA brings flights too low / too loud	1	1	-	1	-	-	1
Other concern - respite is inadequate / insufficient / won't work / make a difference	1	1	-	-	-	1	-
Other concern - access / services for disabled passengers / customers	1	1	-	1	-	1	-
Other concern - flight paths at Heathrow having restrictions on altitude of Gatwick traffic	1	-	1	-	-	1	-
Other concern - impact on other airports airspace - Gatwick - arrival / departure routes	1	-	1	-	-	1	-
Other concern - impact on other airports airspace - Gatwick - night flights	1	-	1	-	-	1	-
Other concern - flight paths over - area around M25	1	1	-	-	-	1	-
Other concern - flight paths over - Albury Parish	1	-	1	-	-	1	-
Other concern - increased air pollution / reduction in air quality - Chiswick	1	1	-	1	-	1	-
Other concern - increased air pollution / reduction in air quality - Esher	1	-	1	-	-	1	-
Other concern - flight paths over - Barking	1	1	-	1	-	-	1
Other concern - increased air pollution / reduction in air quality - Harrow	1	1	-	-	-	1	-
Other concern - increased air pollution / reduction in air quality - larger aircraft	1	1	-	1	-	1	-
Other concern - flight paths over - Banstead	1	-	1	-	-	1	-
Other concern - increased air pollution / reduction in air quality - South West London	1	1	-	-	-	1	-
Other concern - flight paths over - Bagshot	1	-	1	-	-	1	-
Other concern - increased air pollution / reduction in air quality - SW10	1	1	-	-	-	1	-
Other concern - flight paths over - Burgess Park	1	-	1	-	-	1	-
Other concern - increased air pollution / reduction in air quality - Windsor	1	1	-	1	-	1	-
Other concern - flight paths over - Chilterns	1	-	1	1	-	1	-
Other concern - flight paths over - Chiswick	1	1	-	-	-	1	-
Other concern - increased air traffic / number of flights - increase in impacts / problems	1	-	1	-	-	1	-
Other concern - increased air traffic / number of flights - low flying aircraft - over Harpenden - from Luton	1	1	-	-	-	1	-
Other concern - increased air traffic / number of flights - low flying aircraft - over Harpenden - from Stansted	1	1	-	-	-	1	-
Other concern - flight paths over - Ealing	1	-	-	-	-	1	-
Other concern - increased air traffic / increased number of flights - discourage residency - London	1	1	-	-	-	1	-
Other concern - increased air traffic / increased number of flights - Kew Gardens	1	1	-	-	-	1	-
Other concern - increased air traffic / increased number of flights - London	1	1	-	-	-	1	-
Other concern - increased air traffic / increased number of flights - SW10	1	-	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Other concern - flight paths over - Egham	1	-	1	-	-	1	-
Other concern - flight paths over - Elmbridge	1	-	1	-	-	1	-
Other concern - aircraft noise even at altitudes above 7,000 ft is intrusive	1	-	1	1	-	1	-
Other concern - flight paths over - Esher	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Ascot	1	1	-	-	-	1	-
Other concern - impact of noise / noise pollution / increased noise - AONB / areas of natural beauty	1	-	1	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Berkshire	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Crawley	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Chiswick	1	1	-	-	-	1	-
Other concern - flight paths over - Hampstead Heath	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Elmbridge	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Esher	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Harrow	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Kingston upon Thames	1	1	-	-	-	1	-
Other concern - airlines permitted more low level flights from Heathrow than other European countries	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - green / open spaces / countryside / rural areas / landscape	1	-	1	-	-	1	-
Other concern - flight paths over - Harrow	1	1	-	1	-	1	-
Other concern - flight paths over - Kingston Upon Thames	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Ockwell	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Richmond	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Runnymede	1	-	1	-	-	1	-
Other concern - alternating runways - for take off - will not work over time	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Sheen	1	1	-	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - South West London	1	1	-	-	-	1	-
Other concern - alternating runways - does not work / no benefit - Fulham	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Surrey Heath	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - SW10	1	1	-	-	-	1	-
Other concern - flight paths over - Lightwater	1	-	1	-	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - Walton	1	-	1	-	-	1	-
Other concern - flight paths over - London	1	1	-	1	-	1	-
Other concern - impact of aircraft noise / noise pollution / increased noise - West Hertfordshire	1	-	1	-	-	1	-
Other concern - areas higher than others suffer greater impact from aircraft noise - Englefield Green	1	-	1	-	-	1	-
Other concern - flight paths over - Morden	1	1	-	-	-	1	-
Other concern - impact of pollution - wildlife / habitats - under flight paths	1	1	-	-	-	1	-
Other concern - impact of light pollution - AONB / areas of natural beauty	1	-	1	1	-	1	-
Other concern - flight paths over - Ockwell Park	1	1	-	1	-	1	-
Other concern - protection of - AONBs / SSIs / ancient woodlands / conservation areas - Chilterns	1	-	1	1	-	1	-
Other concern - insulation in homes does not reduce noise / noise pollution in gardens / parks / streets	1	1	-	1	-	1	-
Other concern - flight paths over - Priest Hill	1	1	-	1	-	1	-
Other concern - airlines will pass on costs to consumers / raise ticket prices	1	1	-	1	-	1	-
Other concern - landing further down the runway - long term solution / future proofing	1	1	-	-	-	1	-
Other concern - limit on type of plane permitted	1	1	-	-	-	1	-
Other concern - location of new housing - displaced / relocated - local people / residents	1	1	-	1	-	1	-
Other concern - location of new housing - staff / workers	1	1	-	1	-	1	-
Other concern - methods for identifying noise zones are outdated / not fairly implemented	1	1	-	-	-	1	-
Other concern - mitigation measures will not / cannot be realistically / fully implemented	1	-	1	-	-	1	-
Other concern - night time / early morning flights - Hampstead Heath	1	1	-	-	-	1	-
Other concern - no respite	1	-	1	-	-	1	-
Other concern - increased air pollution / reduction in air quality - schools	1	1	-	-	-	1	-
Other concern - flight paths over - Richmond	1	1	-	1	-	1	-
Other concern - operational efficiency	1	1	-	1	-	1	-
Other concern - flight paths over - Ruislip	1	1	-	-	1	1	-
Other concern - protection of - AONBs / SSIs / ancient woodlands / conservation areas - Surrey Hills	1	-	1	-	-	1	-
Other concern - flight paths over - rural areas	1	-	1	-	-	1	-
Other concern - proposal would undermine current efforts to tackle - emissions	1	-	1	-	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Other concern - proposal would undermine current efforts to tackle - health and well being	1	-	1	-	-	1	-
Other concern - carbon emissions - Paris agreement	1	1	-	-	-	1	-
Other concern - recent airspace trials were used without warning to residents resulting in complaints - Ascot	1	1	-	-	-	1	-
Other concern - flight paths over - Slough	1	1	-	-	-	1	-
Other concern - flight paths over - Shepperton	1	1	-	-	-	1	-
Other concern - flight paths over - South East	1	-	1	-	1	1	-
Other concern - flight paths over - South East London	1	1	-	1	-	1	-
Other concern - respite will be reduced - Chiswick	1	1	-	-	-	1	-
Other concern - respite will not affect the total number / frequency of flights	1	-	1	-	-	1	-
Other concern - flight paths over - Spelthorne	1	-	1	-	-	1	-
Other concern - community displacement	1	-	1	-	-	1	-
Other concern - risk / worry of accident / airplane crash / security risk - Hammersmith	1	1	-	-	-	1	-
Other concern - flight paths over - Surrey Heath	1	-	1	-	-	1	-
Other concern - flight paths over - SW10	1	1	-	-	-	1	-
Other concern - flight paths over - Tite Hill	1	1	-	1	-	1	-
Other concern - safety - increased air traffic - distance between aircraft / aircraft cannot be too close together	1	1	-	1	-	1	-
Other concern - flight paths over - the North	1	1	-	-	-	1	-
Other concern - flight paths over - Uxbridge	1	1	-	-	-	1	-
Other concern - safety - high density roads and houses under new flight paths - Kew	1	1	-	1	-	1	-
Other concern - safety - PBN	1	-	1	-	-	1	-
Other concern - safety - stacking	1	1	-	-	-	1	-
Other concern - concentrated / narrow flight paths	1	1	-	-	-	1	-
Other concern - cargo flights - so much cargo goes through Heathrow	1	1	-	-	-	1	-
Other concern - flight paths over - Walter	1	1	-	-	-	1	-
Other concern - steeper descent / approach - increase noise under flight path	1	-	1	-	-	1	-
Other concern - third runway impacts - Hurst (Berkshire)	1	-	1	-	-	1	-
Other concern - third runway impacts - Twyford (Berkshire)	1	-	1	-	-	1	-
Other concern - flight paths over - West Drayton	1	1	-	-	1	1	-
Other concern - unsure / doubt Heathrow will take responsibility for impacts	1	1	-	1	-	1	-
Other concern - concentrated / narrow flight paths - increases noise / noise pollution	1	-	1	-	-	1	-
Other concern - flight paths - new runway conflicting with existing runway flight paths	1	1	-	-	1	1	-
EXISTING PROBLEMS	319	287	32	143	5	304	15
Already suffer from excessive noise / disturbance (do not need anymore)	56	51	5	24	1	52	4
Already suffer with too many flights / operate less aircraft / do not increase frequency - (from Heathrow)	36	36	-	20	-	36	-
Already suffer from pollution (do not need more)	33	32	1	10	1	31	2
Already suffer from impact on quality of life / health and well being	27	25	2	13	-	27	-
Already suffer from traffic problems / traffic congestion (do not need anymore)	20	19	1	5	-	20	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00	20	20	-	5	-	19	1
Already suffer from impact on sleep / interrupting / disturbing sleep	20	19	1	6	-	17	3
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening	15	13	2	4	2	15	-
Already suffer from pollution (do not need more) - above legal limits	8	4	4	-	-	8	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - London	8	8	-	3	-	8	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - M25	8	8	-	2	-	8	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am	7	6	1	-	-	7	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction	7	5	2	2	-	6	1
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor	7	7	-	5	-	7	-
Already suffer from impact on quality of life / health and well being - under flight path	7	7	-	6	-	6	1
Already suffer from too many flights / operate less aircraft / do not increase frequency - Wimbledon	7	6	1	3	-	7	-
Already suffer from excessive noise - during take-off	5	5	-	3	-	5	-
Already suffer from excessive noise / disturbance (do not need any more) - Putney	5	5	-	2	-	5	-
Already suffer from impact on quality of life / health and well being - Camberwell	5	5	-	-	-	5	-
Already suffer with too many flights / operate less aircraft / do not increase frequency	5	5	-	3	-	3	2
Already suffer from excessive noise / disturbance (do not need anymore) - from Heathrow	5	5	-	2	-	5	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Camberwell	5	5	-	-	-	5	-
Already suffer from pollution (do not need more) - London	4	4	-	2	-	4	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Already suffer from excessive noise / disturbance (do not need anymore) - Kew Gardens (no longer relaxing)	4	4	-	1	-	4	-
Already suffer from excessive noise / disturbance (do not need anymore) - Molesey	4	3	1	-	-	4	-
Already suffer from excessive noise / disturbance (do not need anymore) - 15 / 20 / 25km from Heathrow	4	4	-	4	-	4	-
Already suffer from impact on quality of life / health and well being - children / school	4	4	-	3	-	4	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Camberwell	4	4	-	-	-	4	-
Already suffer from - airport environment impact	4	3	1	1	-	4	-
Already suffer from impact on sleep / interrupting / disturbing sleep - children / school	4	4	-	-	-	4	-
Already suffer from excessive noise / disturbance (do not need anymore) - West London	4	3	1	1	-	4	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft	4	4	-	3	-	3	1
Already suffered impact on quality of life / family life - due to introduction of new flight paths	4	4	-	2	-	3	1
Already suffer from noise associated with low flying level when landing / when arriving - early mornings - East Molesey	3	3	-	1	-	3	-
Already suffer from over population / too many tourists / people	3	2	1	-	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - Walton	3	2	1	-	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft - Englefield Green	3	2	1	-	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - East Molesey	3	3	-	1	-	3	-
Already suffer from property / vehicle damage - debris / ice falling from aircraft - Hurst	3	3	-	1	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - London	3	3	-	2	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - Englefield Green	3	3	-	1	-	3	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - West London	3	2	1	2	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - Epsom	3	3	-	2	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - children / school	3	2	1	2	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer	3	3	-	2	-	2	1
Already suffer with noise over urban areas	3	3	-	2	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - daytime	3	3	-	-	-	3	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas with existing high levels of noise	3	3	-	2	-	3	-
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond	3	3	-	1	-	3	-
Already suffer from noise associated with (new / recent) low flying aircraft	3	3	-	-	-	3	-
Already suffer from noise associated with low flying level when landing / arriving	3	3	-	2	-	3	-
Already suffer from noise associated with low flying level when landing / arriving - Teddington	3	3	-	2	-	3	-
Already suffer from noise associated with (new / recent) low flying aircraft - Reigate	2	2	-	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - South East London	2	2	-	1	-	2	-
Already suffer from noise associated with low flying level when landing / arriving - Chilterns	2	1	1	1	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Surrey	2	1	1	-	-	2	-
Already suffer from noise associated with low flying level when landing / arriving - Waltham Forest	2	1	1	-	-	2	-
Already suffer from noise associated with low flying level when landing / arriving - Windsor	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Waltham Forest	2	1	1	-	-	2	-
Already suffer from noise associated with low flying level when landing / when arriving - early mornings - South West London	2	2	-	-	-	2	-
Already suffer from noise associated with low flying level when taking off / climbing	2	2	-	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Fulham	2	1	1	1	-	1	1
Already impacts on Gatwick's airspace / flight paths	2	-	2	-	-	2	-
Already suffer from excessive noise - during take-off - disruptive to local people / residents	2	2	-	2	-	2	-
Already suffer from pollution (do not need more) - children / school	2	1	1	1	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - St Albans	2	1	1	1	-	2	-
Already suffer from pollution (do not need more) - Putney	2	2	-	-	-	2	-
Already suffer from pollution (do not need anymore) - Surrey	2	1	1	-	-	2	-
Already suffer from pollution (do not need more) - West London	2	1	1	-	-	2	-
Already suffer from pollution (do not need more) - urban / suburban areas	2	2	-	1	-	2	-
Already suffer from pollution (do not need more) - around M25	2	2	-	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly direction	2	1	1	1	-	2	-
Already suffer from rail congestion - West London	2	-	2	-	-	2	-
Already suffer from risk / worry of accident / airplane crash / security risk	2	1	1	-	-	2	-
Already had to relocate due to introduction of new flight path	2	2	-	-	1	2	-
Already suffer from air pollution - from low flying aircraft	2	1	1	-	-	2	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - Surrey	2	1	1	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Esher	2	2	-	-	-	2	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Already suffer from excessive noise - (trilled flights noisy) - Teddington	2	2	-	-	-	2	-
Already suffer from impact on quality of life / health and well being - under flight path - Walton on Thames	2	-	2	-	-	2	-
Already suffer with flights / after 10pm	2	2	-	-	-	2	-
Already suffer from impact on quality of life / health and well being - Hounslow	2	2	-	-	-	2	-
Already suffer from impact on quality of life / health and well being - Windsor	2	2	-	-	-	2	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Camberwell	2	2	-	-	-	2	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - South East London	2	2	-	-	-	2	-
Already suffer with flights starting earlier than claimed / before 7am / existing flights already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Kew Gardens	2	2	-	1	-	1	1
Already suffer from excessive noise / disturbance (do not need anymore) - Chiswick	2	2	-	1	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Hounslow	2	2	-	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Clapham	2	2	-	1	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas	2	2	-	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - St Albans - rural areas	2	1	1	1	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - South East / East	2	2	-	2	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Surrey	2	1	1	1	-	2	-
Already suffer from London City Airport flights / as well as Heathrow flights	2	1	1	1	-	2	-
Already suffer from London City Airport flights / as well as Heathrow flights - Waltham Forest	2	1	1	-	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Berkshire	2	1	1	1	-	2	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - East Molesey	2	2	-	2	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Sheen	2	2	-	-	-	2	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Windsor	2	2	-	1	-	2	-
Already suffer from noise associated with (new / recent) low flying aircraft - Redhill	2	2	-	-	-	2	-
Other existing problems	2	1	1	-	-	2	-
Already suffer from excessive noise / disturbance (do not need anymore) - Westerly preference	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Weybridge	1	1	-	-	-	1	-
Already suffer from - traffic problems / traffic congestion (do not need anymore) - M3	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Bagshot	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Ealing	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Ealing	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Harpenden	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Hurst	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Leighton Buzzard	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - rural areas	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Easterly direction - Sonning	1	1	-	-	-	1	-
Already suffer from (new / recent) low flying aircraft - Barking	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - when flying Easterly 2-3000 feet - West Molesey	1	1	-	-	-	1	-
Already suffer from (new / recent) low flying aircraft - Fulham	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly direction - Brookmans Park	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly direction - London	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly direction - St Albans	1	-	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - when wind is Westerly direction - Welwyn Garden City	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Wimbledon	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Cobham	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor Great Park	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Windsor - old Windsor	1	1	-	-	-	1	-
Already suffer from impact on impact on education / schools - West London	1	-	1	-	-	1	-
Already had to relocate due to introduction of new flight path - Harrow	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - Boxhill	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Dorking	1	1	-	-	-	1	-
Already suffer from air pollution - from low flying aircraft - West London	1	-	1	-	-	1	-
Already suffer from impact on quality of life / health and well being - Chilterns	1	-	1	1	-	1	-
Already suffer from impact on quality of life / health and well being - Cobham	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Dorking	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Epsom	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Headley	1	1	-	-	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Already suffer from excessive noise / disturbance (do not need anymore) - Egham	1	-	1	-	-	1	-
Already suffer from impact on quality of life / health and well being - Kew Gardens	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Luton	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Pinner	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Reigate	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - South East	1	1	-	1	-	1	-
Already suffer from impact on quality of life / health and well being - SW13	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - St Albans - SACD / district wide	1	-	1	-	-	1	-
Already suffer from impact on quality of life / health and well being - Teddington	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - West London	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Elephant and Castle	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Wokingham trials	1	1	-	-	-	1	-
Already suffer from impact on quality of life / health and well being - Zone 2	1	1	-	-	-	1	-
Already suffer from impact on recreational areas / parks	1	-	1	1	-	1	-
Already impacts on Luton's airspace - forcing slower climb at lower altitude	1	-	1	-	-	1	-
Already suffer from excessive noise - after 2014 PBN trials	1	1	-	1	-	1	-
Already impacts on Luton's airspace - forcing slower climb at lower altitude - increased fuel burn / emissions	1	-	1	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Chiswick	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - East Dulwich	1	1	-	1	-	-	1
Already suffer from impact on sleep / interrupting / disturbing sleep - Elephant and Castle	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Hounslow	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Molesey	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - on weekends	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Peckham	1	1	-	1	-	-	1
Already suffer from impact on sleep / interrupting / disturbing sleep - SW13	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - South East	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - South West London	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Sutton	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Waltham Forest	1	-	1	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - West London	1	-	1	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Wokingham	1	1	-	-	-	1	-
Already suffer from impact on work / productivity - West London	1	-	1	-	-	1	-
Already suffer from Farnborough Airport flights / as well as Heathrow flights	1	-	1	-	-	1	-
Already impacts on Luton's airspace - forcing slower climb at lower altitude - increased noise pollution	1	-	1	-	-	1	-
Already suffer from London City Airport flights / as well as Heathrow flights - Barking	1	1	-	1	-	-	1
Already suffer from London City Airport flights / as well as Heathrow flights - Stockwell	1	1	-	1	-	-	1
Already suffer from London City Airport flights / as well as Heathrow flights - Vauxhall	1	1	-	1	-	-	1
Already suffer from excessive noise - during take-off - Hounslow	1	1	-	-	-	1	-
Already suffer from Luton Airport flights / as well as Heathrow flights - Chilterns	1	-	1	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft - East London	1	-	1	-	-	1	-
Already suffer from noise associated with (new / recent) low flying aircraft - Camberwell	1	1	-	-	-	1	-
Already suffer from excessive noise - during take-off - Kingston upon Thames	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft - South East London	1	-	1	-	-	1	-
Already suffer from noise associated with (new / recent) low flying aircraft - West London	1	-	1	-	-	1	-
Already suffer from noise associated with low flying level when departing - Harpenden	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - from the lower flying aircraft - SW13	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Central London	1	1	-	-	-	1	-
Already suffer from excessive noise - during take-off - Wimbledon	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Kew Gardens	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - London	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Luton	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - North runway	1	1	-	1	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Reigate	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - South East London	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - South London	1	1	-	1	-	1	-



	Total	Individuals	Organisation	Overflown	Not Overflown	Submitted	Not submitted
Already suffer from excessive noise / disturbance (do not need anymore) - Fulham	1	-	1	-	-	1	-
Already suffer from noise associated with low flying level when landing / arriving - Thames Valley	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Hammersmith	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Harpenden	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Headley	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - High Wycombe	1	1	-	1	-	1	-
Already suffer from excessive noise - trialled flights noisy - Hammersmith	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when taking off / climbing - Ascot	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when taking off / climbing - from Boeing aircraft	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when taking off / climbing - from Luton - corridor between St. Albans and Harpenden	1	-	1	-	-	1	-
Already suffer from noise associated with low flying level when taking off / climbing - from Heathrow	1	1	-	-	-	1	-
Already suffer from noise associated with low flying level when taking off / climbing - Molesey	1	1	-	1	-	1	-
Already suffer from noise associated with Westerly departures from Heathrow - Harpenden	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Kensal Green	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - urban nature habitat	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - late flights	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - A4	1	1	-	-	-	1	-
Already suffer from excessive noise - trialled flights noisy - Lightwater	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Chelsea / SW10	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Chertsey	1	1	-	-	-	1	-
Already suffer from excessive noise - trialled flights noisy - Lightwater - night flights	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Chiswick	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - Egham	1	-	1	-	-	1	-
Already suffer from pollution (do not need more) - Epsom	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Great Western Road	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - Heathrow	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - High Wycombe	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flight / early morning evening - Twickenham	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - M25	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - Molesey	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning and evening - Bagshot	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - Richmond	1	1	-	1	-	1	-
Already suffer from pollution (do not need more) - South East	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - South West London	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning and evening - Fulham	1	1	-	1	-	-	1
Already suffer from pollution (do not need more) - under flight paths	1	1	-	-	-	1	-
Already suffer from excessive noise - trialled flights noisy - local people / residents	1	1	-	-	-	1	-
Already suffer from pollution (do not need more) - when wind is Easterly direction	1	1	-	-	-	1	-
Already suffer from excessive noise - trialled flights noisy - West Surrey	1	1	-	1	-	-	1
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Elephant and Castle	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Epsom	1	1	-	1	-	1	-
Already suffer from property / vehicle damage - debris / ice falling from aircraft - Oakley Green	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Pinner	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - night flights / early morning evening - Weybridge	1	1	-	-	-	1	-
Already suffer from risk / worry of accident / airplane crash / security risk - Teddington	1	1	-	-	-	1	-
Already suffer from stacking - Bovington	1	-	1	1	-	1	-
Already suffer from excessive noise / disturbance (do not need any more) - green / open spaces / countryside / rural areas / landscape	1	-	1	-	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - A4	1	1	-	-	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - Chilterns	1	-	1	1	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - Elmbridge	1	-	1	-	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - Heston	1	1	-	1	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - local roads	1	1	-	-	-	1	-
Already suffer from traffic problems / traffic congestion (do not need anymore) - London	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - Fulham	1	1	-	1	-	-	1
Already suffer from traffic problems / traffic congestion (do not need anymore) - M4	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Already suffer from traffic problems / traffic congestion (do not need anymore) - South West London	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - Redhill	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - Reigate	1	1	-	-	-	1	-
Already suffer from visual impact of approaching flights - Fulham	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - outside / in the garden / windows open / in the summer - Windsor	1	1	-	-	1	-	1
Already suffer from impact on quality of life / health and well being - under flight path - Molesey	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Pinner	1	1	-	-	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - under flight path	1	1	-	1	-	1	-
Already suffer from impact on sleep / interrupting / disturbing sleep - Windsor	1	1	-	-	-	1	-
Already suffer with threat of construction / operation of HS2	1	-	1	1	-	1	-
Already suffer with concentrated flight paths	1	-	1	-	-	1	-
Already suffer with concentrated flight paths - departures following the centre-line of Noise Preferential Routes	1	-	1	-	-	1	-
Already suffer with concentrated flight paths - South East London	1	-	1	-	-	1	-
Already had to relocate due to introduction of new flight path - Berkshire	1	1	-	1	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight - Molesey	1	1	-	-	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight - South West London	1	1	-	-	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1.00am - Brentford	1	1	-	-	-	1	-
Already suffer from - traffic problems / traffic congestion (do not need anymore) - A30	1	1	-	-	-	1	-
Already suffer with flights continuing later than claimed / after 11pm / 11:30pm / midnight / 1am - Sonning	1	1	-	-	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports - Gatwick	1	1	-	-	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports - RAF Northolt	1	1	-	1	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports - Rotherhithe	1	1	-	1	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports - St Albans	1	1	-	1	-	1	-
Already suffer with flights from airlines and private aircraft / Heathrow and other airports - Waltham Forest	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Richmond Park	1	1	-	1	-	-	1
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Brentford	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Roehampton	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Chiswick	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Hammersmith	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Molesey	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Sonning	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - 18 miles from Heathrow	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - South West London	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - SW13	1	1	-	-	-	1	-
Already suffer with flights starting earlier than claimed / before 7am / already start as early as 4.00 / 4.30 / 5.00 / 5.30 / 6.00 - Sutton	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - SW13	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - 25 miles from Heathrow	1	-	1	-	-	1	-
Already suffer with overpopulation - London	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Walthamstow	1	-	1	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Watlington Heath	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Heston	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - South East	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Boxhill	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Loughborough Estate	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - nationally	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - South West London	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - St Albans - city	1	-	1	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - residential areas with existing high levels of noise - SE5	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - South Bucks	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - St Albans - SACD / district wide impacts	1	-	1	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - South West London	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - SID's : Buzzard during Easterly operations - Harpenden	1	-	1	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - SID's : Buzzard during Easterly operations - Wheathampstead	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Bracknell	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Twickenham	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflowed	Not Overflowed	Submitted	Not submitted
Already suffer from excessive noise / disturbance (do not need anymore) - Thames Ditton	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Bagshot	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - under flight path - Stockwell	1	1	-	1	-	-	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - Brookmans Park - Westerly	1	-	1	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Englefield Green	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Chelsea /SW10	1	1	-	1	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - East Dulwich	1	1	-	1	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - under flight path - Vauxhall	1	1	-	1	-	-	1
Already suffer from too many flights / operate less aircraft / do not increase frequency - Eton	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Harpenden	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Hammersmith	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Lightwater	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Redhill	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Reigate	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - West London	1	-	1	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Brentford	1	1	-	-	-	1	-
Already suffer with too many flights / operate less aircraft / do not increase frequency - Windlesham	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Bushy Park	1	1	-	1	-	-	1
Already suffer with too many flights / operate less aircraft / do not increase frequency - Windsor - old Windsor	1	1	-	-	-	1	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Windsor Great Park	1	1	-	-	-	1	-
Already suffer from too many flights / operate less aircraft / do not increase frequency - Thames Riverside	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - Chertsey	1	1	-	-	-	1	-
Already suffer from excessive noise / disturbance (do not need anymore) - West Wickham	1	1	-	-	-	1	-
ALTERNATIVE SUGGESTIONS TO EXPANSION	159	153	6	83	16	147	12
Alternative suggestion - develop another airport - Gatwick	72	70	2	37	6	68	4
Alternative suggestion - develop another airport	16	16	-	5	3	13	3
Alternative suggestion - other	15	14	1	11	1	15	-
Alternative suggestion - should be somewhere else	12	11	1	7	-	12	-
Alternative suggestion - develop / build Thames Estuary	11	11	-	6	-	11	-
Alternative suggestion - build a new airport instead	7	7	-	3	1	6	1
Alternative suggestion - develop another airport - Stansted	6	6	-	4	-	6	-
Alternative suggestion - build a new airport instead - coastal location / by the sea	5	5	-	2	-	5	-
Alternative suggestion - new purpose built airfield / airport should be built in non populated areas / relocate airport	4	4	-	3	-	4	-
Alternative suggestion - develop another airport - low population density	4	4	-	3	1	3	1
Alternative suggestion - Heathrow relocated to a less populated area	4	4	-	2	-	4	-
Alternative suggestion - develop another airport - North of England	3	3	-	1	-	3	-
Alternative suggestion - build a new airport instead - East of London	3	3	-	1	-	3	-
Alternative suggestion - should somewhere else - Birmingham	3	3	-	1	1	3	-
Alternative suggestion - should be somewhere else - Thames Estuary	3	3	-	3	-	3	-
Alternative suggestion - build a new airport instead - Thames Estuary	3	3	-	2	-	2	1
Alternative suggestion - plan alternative organization of flights in / out of UK	2	2	-	1	-	2	-
Alternative suggestion - reduce domestic flights	2	2	-	-	1	2	-
Alternative suggestion - relocate existing runways / move existing runways further away	2	2	-	2	-	1	1
Alternative suggestion - flights should be shared with / directed to other airports	2	1	1	-	1	1	1
Alternative suggestion - build a new airport instead - away from city centre	2	1	1	2	-	1	1
Alternative suggestion - Heathrow space should be turned into flats / homes built	2	1	1	1	-	2	-
Alternative suggestion - extend existing runway	2	2	-	-	1	1	1
Alternative suggestion - develop another airport - away from South East	2	2	-	-	-	2	-
Alternative suggestion - improve existing infrastructure - between airports in the North - high speed	1	1	-	1	-	1	-
Alternative suggestion - develop regional airports	1	1	-	1	-	1	-
Alternative suggestion - drop off / pick-up away from terminals	1	1	-	1	-	1	-
Alternative suggestion - East Coast development would give access to all UK	1	1	-	-	-	1	-
Alternative suggestion - financial - if older aircraft fined (for using airspace) - give money to local charities	1	1	-	-	-	1	-
Alternative suggestion - financial - usage of airport / fees to land / take of / local authorities to pay for expansion / disruption	1	1	-	1	-	1	-
Alternative suggestion - build a new airport instead - Thames Estuary - for cargo only	1	1	-	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Alternative suggestion - cheaper if on East Coast	1	1	-	-	-	1	-
Alternative suggestion - Heathrow removed	1	1	-	-	-	1	-
Alternative suggestion - build a new airport instead - Birmingham	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - Luton	1	1	-	-	-	1	-
Alternative suggestion - develop another airport - Midlands	1	1	-	-	-	1	-
Alternative suggestion - provide shuttle service	1	1	-	1	-	1	-
Alternative suggestion - put the terminal under ground	1	1	-	-	1	1	-
Alternative suggestion - develop another airport - national high speed connections	1	1	-	1	-	1	-
Alternative suggestion - Heathrow relocated	1	1	-	1	-	1	-
Alternative suggestion - develop another airport - American Airbase / East Anglia / Suffolk	1	1	-	-	-	1	-
Alternative suggestion - should be somewhere else - away from population	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - away from South East England	1	-	1	-	-	1	-
Alternative suggestion - develop industrial units at sea	1	1	-	1	-	1	-
Alternative suggestion - should be somewhere else - coastal location	1	1	-	-	-	1	-
Alternative suggestion - develop rail links	1	1	-	-	-	1	-
Alternative suggestion - invest in improvements to public transport access - maglev train / hyperloop	1	1	-	1	-	1	-
Alternative suggestion - improve existing infrastructure - between airports (high speed)	1	1	-	1	-	1	-
EXPANSION	451	405	46	204	26	433	18
Against Heathrow / expansion	406	368	38	185	22	389	17
Do not agree / oppose the expansion at Heathrow	209	198	11	87	14	201	8
Expansion will have a negative impact on - noise / noise pollution	86	77	9	24	2	81	5
Expansion will have a negative impact on - air pollution / air quality	69	63	6	16	-	67	2
Expansion will have a negative impact on - quality of life / health and well being	63	57	6	22	3	61	2
Expansion will have a negative impact on - local people / residents	59	53	6	19	2	56	3
Airport in the wrong place / unsuitable location	44	44	-	25	1	42	2
Expansion will have a negative impact on - environment	39	37	2	10	3	37	2
Expansion will have a negative impact on - traffic problems / road congestion	35	32	3	10	1	34	1
Proposals are motivated by economics / profit / greed	28	27	1	13	2	26	2
Do not agree / oppose the Third Runway	25	23	2	10	1	25	-
Do not agree / oppose flight plans / expansion of flight plans	24	21	3	9	1	23	1
Expansion will have a negative impact on - business / economy / will not attain proposed economic growth / jobs	20	19	1	2	1	19	1
Expansion will be too expensive / waste of taxpayers money	18	18	-	6	-	18	-
Expansion - puts business before people / no / little concern for people / residents	17	17	-	7	-	17	-
Expansion - infrastructure cannot cope	16	16	-	-	-	16	-
Expansion will have a negative impact on - number of flights	15	13	2	6	-	15	-
Expansion will have a negative impact on - safety / security	13	12	1	7	-	13	-
Expansion - is unnecessary	12	11	1	4	-	12	-
Expansion will have a negative impact on - sleep / interrupting / disturbing sleep	11	11	-	3	-	11	-
Expansion will have a negative impact on - emissions	10	8	2	3	-	10	-
Expansion is flawed / badly thought out	10	9	1	3	1	9	1
Expansion will have a negative impact on - me / my family	9	9	-	3	1	8	1
Expansion will have a negative impact on - local people / residents - London	9	8	1	3	1	9	-
Do not agree / oppose the expansion at Heathrow - should reduce size / too large already	8	7	1	4	-	8	-
Expansion will have a negative impact on - destruction of homes	8	8	-	1	-	8	-
Expansion will have a negative impact on - number / frequency of flights - densely populated areas	8	8	-	3	-	8	-
Heathrow at full capacity / over crowded	8	8	-	2	1	7	1
Heathrow is for short term political gain / will not benefit future generations	8	7	1	3	-	8	-
Expansion will have a negative impact on - house prices / property price / value	8	8	-	3	-	8	-
Other expansion opposition	8	7	1	3	-	8	-
Expansion will have a negative impact - cause disruption / nuisance	7	7	-	5	1	6	1
Expansion will have a negative impact on - safety / security - accidents	7	6	1	3	1	6	1
Expansion will have a negative impact on - air pollution / air quality - flight paths	6	5	1	4	-	6	-
Expansion will have a negative impact on - quality of life / health and well being - children	6	5	1	1	-	6	-
Expansion will have a negative impact on - local people / residents - suburban London	5	5	-	-	-	5	-
Questionable benefits to the UK	5	4	1	1	-	5	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Expansion will increase the number / frequency of flights / planes in the air	5	2	3	-	-	5	-
Expansion will have a negative impact on - climate change	4	4	-	2	-	4	-
Expansion will have a negative impact on - communities / villages / residential areas	4	3	1	-	-	4	-
Expansion will have a negative impact on - education / schools	4	4	-	1	-	4	-
Expansion will have a negative impact on - safety / security - terrorism	4	4	-	2	-	4	-
Expansion being built without respecting the population	4	4	-	2	-	4	-
Expansion will have a negative impact on - wildlife	3	3	-	1	-	2	1
Do not agree / oppose the expansion at any airport in UK	3	2	1	-	-	3	-
Expansion will have a negative impact on - homes / housing	3	3	-	1	-	3	-
Expansion will have a negative impact on - noise / noise pollution - Englefield Green	3	3	-	-	-	3	-
Expansion will have a negative impact on - destruction of Heritage / historical sites / National Trust areas	3	2	1	-	-	3	-
Expansion will have a negative impact on - local people / residents - West London	3	2	1	-	-	3	-
Expansion will have a negative impact on - Luton airport	3	2	1	-	1	3	-
Expansion will have a negative impact on - quality of life / health and well-being - South East England	2	2	-	1	-	2	-
Expansion will have a negative impact on - education / schools - noise	2	2	-	-	-	2	-
Expansion will have a negative impact on - town / village - Slough	2	-	2	-	-	2	-
Expansion - economic need might be higher elsewhere - less adverse effect	2	2	-	-	-	2	-
Expansion will have a negative impact - cause disruption / nuisance - during construction	2	1	1	1	-	2	-
Expansion - may not benefit the rest of the UK / only benefits Heathrow	2	1	1	-	-	2	-
Expansion will have a negative impact on - air pollution / air quality - above legal limits / unlawful	2	-	2	-	-	2	-
Expansion will have a negative impact on - destruction of local areas / communities	2	2	-	-	-	2	-
Do not agree / oppose flight plans / expansion of flight plans - Ascot	2	2	-	-	-	2	-
Expansion will have a negative impact on - parking space / less parking space	2	2	-	-	-	2	-
Expansion will have a negative impact on - public transport	2	2	-	-	-	2	-
Expansion will have a negative impact on - local people / residents - previously unaffected	2	1	1	-	-	2	-
Expansion will have a negative impact on - quality of life / health and well being - Englefield Green	2	1	1	-	-	2	-
Expansion will have a negative impact on - education / schools - Hounslow	2	2	-	-	-	2	-
Expansion will have a negative impact on - environment - South East	1	1	-	-	-	1	-
Expansion will have a negative impact on - business / growth of regional / other airports	1	1	-	-	-	1	-
Expansion will have a negative impact on - business / growth of regional / other airports - Gatwick	1	-	1	-	-	1	-
Expansion will have a negative impact on - education / schools - Langley	1	1	-	-	-	1	-
Expansion will have a negative impact on - climate change - Slough	1	-	1	-	-	1	-
Expansion will have a negative impact on - commuting - workforce	1	-	1	-	-	1	-
Do not agree / oppose the expansion - disadvantages outweigh advantages?	1	1	-	-	-	1	-
Do not agree / oppose the expansion at Heathrow - proximity to A4	1	1	-	1	-	1	-
Expansion will have a negative impact on - destruction of Heritage / historical sites / National Trust areas - Harmondsworth	1	1	-	-	-	1	-
Do not agree / oppose the expansion at Heathrow - proximity to M4	1	1	-	1	-	1	-
Do not agree / oppose the expansion at Heathrow - proximity to Northolt Airport	1	1	-	1	-	1	-
Do not agree / oppose early morning flights - Kew Gardens	1	1	-	-	-	1	-
Expansion will have a negative impact on - green / open spaces / countryside / rural areas / landscape - Painshill Park	1	1	-	-	-	1	-
Expansion will have a negative impact on - green / open spaces / countryside / rural areas / landscape - Colnbrook	1	-	1	-	-	1	-
Do not agree / oppose flight plans / expansion of flight plans - Chiswick	1	1	-	-	-	1	-
Expansion will have a negative impact on - environment - Croydon	1	-	1	-	-	1	-
Expansion will have a negative impact on - environment - Epsom	1	1	-	1	-	1	-
Expansion will have a negative impact on - environment - Harmondsworth	1	1	-	-	-	1	-
Expansion will have a negative impact on - flooding - Slough	1	-	1	-	-	1	-
Expansion will have a negative impact on - Harmondsworth	1	1	-	-	-	1	-
Do not agree / oppose flight plans at low / lower altitude - Chiswick	1	1	-	-	-	1	-
Expansion will have a negative impact on - homes / housing - for displaced residents - Surrey Heath	1	-	1	-	-	1	-
Do not agree / oppose flight plans at low / lower altitude - Harrow	1	1	-	1	-	1	-
Expansion will have a negative impact on - journey times	1	1	-	-	-	1	-
Expansion will have a negative impact on - landscape / rivers	1	1	-	-	-	1	-
Expansion will have a negative impact on - light pollution	1	1	-	-	-	1	-
Expansion will have a negative impact on - Lightwater	1	-	1	-	-	1	-
Do not agree / oppose flight plans at low / lower altitude - West London	1	-	1	-	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Expansion will have a negative impact on - local healthcare / NHS resources	1	1	-	-	-	1	-
Do not agree / oppose flight plans / expansion of flight plans - Harrow on the Hill	1	1	-	-	-	1	-
Expansion will have a negative impact on - green / open spaces / countryside / rural areas / landscape - Poyle	1	-	1	-	-	1	-
Expansion will have a negative impact on - local people / residents - Harpenden	1	1	-	-	1	1	-
Expansion will have a negative impact on - local people / residents - Hayes	1	1	-	-	-	1	-
Expansion will have a negative impact on - local people / residents - UK	1	1	-	-	-	1	-
Expansion will have a negative impact on - local people / residents - Harmondsworth	1	1	-	-	-	1	-
Expansion will have a negative impact on - local people / residents - South London	1	-	1	-	-	1	-
Expansion will have a negative impact on - local people / residents - Stanwell	1	-	1	-	-	1	-
Expansion will have a negative impact on - local people / residents - Stanwell Moor	1	-	1	-	-	1	-
Expansion fails on grounds according to DfT modelling	1	-	1	1	-	1	-
Expansion will have a negative impact on - local people / residents - flight paths	1	1	-	-	1	-	1
Expansion will have a negative impact on - quality of life / health and well being - London	1	1	-	-	1	-	1
Expansion - infrastructure cannot cope - inadequate transport links - Central London	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Chilterns	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Berkshire	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - East Molesey	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Egham	1	-	1	-	-	1	-
Expansion - may not provide apprenticeships / work experience / training / local job opportunities - local people	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Cookham	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Epsom	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - flight paths - West Windsor	1	1	-	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Heritage / historical sites / National Trust areas	1	-	1	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - London	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Luton	1	1	-	-	1	1	-
Expansion will have a negative impact on - noise / noise pollution - Richings Park	1	-	1	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Runnymede	1	-	1	-	-	1	-
Expansion will have a negative impact on - noise / noise pollution - South East	1	1	-	1	-	1	-
Expansion will have a negative impact on - noise / noise pollution - Surrey Hills	1	-	1	-	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion - London	1	1	-	-	-	1	-
Expansion will have a negative impact on - number of flights - Cookham	1	1	-	-	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion - Chilterns	1	1	-	-	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion - Elmbridge	1	-	1	-	-	1	-
Expansion will be expensive - cheaper at Gatwick	1	1	-	-	-	1	-
Expansion will have a negative impact	1	1	-	1	-	1	-
Expansion will have a negative impact - impacts will be cumulative	1	-	1	-	-	1	-
Expansion fails on grounds according to NEF - New Economic Foundation	1	-	1	1	-	1	-
Expansion will have a negative impact on - quality of life / health and well being - during construction	1	-	1	-	-	1	-
Expansion will have a negative impact on - quality of life / health and well being - Egham	1	-	1	-	-	1	-
Expansion will have a negative impact on - quality of life / health and well-being - Hounslow	1	1	-	-	-	1	-
Expansion will have a negative impact on - quality of life / health and well being - Runnymede	1	-	1	-	-	1	-
Expansion will have a negative impact - cause disruption / nuisance - East Heathrow	1	1	-	-	-	1	-
Expansion will have a negative impact - cause disruption / nuisance - West Heathrow	1	1	-	-	-	1	-
Expansion will have a negative impact on - sleep / interrupting / disturbing sleep - children	1	1	-	-	-	1	-
Expansion will have a negative impact on - sleep / interrupting / disturbing sleep - West London	1	1	-	-	-	1	-
Airport in the wrong place / unsuitable location - too close to Central London	1	1	-	-	1	-	1
Expansion will have a negative impact on - air pollution / air quality - diesel	1	-	1	-	-	1	-
Expansion will have a negative impact on - traffic problems / road congestion - more travellers	1	1	-	-	-	1	-
Expansion will have a negative impact on - train congestion	1	1	-	-	-	1	-
Expansion will have a negative impact on - train congestion - Piccadilly line	1	1	-	1	-	1	-
Expansion will have a negative impact on - transportation network	1	-	1	-	-	1	-
Expansion will have a negative impact on - Richmond	1	1	-	-	-	1	-
Expansion will have a negative impact on - Stanwell	1	-	1	-	-	1	-
Expansion will have a negative impact on - Stanwell Moor	1	-	1	-	-	1	-
Do not agree / oppose the expansion at any airport in South East of England	1	-	1	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Expansion will have a negative impact on - air pollution / air quality - Egham	1	-	1	-	-	1	-
Expansion will have a negative impact on - safety / security - NATS	1	1	-	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Englefield Green	1	1	-	-	-	1	-
Expansion will have a negative impact on - safety / security - terrorism - airports outside London less vulnerable - Gatwick	1	1	-	1	-	1	-
Expansion will have a negative impact on - Sipson	1	1	-	-	-	1	-
Expansion will have a negative impact on - Stansted airport	1	-	1	-	-	1	-
Expansion will have a negative impact on - Windlesham	1	-	1	-	-	1	-
Do not agree / oppose the expansion at Heathrow - no need for single hub airport / better to have multiple hubs	1	1	-	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - London	1	1	-	1	-	1	-
Expansion will increase the number / frequency of routes / flight paths	1	-	1	-	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Runnymede	1	-	1	-	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Slough	1	-	1	-	-	1	-
Oppose all runway expansions in London	1	1	-	-	-	1	-
Expansion will have a negative impact on - air pollution / air quality - South East	1	1	-	1	-	1	-
Expansion will have a negative impact on - air pollution / air quality - Thames Valley	1	1	-	1	-	-	1
Do not agree / oppose the expansion at Heathrow - no need to be global hub / internationally competitive	1	1	-	1	-	1	-
Expansion will have a negative impact on - Bagshot	1	-	1	-	-	1	-
For Heathrow / expansion	58	45	13	21	4	57	1
Agree / support the expansion at Heathrow	28	23	5	10	2	27	1
Agree / support the expansion at Heathrow - will benefit business / economy	13	11	2	2	2	13	-
Agree / support the expansion at Heathrow - flight plans / airspace plans	10	8	2	4	1	10	-
Agree / support the expansion at Heathrow - with conditions	10	8	2	2	-	10	-
Agree / support the expansion at Heathrow - job opportunities	8	6	2	2	-	8	-
Agree / support the expansion at Heathrow - everyone / whole country benefits / national asset	5	4	1	1	-	5	-
Agree / support the expansion at Heathrow - as a leading transport hub	5	3	2	1	1	5	-
Agree / support the expansion at Heathrow - flight plans / airspace plans - will prevent delays	2	-	2	-	-	2	-
Agree / support the expansion at Heathrow - furthers development	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - will have a positive impact	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - with conditions - provide respite for those under multiple flight paths - Heathrow and other airport	1	1	-	1	-	1	-
Agree / support the expansion at Heathrow - flight plans / airspace plans - will prevent delays - which would cause environmental consequences	1	-	1	-	-	1	-
Agree / support the expansion at Heathrow - will reduce impact of noise	1	-	1	-	-	1	-
Agree / support the expansion at Heathrow - will reduce impact of air pollution / air quality	1	-	1	-	-	1	-
Agree / support the expansion at Heathrow - flight plans / airspace plans - will prevent delays - which would cause impact on over resilience of the airport	1	-	1	-	-	1	-
Agree / support the expansion at Heathrow - will benefit business / economy - Slough	1	-	1	-	-	1	-
Agree / support the expansion at Heathrow - will benefit business / economy - West London	1	-	1	1	-	1	-
Agree / support the expansion will have a positive impact on - environment	1	-	1	-	-	1	-
Agree / support the expansion at Heathrow - working with local people / communities	1	-	1	-	-	1	-
CONSULTATION DOCUMENTS / CONSULTATION PROCESS	278	227	51	119	19	271	7
Criticism of the consultation / consultation documents / consultation process	245	200	45	99	15	238	7
Not enough information given - flight paths	45	34	11	13	5	45	-
Not enough information given	44	37	7	17	3	44	-
Consultation is dishonest / incorrect information	40	32	8	15	1	39	1
Consultation document - lack of detail offered in document - unable to offer informed response	29	16	13	8	-	29	-
Consultation is biased / leading	25	20	5	9	1	25	-
Consultation irrelevant - Heathrow will not listen to residents' views	20	18	2	11	1	18	2
Oppose all options / dislike all options / none are appropriate	20	18	2	5	2	19	1
Not enough information given - noise pollution / impact of noise / measurement of noise / decibels	19	11	8	2	2	19	-
Other negative mentions of the consultation document	18	17	1	7	2	18	-
Other negative mentions of the consultation process	18	16	2	7	1	18	-
Consultation is badly thought out / further research / consultation is required	15	11	4	5	2	14	1
Consultation irrelevant - Heathrow expansion already a done deal / already decided	14	13	1	6	-	13	1
Consultation - questionnaire - question is / questions are - unfair / misleading	10	5	5	3	-	10	-
Not enough information given - costs / estimates / who is paying for what	9	8	1	1	-	9	-
Consultation timescale - Airspace premature - expansion not finalised	9	6	3	4	-	9	-
Not enough evidence provided to justify / validate - claims / assurances - contained within document	8	3	5	1	-	8	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Consultation maps not clear enough / good enough / detailed enough	7	7	-	4	1	6	1
Consultation is slowing development (of expansion) / yet another unnecessary consultation	6	6	-	1	-	6	-
Not enough information given - flight paths - number of flights	6	4	2	3	1	6	-
Not enough information given - impact on local people / communities	5	1	4	1	-	5	-
Not enough information given - landing / arrival flight paths	5	1	4	-	-	5	-
Information is too complicated / difficult to understand / contradictory / unclear	5	4	1	1	-	5	-
Not enough information given - PBN	5	4	1	2	-	5	-
Not enough information given - pollution impact	5	5	-	1	1	5	-
Consultation proposals to minimise negative impacts from Heathrow should be implemented immediately / before expansion	5	5	-	2	-	5	-
Consultation - questionnaire - question is / questions are - inadequate	5	1	4	1	-	5	-
Not enough information given - impact on health - air pollution / air quality / emissions	5	4	1	1	1	5	-
Oppose options / suggestions for M25	4	4	-	1	-	4	-
Consultation - other concerns	4	2	2	-	-	4	-
Consultation timescale - consultations done too soon - not all facts available	4	-	4	-	-	4	-
Consultation is biased / leading - third runway has not been agreed by government	3	2	1	-	-	3	-
Not enough information given - impact on local people / communities - noise / noise pollution	3	1	2	-	-	3	-
Consultation process - PR exercise / campaign / corporate propaganda	3	2	1	-	-	3	-
Consultation document - graphics are inadequate	3	1	2	-	1	3	-
Not enough information given - operational constraints or opportunities	3	-	3	-	-	3	-
Consultation should deliver fair outcomes	3	2	1	1	-	3	-
Not enough information given - environmental impact / issues	3	3	-	1	1	3	-
Not enough information given - impact / implications of different options	3	-	3	-	-	3	-
Consultation timescale - principles should be decided between HAL and stakeholders then optimise airspace after decision	3	-	3	-	-	3	-
Consultation is illegal / not complying to laws	3	1	2	1	-	3	-
Options - Heathrow is located in urban area so no rural choice / lack of rural choice / have to select urban areas	3	2	1	1	-	3	-
Not enough information given - flight times	3	3	-	2	1	3	-
Consultation events - do not give voice to - local communities / residents	3	2	1	1	1	3	-
Consultation - options offered create - conflict / divide - between local communities	2	1	1	-	-	2	-
Consultation - incoherent - objectives are unclear / presented piecemeal	2	-	2	-	-	2	-
Consultation document - not delivered too many residents	2	2	-	-	-	2	-
Not enough information given - land usage	2	-	2	-	-	2	-
Consultation document - delivered with junk mail / easily overlooked / missed / disposed of	2	1	1	-	-	2	-
Not enough information given - night flight timings / specific times for allowed night flights	2	2	-	1	-	2	-
Consultation questionnaire - monitoring equalities - irrelevant	2	1	1	-	-	2	-
Not enough information given - operational aim	2	-	2	-	-	2	-
Consultation - too many consultations - running two separate consultations prevents clarity / is misleading	2	-	2	-	-	2	-
Consultation survey responses will not be fairly balanced / densely populated areas will have higher percentage of responses	2	2	-	1	-	2	-
Not enough information given - flight paths - impact	2	-	2	-	-	2	-
Not enough information given - respite time	2	1	1	-	-	2	-
Not enough information given - technical constraints or opportunities	2	1	1	-	-	2	-
Not enough information given - compensation packages / levels - specific figures	2	1	1	-	1	2	-
Consultation events - doesn't include - East London	2	-	2	-	-	2	-
Not enough information given - flight paths over heritage sites	2	-	2	-	-	2	-
Consultation events - doesn't include - South East London	2	-	2	-	-	2	-
Options - ambiguities / contradiction between options	2	1	1	-	-	2	-
Options - ambiguities / contradiction between options from different principles / questions	2	1	1	-	-	2	-
Not enough information given - flight times - volume / frequency	2	-	2	-	-	2	-
Options - minimal number of options / not enough options	2	2	-	1	-	2	-
Not enough information given - impact on areas	2	2	-	2	-	2	-
Not enough information given - impact on fares / cost of flights	2	-	2	-	-	2	-
Not enough information given - flight paths - Chiswick	1	1	-	1	-	1	-
Not enough information given - flight paths - Class A airspace	1	1	-	-	1	1	-
Not enough information given - flight paths - Greenford	1	-	1	-	-	1	-
Not enough information given - flight paths - height of flights	1	1	-	-	-	1	-
Consultation - detrimental impact on property prices for communities affected by proposals	1	1	-	-	-	1	-



**AIRSPACE PRINCIPLES
CONSULTATION**

Heathrow

	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Consultation document - no space to address environment	1	1	-	1	-	1	-
Not enough information given - flight paths - other airports / aerodromes / aviation community members need to be consulted	1	-	-	-	-	1	-
Not enough information given - flight paths - people overflow	1	-	1	-	-	1	-
Not enough information given - flight paths - Perivale	1	-	1	-	-	1	-
Consultation is a public relations event	1	1	-	-	-	1	-
Consultation - too many consultations	1	1	-	1	-	1	-
Consultation - length of time / indecision - impact on quality of life for CPZ communities / families	1	1	-	-	-	1	-
Not enough information given - geographic information	1	-	1	-	-	1	-
Not enough information given - if certain aircraft will be restricted / banned	1	-	1	-	-	1	-
Not enough information given - impact of additional flights / ATMs together with flight path changes	1	-	1	-	-	1	-
Consultation document - doesn't cover RAF Northolt	1	-	1	-	-	1	-
Consultation events - do not give voice to - local communities / residents living under flight paths - Fifield	1	1	-	-	-	1	-
Not enough information given - impact on Greenford	1	-	1	-	-	1	-
Consultation events - do not give voice to - local communities / residents living under flight paths - Hurst	1	1	-	-	-	1	-
Consultation events - do not give voice to - local communities / residents living under flight paths - Oakley Green	1	1	-	-	-	1	-
Not enough information given - impact on local people / communities - air pollution / air quality / emissions	1	-	1	-	-	1	-
Consultation is unnecessary / not needed	1	-	1	-	-	1	-
Not enough information given - impact on Perivale	1	-	1	-	-	1	-
Not enough information given - impact on St Albans	1	1	-	-	-	1	-
Not enough information given - infrastructure	1	-	1	-	-	1	-
Consultation events - do not give voice to - local communities / residents living under flight paths - Twyford	1	1	-	-	-	1	-
Not enough information given - landing / arrival - strategy for managing early / unscheduled flight queues	1	-	1	-	-	1	-
Consultation events - do not give voice to - local communities / residents living under flight paths - Waltham St Lawrence	1	1	-	-	-	1	-
Not enough information given - measurements / distances / scale	1	-	1	-	-	1	-
Consultation - length of time / indecision - impact on quality of life for CPZ communities / families - Harmondsworth	1	1	-	-	-	1	-
Not enough information given - night flight volume / frequency - specific figures	1	-	1	-	-	1	-
Not enough information given - noise impact from Heathrow and London City airport combined	1	-	1	-	-	1	-
Consultation events - doesn't include - East Sheen	1	1	-	-	-	1	-
Consultation events - doesn't include - Kingston	1	1	-	-	-	1	-
Consultation events - doesn't include - Putney	1	1	-	-	-	1	-
Consultation events - doesn't include - Shepperton	1	1	-	-	-	1	-
Not enough information given - policy and regulatory compliance	1	-	1	-	-	1	-
Consultation timescale - should be the same for both Airspace and Expansion	1	1	-	1	-	1	-
Not enough information given - respite predictability / quality of respite	1	-	1	-	-	1	-
Consultation document - graphics are inadequate - shows only one runway / should show all three	1	-	1	-	-	1	-
Not enough information given - safety	1	-	1	-	-	1	-
Not enough information given - technical considerations of the design	1	1	-	-	1	1	-
Consultation events - doesn't include - Twyford (Berkshire)	1	-	1	-	-	1	-
Not enough information given - wind direction	1	1	-	1	-	1	-
Flight paths will change in 5 years and are decided upon by CAA	1	1	-	1	-	-	1
Consultation events - doesn't include - Waltham Forest	1	-	1	-	-	1	-
Not enough information given - impact of concentrated flight paths	1	-	1	-	-	1	-
Consultation events - doesn't include - Hurst (Berkshire)	1	-	1	-	-	1	-
Consultation events - no effort to raise awareness - held in office hours - ensure poor turnout	1	1	-	1	-	1	-
Consultation events - not enough information given - Hammersmith	1	-	1	-	-	1	-
Not enough information given - departures / take off direction	1	-	1	-	-	1	-
Not enough information given - diversion routes	1	1	-	-	1	1	-
Options - large number of options / too many options	1	1	-	-	1	1	-
Not enough information given - economic constraints or opportunities	1	-	1	-	-	1	-
Options - no safety principles	1	-	1	-	-	1	-
Options - the choice of options / the principles should be deferred to those affected / the local communities affected	1	-	1	-	-	1	-
Options - in order to get the right balance - they need to be less abstract and more specific	1	-	1	-	-	1	-
Options - principle preferences would differ between day and night period	1	-	1	-	-	1	-
Consultation events - staff were not helpful	1	1	-	1	-	1	-
Consultation fails to apply the Gunning principles	1	-	1	-	-	1	-



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Praise of the consultation / consultation document / consultation process	40	28	12	22	4	40	-
Positive mention of the consultation process	12	9	3	6	2	12	-
All consideration seems to be taken into account / everything considered / comprehensive	8	8	-	7	-	8	-
Consultation event - informative - gives good background to proposals	5	5	-	2	3	5	-
Consultation - clear / clearly explained / options in consultation clear	4	4	-	4	-	4	-
We welcome being involved with Airspace working groups	2	-	2	1	-	2	-
We welcome being involved / consulted throughout the process / in future - Airspace design / principles	2	-	2	-	-	2	-
Consultation questions - interesting	2	2	-	2	-	2	-
We welcome / are supportive of the consultation	2	1	1	1	-	2	-
Consultation has the opportunity rebalance interests of local communities	2	-	2	-	-	2	-
We welcome involvement of the local communities for their views / opinions	1	-	1	-	-	1	-
Consultation event / attended - Ewell - informative / gives good background to proposals	1	1	-	1	-	1	-
Consultation document - informative	1	1	-	-	1	1	-
Consultation event / attended - Hammersmith - informative and helpful staff	1	1	-	-	-	1	-
Consultation timescale - support early consultation on possible options for design concepts	1	-	1	-	-	1	-
Consultation event / attended - Ewell - informative and helpful staff	1	1	-	1	-	1	-
Positive mention of the consultation process - broad principles before specifics	1	-	1	-	-	1	-
Information papers provided - helpful and noted	1	-	1	-	-	1	-
Consultation event / attended - Putney - good presentation	1	1	-	1	-	1	-
Local Authority Area (if postcode provided by participant)	1402	1360	42	1014	174	1272	130
Babergh	1	1	-	1	-	1	-
Barking and Dagenham	1	1	-	1	-	-	1
Barnet	12	12	-	9	1	12	-
Basingstoke and Deane	2	2	-	-	-	2	-
Bexley	2	2	-	2	-	1	1
Bracknell Forest	19	19	-	14	2	19	-
Brent	8	8	-	5	1	7	1
Bromley	4	4	-	4	-	4	-
Camden	13	13	-	8	3	10	3
Chelmsford	1	-	1	-	-	1	-
Chichester	1	1	-	-	1	1	-
Chiltern	10	8	2	7	1	8	2
City of Westminster	11	7	4	4	2	10	1
Cornwall	1	1	-	-	1	1	-
Coventry	1	1	-	-	-	1	-
Craven	1	1	-	-	-	1	-
Crawley	1	1	-	-	1	1	-
Croydon	4	4	-	2	-	3	1
Dartford	1	-	1	1	-	1	-
Ealing	108	105	3	60	37	93	15
East Hertfordshire	2	2	-	1	1	2	-
Elmbridge	62	62	-	52	1	61	1
Enfield	1	1	-	1	-	1	-
Epsom and Ewell	25	25	-	14	7	23	2
Fareham	1	1	-	-	1	-	1
Greenwich	2	2	-	2	-	2	-
Guildford	3	2	1	2	-	3	-
Hackney	2	2	-	1	1	2	-
Hammersmith and Fulham	104	101	3	83	14	94	10
Haringey	5	5	-	5	-	3	2
Harrow	21	21	-	10	6	21	-
Hart	2	2	-	2	-	2	-
Havering	1	1	-	1	-	1	-
Hertsmere	1	1	-	1	-	1	-
Hillingdon	33	32	1	8	15	29	4



	Total	Individuals	Organisation	Overflow	Not Overflow	Submitted	Not submitted
Horsham	1	1	-	-	1	1	-
Hounslow	95	95	-	71	13	88	7
Islington	5	5	-	3	-	3	2
Kensington and Chelsea	27	26	1	16	-	24	3
Kingston upon Thames	25	24	1	15	2	23	2
Lambeth	60	59	1	53	1	54	6
Lewisham	11	11	-	10	-	9	2
Luton	1	-	1	1	-	1	-
Merton	43	42	1	30	6	41	2
Mole Valley	2	2	-	2	-	2	-
Reading	3	1	2	2	-	3	-
Reigate and Banstead	7	7	-	1	1	6	1
Richmond upon Thames	168	166	2	143	4	143	25
Rochford	1	-	1	1	-	1	-
Runnymede	62	62	-	49	2	60	2
Sevenoaks	1	1	-	1	-	1	-
Sheffield	2	1	1	-	1	2	-
Slough	23	22	1	11	11	21	2
Solihull	1	1	-	-	1	1	-
South Bucks	24	24	-	18	5	22	2
South Derbyshire	1	1	-	-	1	-	1
South Oxfordshire	2	1	1	2	-	2	-
Southwark	40	37	3	35	1	38	2
Spelthorne	37	36	1	27	7	35	2
St. Albans	8	7	1	4	2	8	-
Surrey Heath	33	29	4	23	3	30	3
Sutton	14	14	-	6	3	14	-
Swale	1	1	-	-	1	1	-
Three Rivers	5	5	-	3	-	4	1
Tower Hamlets	1	1	-	1	-	-	1
Waltham Forest	8	8	-	5	-	8	-
Wandsworth	61	61	-	51	-	53	8
Watford	2	2	-	1	1	2	-
Welwyn Hatfield	1	1	-	-	1	1	-
Winchester	1	-	1	-	-	1	-
Windsor and Maidenhead	112	109	3	90	7	107	5
Woking	12	12	-	9	2	11	1
Wokingham	20	20	-	18	-	17	3
Wycombe	14	14	-	11	1	12	2

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