

What organisation do you represent?	It is possible that, during the options development phase, flightpaths may be identified that have a lower potential environmental impact and greater efficiency. These flightpaths may of course im...	It may be possible to concentrate or merge flightpaths in such a way that the environmental impact is always concentrated in certain areas (perhaps because the route is more efficient or affects L...	Built-up areas (i.e. densely populated)	Rural Areas (i.e. sparsely populated)	Areas of Tranquillity (e.g. National Parks, AONBs, recreational parks etc.)	Are there any specific areas or noise sensitive buildings you would like us to be made aware of where overflight should be avoided if possible?	Some airports have sought opportunities to build into the system known periods of relief from the adverse effects of aviation noise. These known or scheduled periods are known as 'Respite' periods...
LSA	Don't know	Don't know	2. Important	2. Important	2. Important	No	Don't mind
Biggin Hill Airport	Seek options that reduce environmental impact and have greater efficiency	No Comment	2. Important	2. Important	2. Important	No	Don't mind
British Helicopter Association	Safety is the number one. Of the 2 above environmental	Disperse	1- Most Important	3. Least Important	2. Important	No	Yes
Weald Air Services	Seek options that reduce environmental impact and have greater efficiency	Concentrate	1- Most Important	2. Important	2. Important	No	Yes
Anglian Flight Centres / Anglian War Birds	Avoid affecting new people	Concentrate	3. Least Important	2. Important	1- Most Important	No	Yes
Seawing Flying Club and private flyers	Seek options that reduce environmental impact and have greater efficiency	Disperse	2. Important	3. Least Important	2. Important	No	Don't mind
British Gliding Association	Limiting their impact on GA including any requirement for controlled airspace. e ment	See answer in 4.				No	We are primarily concerned with airspace access.
National Trust	Don't know	Don't know	2. Important	3. Least Important	2. Important	Rayleigh Mount (Scheduled Ancient Monument, important area for wildlife & habitats) & Northey Island (subject to national and international habitat designations -SSSI, Ramsar, SAC, SPA)	
self	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	3. Least Important	1- Most Important	No	No
Barling Airfield	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	3. Least Important	2. Important	No	No
Natural England	Seek options that reduce environmental impact and have greater efficiency	Disperse	3. Least Important	2. Important	1- Most Important	No	Yes
Stapleford Flight Centre	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	3. Least Important	2. Important	No	Don't mind
Private Paramotor Pilot	Avoid affecting new people	Don't know	3. Least Important	2. Important	1- Most Important	No	Yes
NATS En Route Ltd (NERL)	NERL has no preference to either of these options, but understands that the needs of local communities will be a major driving force in the LSA designs	NERL looks forward to working with LSA in order to ensure a viable solution is created that takes into account the needs of the local communities whilst also ensuring the wider network is considered				Not applicable to NERL response	Again, NERL looks forward to working together to ensure the solution created is feasible in terms of network capability as well as satisfying community needs
Parish Council of High Halstow and the Friends of the North Kent marshes	Seek options that reduce environmental impact and have greater efficiency	That new flight paths reduce environmental damage	2. Important	2. Important	3. Least Important	Don't know	Yes
Kent Gliding Club	Any new design of the controlled airspace for the CTR and CTA should not be increased in size/area or the lower height levels in the CTA decreased	Any new design of the controlled airspace for the CTR and CTA should not be increased in size/area or lower the height levels in the CTA decreased				No	Don't mind
Canewdon paramotors	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	2. Important	1- Most Important	No	Don't mind
TBM1	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	1- Most Important		No	Yes
RSPB	Our primary consideration is to reduce impacts on the designated site network of the Essex coast and the hundreds of thousands of non-breeding waterbirds that are present.	Don't know	3. Least Important	2. Important	1- Most Important	RSPB reserve network (Wallasea, South Essex reserves, Rainham Marshes)	Don't know
Ministry of Defence	No comment	No comment				Local Danger Areas (when active)	No comment
private general aviation	avoid built up areas where possible, on the runway 05 departures use more of the danger area to avoid flying over Wakering, Barling, shoeburyness thorpe bay when going south, and when traffic is arriving from the south keep the aircraft over the water longer so minimal impact over land	on 05 departures use the danger area more to avoid flying over the barling, wakering, shoeburyness and thorpe bay areas. the same for arrivals onto runway 23	1- Most Important	1- Most Important	3. Least Important	Yes	Yes
Chair of LSA ACC	Seek options that reduce environmental impact and have greater efficiency	Don't know	1- Most Important	2. Important	3. Least Important	Yes	Yes
Maldon District Council/myself	Avoid affecting new people	Concentrate	3. Least Important	2. Important	1- Most Important	No	Yes
Rochford District Council	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	2. Important	3. Least Important	RSPB Wallasea Island Nature Reserve and naturally densely populated areas as much as practicable, but appreciate you cannot please everyone!	Yes
London City Airport	Don't know	Don't know	2. Important	2. Important	2. Important	No	Don't know
Avionicare Ltd	Seek options that reduce environmental impact and have greater efficiency	Disperse	2. Important	3. Least Important	2. Important	No	Yes
Southend Business Partnership (chairman albeit not canvassed collective views)	Seek options that reduce environmental impact and have greater efficiency	Concentrate	1- Most Important	3. Least Important	2. Important	general locations of education and health care	No
London Luton Airport Operations Limited	Seek options that reduce environmental impact and have greater efficiency	Concentrate	1- Most Important	2. Important	3. Least Important	No	Don't mind
Stow Maries Great War Aerodrome	Seek options that reduce environmental impact and have greater efficiency	Disperse	2. Important	2. Important	1- Most Important	No	Yes
British Helicopter Association	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	3. Least Important	2. Important	No	Don't mind
St Lawrence Airfield	Seek options that reduce environmental impact and have greater efficiency	Disperse	1- Most Important	2. Important	3. Least Important	No	Yes
Kent County Council	There is a balance to be struck between newly affecting people with overflight and ensuring operational and environmental efficiency. A solution for communities on one side of the airport may not suit those on the other side and so the community needs to be involved in design of routes. In this sense, 'community' must include both those presently affected and those unaffected. In general, we would anticipate that flight procedures should be confined to current noise preferential routes and avoid affecting new residents but we would want consultation with those residents to take place once possible routes have been designed.	Disperse	2. Important	2. Important	1- Most Important	Locations of schools and religious institutions etc	In relation to our policy on Gatwick Airport, we support the use of multiple routes to provide predictable respite to overflown residents. However, for LSA, this support is subject to consultation with the affected local communities.
London Stansted Airport	From a Stansted perspective we would wish flightpaths to not adversely impact our operations.	Not applicable : as a stakeholder airport we are not affected from an environmental perspective.				No	Not applicable : as a stakeholder airport we are not affected from an environmental perspective.
Southend Borough Council	Any new flightpaths proposed should be able to quantify the extent of the impacts proposed to enable the extent of the impacts to be identified. More environmentally friendly flightpaths would be welcomed unless that conflicts with the agreed parameters of Section 106. Any proposed flightpath that exceeds the 53dba daytime threshold identified in the consultation should also be avoided. With respect to night noise levels should as a minimum be within the 48dba contour (identified in the recent Government night noise consultation) or preferably the WHO suggested threshold of 40 dba.	As with Q1 any changes to flight paths would need to align with flightpaths in the Section 106 agreement or this would require re-negotiation. It would be necessary to identify the magnitude of the impacts but if it makes living conditions significantly worse, if only for a few, its value would need to be seriously questioned.	1- Most Important	2. Important	3. Least Important	YES- The main areas of concern are in the immediate vicinity of the Airport (i.e., residential properties in Wells Avenue and Avro Road) and also Leigh on Sea. The runway preference components of the Section 106 are intended to address this, but the use of Charlie taxiway is having a significant adverse impact on the living conditions of many residents in Wells Avenue and Avro Road. This issue, which is perceived as having a significant impact on the health and wellbeing of some residents in that area, must be addressed urgently by the Airport. It is important that movements in the air and on the ground are seen as a complete package with respect to their impacts	YES - Early and late flights (especially at weekends) and particularly night flights create the greatest disturbance problems and annoyance for communities. It is recognised that there are often scheduling preferences by airlines to fly at these times but where disturbance within those times can be reduced, opportunities should be taken.

What organisation do you represent?	Importance of Safety – The airspace design and its operation must be as safe or safer than today	Overflight – The new procedures should not increase the number of people overflown by aircraft using the Airport	Note Footprint – The new procedures should not increase the noise footprint of the existing airport operation, i.e. it should not increase the number of people affected within the 51dBA LAeq 16h...	Tranquillity – Implementation should minimise impact and disturbance to the Kent Downs Areas of Outstanding Natural Beauty (AONB)	Emissions and Air Quality – The new design should seek to minimise the growth in aircraft emissions, the further degradation in local air quality and adverse ecological impacts to address growing...	Operational Requirements – The new procedures should address the needs of most operators at LSA	Airspace Dimensions – The airspace design should afford the appropriate volume of controlled airspace to contain and support commercial air transport for both runways, enable safe, efficient access...	Airspace Complexity – The airspace design should seek to reduce uncontrolled airspace and contribute to a reduction in airspace infringements	Compliance – The design shall be fully compliant with the design criteria stated in ICAO Doc 8168 (PANS OPS), acceptable to the CAA and, the implementation shall follow all applicable legislation...	Aircraft Category – The new procedures shall be technically flyable by all aircraft types in approach Speed Categories A through D	Equipment and Approval – The new procedures shall be approved by the majority of LSA commercial aircraft operators	Arrival Transitions – The arrival transition designs shall seamlessly integrate with the new RNP Instrument approach procedures at LSA and if possible, the existing ILS approach procedures will be decon...	Departure Procedures – Should the SIDs require amending to satisfy the broader FAS1-5 programme of change, these shall terminate at the agreed "Gateways" into the route network and should be decon...	Coordination – The new procedures result in a reduction in the amount of tactical coordination required by ATCO	Noise Preferential Routes – Should the SIDs need to be amended to accommodate the broader FAS1-5 programme of change, the amendments must honour the Section 106 NPRs	Cost of Change – The new procedures shall be implemented in a cost-effective manner	Operational Cost – Provided it does not have an adverse impact of community disturbances, procedures should be designed to optimise fuel efficiency	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable	
LSA	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Biggin Hill Airport	Strongly agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
British Helicopter Association	Strongly agree	Neutral	Neutral	Disagree	Agree	Agree	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
Weald Air Services	Strongly agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
Anglian Flight Centres / Anglian War Birds	Strongly agree	Strongly agree	Agree	Strongly agree	Neutral	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
Seawing Flying Club and private flyers	Strongly agree	Neutral	Agree	Neutral	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Agree	Agree	Agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree
British Gliding Association																				
National Trust	Strongly agree	Neutral	Agree	Strongly agree	Strongly agree	Neutral	Neutral	Agree	Agree	Neutral	Neutral	Neutral	Neutral	Neutral	Agree	Neutral	Neutral	Neutral	Neutral	Neutral
Self	Strongly agree	Neutral	Neutral	Agree	Disagree	Agree	Strongly agree	Disagree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Agree	Agree
Baring Airfield	Strongly agree	Agree	Agree	Neutral	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree
Natural England				Strongly agree	Strongly agree	Strongly agree										Strongly agree				
Stapleford Flight Centre	Strongly agree	Agree	Neutral	Agree	Neutral	Neutral	Agree		Neutral	Disagree	Agree	Strongly agree	Agree	Strongly agree	Neutral	Agree	Agree	Agree	Neutral	Strongly agree
Private Paramotor Pilot	Strongly agree	Strongly agree	Agree	Agree	Agree	Strongly agree	Agree	Neutral	Neutral	Strongly agree	Neutral	Agree	Neutral	Strongly agree	Neutral	Neutral	Disagree	Neutral	Agree	Agree
NATS En Route Ltd (NERL)	Strongly agree	Neutral	Neutral	Neutral	Agree	Neutral	Agree	Agree	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Agree	Neutral
Parish Council of High Halstow and the Friends of the North Kent marshes	Agree	Neutral	Neutral	Neutral	Strongly agree	Strongly disagree	Strongly disagree	Agree	Agree	Neutral	Disagree	Disagree	Neutral	Neutral	Disagree	Disagree	Disagree	Neutral	Neutral	Neutral
Kent Gliding Club	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Agree	Agree	Agree	Neutral	Neutral
Canevdon paramotors	Strongly agree	Agree	Agree	Neutral	Strongly agree	Agree	Neutral	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	Agree	Agree
TBM1	Agree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Strongly agree
RSPB	Neutral	Neutral	Strongly agree	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Ministry of Defence	Agree	Neutral	Neutral	Neutral	Neutral	Neutral	Agree	Agree	Agree	Neutral	Neutral	Neutral	Neutral	Neutral	Agree	Neutral	Neutral	Neutral	Neutral	Neutral
private general aviation	Agree	Strongly agree	Strongly agree	Disagree	Agree	Strongly disagree	Strongly agree	Strongly agree	Neutral	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Neutral	Strongly agree	Strongly agree
Chair of LSA ACC	Strongly agree	Agree	Agree	Neutral	Strongly agree	Neutral	Strongly agree	Strongly agree	Neutral	Agree	Neutral	Strongly agree	Neutral	Strongly agree	Strongly agree	Neutral	Disagree	Strongly agree	Agree	Agree
Maldon District Council/myself	Agree	Neutral	Neutral	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
Rochford District Council	Strongly agree	Neutral	Agree	Neutral	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Strongly agree	Agree	Strongly agree	Neutral	Agree	Agree
London City Airport																				
Avioncare Ltd	Strongly agree	Agree	Neutral	Disagree	Agree	Agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree	Agree
Southend Business Partnership (chairman albeit not canvassed collective views)	Agree	Agree	Strongly agree	Agree	Strongly agree	Neutral	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	Agree
London Luton Airport Operations Limited	Strongly agree	Agree	Agree	Neutral	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Agree	Agree	Strongly agree	Strongly agree
Stow Maries Great War Aerodrome	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
British Helicopter Association	Strongly agree	Disagree	Agree	Neutral	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Neutral	Agree	Agree	Neutral
St Lawrence Airfield	Strongly agree	Agree			Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Neutral	Strongly agree	Strongly agree	Agree	Strongly agree
Kent County Council	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Neutral	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Neutral	Neutral	Strongly agree	Neutral	Agree	Neutral	Agree	Agree
London Stansted Airport	Strongly agree	Neutral	Neutral	Neutral	Neutral	Neutral	Strongly agree	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Neutral	Strongly agree	Agree
Southend Borough Council	Strongly agree	Agree	Strongly agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	Neutral	Strongly agree	Agree	Agree

What organisation do you represent?	Have we missed anything that should be incorporated as a Design Principle?
LSA	Not sure
Biggin Hill Airport	CO-ORDINATED & HARMONISED ROUTES - LSA should consider the effect of any changes in its flight routes on the behaviour of other airspace users making use of the airspace, including other ANSPs, around Southend Airport. Full consideration of other airspace users (as stakeholders) in the vicinity of LSA in the design and development of flight routes to and from the airfield.
British Helicopter Association	No
Weald Air Services	No
Anglian Flight Centres / Anglian War Birds	No
Seawing Flying Club and private flyers	No
British Gliding Association	Please see our email dated 24 Sep 21
National Trust	
self	No
Barling Airfield	No
Natural England	The implementation should also minimise impact and disturbance on protected and designated sites, to ensure the protection of the environment.
Stapleford Flight Centre	No
Private Paramotor Pilot	What will be the process for existing Letters of Agreement for private flights originating with SEN CTR?
NATS En Route Ltd (NERL)	On 'Departure Procedures' - we are no longer using terms such as gateways. We will be working with LSA, ACOG and other ACP sponsors in a collaborative manner in order to ensure the designs work in a coherent manner that provides benefits for all
Parish Council of High Halstow and the Friends of the North kent marshes	Not sure
Kent Gliding Club	Airspace Dimensions and Airspace Complexity. Any new design of the controlled airspace for the CTR and CTA should not be increased in size/area or the lower height levels in the CTA decreased
Canewdon paramtors	No
TBMI	Yes
RSPB	Not sure
Ministry of Defence	No comment
private general aviation	yes - as aircraft become more emission friendly noise will be the major factor, current and future plans should include reduction in flying over built up areas where possible and local authority planning approval of houses and industrial estates under flight paths questioned and disallowed. please feel free to contact me and if comments are published de identify me. as a pilot of General and commercial aircraft I am happy to discuss ideas.
Chair of LSA ACC	Not sure
Maldon District Council/myself	No
Rochford District Council	Not sure
London City Airport	Not sure
Avionicare Ltd	No
Southend Business Partnership (chairman albeit not canvassed collective views)	No
London Luton Airport Operations Limited	No
Stow Maries Great War Aerodrome	Not sure
British Helicopter Association	No
St Lawrence Airfield	No
Kent County Council	Formulation of local consensus – The new procedures are influenced by the views and preferences of local residents.
London Stansted Airport	No
Southend Borough Council	Beyond matters of aviation safety and operational efficiency, the key focus of this work must be on significantly improving conditions for residents affected by Airport operations and addressing the impacts of the Airport on environmental and climate change matters. All Airspace Management should be integrated with ground efficiency and effective operation of noise and environmental controls for all Southend residents.