

<b>Cumbernauld Airport CAP1616 Step 1B</b>	
Table of original principles as circulated on 18 <sup>th</sup> February 2020	
Rank	Design Principle
1	The design must be ICAO Doc 8168 PANS OPS compliant, validated and flyable by aircraft types in speed category A and B.
2	The design must reduce the scattering effect of aircraft arrival tracks resulting from pilot visual navigation and regularise approach paths onto a predetermined, published route to the existing final approach bringing certainty to local residents and other airspace users.
3	The new procedures should not increase the number of people overflown by aircraft participating in the approach.
4	The design should achieve a reduction in visual intrusion.
5	The design should respect existing noise abatement/sensitive areas.
6	The design must accommodate PBN traffic in line with CAA's CAP1711 Airspace Modernisation Strategy.
7	The design should benefit from collaboration with other Scottish airports and NATS to ensure it is compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme.

<b>Cumbernauld Airport CAP1616 Step 1B</b>		
Table of amended existing principles post stakeholder feedback		
Rank	Previous	Design Principle
7	1	The design must be ICAO Doc 8168 PANS OPS compliant, validated and flyable by aircraft types in speed category A.
3	2	The design must reduce the scattering effect of aircraft arrival tracks resulting from pilot visual navigation and regularise approach paths onto a predetermined, published route to the existing final approach bringing certainty to local residents and other airspace users.
/	3	deleted
/	4	deleted
6	5	The design should respect existing noise abatement/sensitive areas.
10	6	The design must accommodate PBN traffic in line with CAA's CAP1711 Airspace Modernisation Strategy.
4	7	The design shall benefit from collaboration with other Scottish airports and NATS to ensure it is compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme.
8		The design shall not adversely affect designs for the wider network or local designs being developed by Glasgow and Edinburgh Airports in the course of their ACPs.
9		The design must be compatible with the FASI(N) route network and be coordinated with adjacent aerodromes.
5		The design must minimise the impact on GA including sporting and recreational aviation activity and not deny continued rights of access to existing airspace.
2		The design must not require the introduction of new controlled airspace in order to be implemented.
1		The design must maintain and where possible enhance current levels of safety.

<b>Cumbernauld Airport CAP1616 Step 1B - Final</b>		
Final table of principles in priority order.		
Rank	Previous	Design Principle
1	New	The design must maintain and, where possible, enhance current levels of safety.
2	New	The design must not require the introduction of new controlled airspace in order to be implemented.
3	2	The design must reduce the scattering effect of aircraft arrival tracks resulting from pilot visual navigation and regularise approach paths onto a predetermined, published route to the existing final approach bringing certainty to local residents and other airspace users.
4	7	The design shall benefit from collaboration with other Scottish airports and NATS to ensure it is compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme with adjacent aerodromes.
5	New	The design should minimise the impact on General Aviation including sporting and recreational aviation activity and not deny continued rights of access to existing airspace nor place restrictions on non-participating traffic.
6	5	The design should respect Cumbernauld Airport's existing noise abatement/sensitive areas.
7	New	The design shall not adversely affect designs being developed by Glasgow and Edinburgh Airports in the course of their ACPs.
8	6	The design must accommodate Performance Based Navigation traffic in line with CAA's CAP1711 Airspace Modernisation Strategy.
9	1	The design must be ICAO Doc 8168 PANS OPS compliant, validated and flyable by aircraft types in speed category A.