

Future Airspace Programme - Step 1B Submission  
Change Control summary

Page 7	Removal of the mandatory status on Design Principle S,P,C
Page 8 & 9	Link included to 'Beyond the Horizon: the future of UK aviation' report
Page 18	Additional text added ' <i>EMA had identified the right requirements that must be met in any future airspace design, such as safety and regulatory standards</i> '
Page 28	Removal of a duplicated paragraph.
Page 33	Additional text added " <i>East Midlands Airport</i> "
Page 36	Corrected the number of longlisted principles to 59
Page 36 Figure 13	Corrected the number of written responses to read " <i>two letters and email responses</i> ".
Page 45 Table 7 – DP S	Additional text added ' <i>to remove the reference to 'increasing risk'. In addition, definitions for safety and airspace users were added to the reference table in response to calls for clarity from stakeholders about both of these terms. Some stakeholders also asked about the safety standards used in aviation. Design Principle P (contained within table 8) sets out a requirement to comply with regulations and standards. Some aviation stakeholders queried whether the word 'all' should be inserted into the design principle to make it clear safety applied to everyone using the airspace. This was not added as the definition for airspace users in the reference table makes this clear.</i> '
Page 45 Table 7 – DP P	Additional text added ' <i>In addition, a question was asked about how EMA would take account of future airspace change proposals. In response, the principle was amended to provide clarity on this point, and to remove acronyms.</i> '
Page 46 Table 7 – DP A2	<p>Additional text added '<i>In addition, stakeholders asked for more clarity to be provided on how EMA was defining emergency aircraft and airspace users. A definition for airspace users and emergency aircraft has been included in the reference table to address this.</i></p> <p><i>Some aviation stakeholders asked for clarity on what changes there would be to EMA's controlled airspace boundary. This will become apparent during the evaluation of detailed designs against the final design principles during Stage 2, and the consultation undertaken during Stage 3, of the CAP1616 process.'</i></p>
Page 47 Table 7 – DP E	<p>Additional text added '<i>Some stakeholders asked whether this Design Principle should be strengthened to include the word 'must' rather than should. In order to maintain the ability to balance principles in the Stage 2 assessment, this change was not made. This decision is also supported by stakeholders who highlighted that, whilst reducing emissions is key, if the reduction is not significant then the priority should be reducing noise impacts. At stage 2, the impacts on noise and emissions will be assessed and, in line with paragraph B.29 in Appendix B of CAP1616, the Government's altitude-based priorities will be consulted.</i>'</p> <p><i>Some stakeholders also asked why there were multiple Design Principles suggested for noise but only one for emissions. The emissions Design Principle seeks to reduce emissions where possible and can be applied to all flight paths. Multiple noise principles have been suggested for noise as there are multiple options for reducing noise, such as dispersing aircraft, avoiding certain areas etc.'</i></p> <p><i>'a definition for emissions has also been added to the reference table.'</i></p>
Page 47 Table 7 – DP N1	Additional text added ' <i>Some wanted to see more information about where flight paths would be plotted, the time of day, frequency, and the level of noise reduction that could be achieved. Whilst this level of detail is not available at this</i>

	<i>early stage, these details will become clear following the technical assessments in Stage 2 and will be highlighted as part of the consultation in Stage 3.'</i>
<b>Page 48</b> <b>Table 7 – DP N2</b>	<b>Additional text added</b> <i>'Some stakeholders commented that the wording of this principle was too vague and non-committal. In response to this, EMA removed the phrase 'where practical' to provide a more firm statement. A question was also asked whether the noise principles could be combined. EMA reviewed all of the noise principles and felt that combining them into one principle would be less effective as each principle addresses a different element of aircraft noise.'</i>
<b>Page 49</b> <b>Table 7 – DP N3</b>	<b>Additional text added</b> <i>'and how this will be measured'</i>  <i>'A question was asked about whether this Design Principle wording could be strengthened to include 'must' and 'not increase'. As with the emissions principle, this change was not made as EMA felt it was important to maintain the ability to balance principles in the Stage 2 assessment.'</i>
<b>Page 49</b> <b>Table 7 – DP N4</b>	<b>Additional text added:</b> <i>'In addition, a definition for 'areas especially sensitive to noise' was added to the reference table to respond to stakeholders' request for more clarity on this phrase.'</i>
<b>Page 50</b> <b>Table 8</b>	<b>Removal of the mandatory status on Design Principle S,P,C</b>
<b>Page 51</b> <b>Table 9</b>	<b>Additional text added</b> <i>'Beyond the Horizon: the future of UK aviation'. (Hyperlink to the document also added).</i>
<b>Page 54</b>	<b>Capitalisation of the 'e' in EMA</b>
<b>Page 56</b>	<b>Additional text added</b> <i>'Regulations - East Midlands Airport (EMA) falls within the scope of the European Aviation Safety Agency (EASA ) and therefore is subject to a number of regulations, which include:</i> <ul style="list-style-type: none"> <li>• <i>Aerodrome regulations in the form of Implementing Rules (IR), Acceptable Means of Compliance (AMC) and Certification Specifications (CS).</i></li> <li>• <i>The European Commission published Commission Regulation (EU) No 139/2014. The regulation contains the Implementing Rules that cover all EASA aerodromes.</i></li> <li>• <i>EASA Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Authority, Organisation and Operations Requirements for Aerodromes.</i></li> <li>• <i>EASA Certification Specifications (CS) and Guidance Material for Aerodrome Design CS-ADR-DSN.'</i></li> </ul>