



NIGHT FLIGHTS AND OTHER AIRCRAFT ISSUES SURVEY, SUMMER 2005

Combined totals of results from web survey and paper survey – 26 September 2005

Total number of responses = 1397 (1214 web site responses and 183 paper responses)

Each question ranked with most frequent responses at the top.

Q1	Cease altogether	603
	Decrease	552
	Remain the same	158
	Have some increase	50
	Be allowed unlimited increase	30
Q2	11pm - 7am	572
	Hours prior to 1993	249
	A longer period	218
	A shorter period	191
	11:30pm to 6am	159
Q3	The maximum number requirement should remain	1184
	Aircraft should be limited only by their noise ratings, with no maximum number	186
Q4	Heathrow has reached the maximum sensible limit of development	1148
	Five terminals will be enough	103
	There should be no restriction on the expansion of Heathrow	46
	A sixth terminal would be useful	45
Q5	No movements above 480,000 should be allowed	1168
	There should be a limit between the two figures	144
	Movements need to increase to match demand	74
Q6	These improvements should be kept to help improve the quality of life	1241
	The number of movements should increase so that noise and pollution remain broadly the same	98
	The number of movements should be unrestricted	43
Q7	Insulation is needed in my home	863
	No insulation is needed at the property where I live	265
	Insulation is needed at both	170
	No insulation is needed at the property where I work	26
	Insulation is needed in my work	24
Q8	Irrelevant to the UK economy	636
	Marginal to the UK economy	471
	Don't know	217
	Vital to the UK economy	64
Q9	Aircraft fuel should be taxed like petrol	493
	The E.U. should be asked to introduce aircraft fuel tax	418
	Airlines should not pay fuel tax	308
	A fuel tax should be imposed in the UK	163
Q10	The limit must be kept to at all costs	1289
	There should be no limit	87
	Live in the borough	904
	Live and work in the borough	340
	Work in the borough	45
	Visit the borough	35
	None of the above	10