

| DPD initial ref | DPD | Internal shortlisting meeting - 52 to 16 | | | | Internal review after the shortlisting meeting, prior to recall workshops | | | Wording changes suggested at recall workshop 1 | Wording changes suggested at recall workshop 2 | Final wording | | | | | | |
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| 2 | Fly over the sea/fly down the Forth | Accepted for further discussion | These principles were discussed and merged into one - "Minimise the total adverse impact of aircraft noise". | Merged and re-worded as "Minimise the total adverse impact of aircraft noise (41/51 dba Laeq)" | "Evaluate dispersal for mitigation purposes" | Procedures should be designed to evaluate dispersal for mitigation purposes | Where possible flight paths should be designed to include track concentration and/or track dispersal options to provide noise | Where possible, flight paths should be designed to include track concentration and/or track dispersal options to provide noise | Flight paths should be designed to include track concentration and/or track dispersal options to provide noise respite. | Flight paths should be designed to include track concentration and/or track dispersal options to provide noise respite. | Flight paths should be designed to include track concentration and/or track dispersal options to provide noise respite. | | | | | | |
| 5 | Reduce flights over communities/fly over less populated areas | Accepted for further discussion | | | | | | | | | | | | | | | |
| 9 | Do not fly over currently unaffected areas in planning | Accepted for further discussion | | | | | | | | | | | | | | | |
| 19 | Avoid over flying rural areas | Accepted for further discussion | | | | | | | | | | | | | | | |
| 28 | Do not concentrate flight paths | Accepted for further discussion | | | | | | | | | | | | | | | |
| 43 | Concentrate flight paths during work hours | Accepted for further discussion | It was decided that this DP will be considered as part of the DP on minimising adverse effects of noise. Moved to the noise section. | and a new DP added - "Evaluate dispersal for mitigation purposes" | Minimise the total adverse impact of aircraft noise | Procedures must be designed to minimise the total adverse impact of aircraft noise below 7,000ft | Merged - Flight paths should be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions | Flight paths should be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions. | Flight paths must be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions. | Flight paths should be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions. | Flight paths should be designed to minimise the total adverse effect on health and quality of life created by aircraft noise and emissions. | | | | | | |
| 1 | Reduce night flights and early morning flights | Accepted for further discussion | | | | | | | | | | | | | | | |
| 34 | Ensure true accessibility in design | Accepted for further discussion | | | | | | | | | | | | | | | |
| 6 | Minimise noise | Accepted for further discussion | | | | | | | | | | | | | | | |
| 15 | Consider noise from take-off/ landing/turning | Accepted for further discussion | | | | | | | | | | | | | | | |
| 16 | Take background noise into account | Accepted for further discussion | A decision was made to create a general DP about noise under 7,000ft. Wording to be discussed. | Wording decided as "Minimise the total adverse impact of aircraft noise below 7,000ft". | Re-worded - "Minimise health impacts created by aircraft noise and emissions". | Procedures should be designed to minimise health impacts created by aircraft noise and emissions | Merged - Flight paths should be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions | Flight paths should be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions. | Flight paths must be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions. | Flight paths should be designed to minimise the total adverse effect on health and quality of life impacts created by aircraft noise and emissions. | Flight paths should be designed to minimise the total adverse effect on health and quality of life created by aircraft noise and emissions. | | | | | | |
| 18 | Minimise noise/flights below 7,000ft | Accepted for further discussion | | | | | | | | | | | | | | | |
| 24 | Restrict aircraft turning over communities | Accepted for further discussion | | | | | | | | | | | | | | | |
| 14 | Consider impact on mental health/wellbeing | Accepted for further discussion | | | | | | | | | | | | | | | |
| 21 | Consider other health impacts | Accepted for further discussion | | | | | | | | | | | | | | | |
| 30 | Consider impact on sleep | Accepted for further discussion | Merged into a DP - "Minimise health impacts created by aircraft." | Re-worded - "Maximise the predictability of the track designed/flown". | Procedures should be designed to maximise predictability of the track design for consistency of operations | The predictability of flight tracks must be maximised for consistency of operations | The predictability of flight tracks must be maximised for consistency of operations. | Work with the Air Traffic Control to maximise the predictability of flight tracks for consistency of operations. | The predictability of flight tracks must be maximised for consistency of operations. | The predictability of flight tracks must be maximised for consistency of operations. | | | | | | | |
| 35 | Minimise route deviations | Accepted for further discussion | | | | | | | | | | | | | | | |
| 8 | Avoid overflying of schools | Accepted for further discussion | It was decided that a DP stating that we would consider noise-sensitive locations would be created. Wording to be discussed. | Re-worded as "Consider the impact on protected species and noise sensitive receptors, subject to HRA". | Minimise population overflow, taking into account protected characteristics | Procedures should be designed to minimise population overflow, taking into account protected characteristics | Flight paths should be designed to minimise population overflow below 4000ft and, where possible, between 4000ft and 7000ft, taking into account any potential adverse impact due to those overflown having protected characteristics, as defined by the Equalities Act 2010 | Flight paths should be designed to minimise population overflow below 4000ft and, where possible, between 4000ft and 7000ft, taking into account any potential adverse impact due to those overflown having protected characteristics, as defined by the Equalities Act 2010. | Flight paths should be designed to minimise population overflow below 4000ft and, where possible, between 4000ft and 7000ft, taking into account any potential adverse impact, due to those overflown having protected characteristics, as defined by the Equalities Act 2010. | Flight paths should be designed to minimise population overflow below 4,000ft and, between 4,000ft and 7,000ft, taking into account any potential adverse impact, due to those overflown having protected characteristics, as defined by the Equalities Act 2010. | | | | | | | |
| 17 | Consider and offset the impact on wildlife and the environment | Accepted for further discussion | | | | | | | | | | | | | | | |
| 22 | Consider needs of the elderly/ children/those with ill health/autism/sensory impairment | Accepted for further discussion | | | | | | | | | | | | | | | |
| 25 | Avoid overflying hospitals and care/retirement homes | Accepted for further discussion | | | | | | | | | | | | | | | |
| 29 | Avoid overflying of historical sites | Accepted for further discussion | | | | | | | | | | | | | | | |
| 41 | Consider impact on animal welfare | Accepted for further discussion, combined with DDP17 | Consider the impact on protected species and noise sensitive receptors subject to HRA | Procedures should be designed to consider the impact on protected species and noise sensitive receptors (proposed design principle subject to HRA) | Merged - Flight paths should be designed where possible to minimise overflying sensitive locations and noise sensitive receptors | Flight paths should be designed, where possible, to minimise overflying sensitive locations and noise sensitive receptors (for example, the zoo, retirement complexes, green spaces, historic heritage sites, and others). | Flight paths should be designed to minimise overflying sensitive locations and noise sensitive receptors (for example, the zoo, retirement complexes, green spaces, historic heritage sites, and others). | Flight paths should be designed to minimise overflying sensitive locations and noise sensitive receptors (for example, the zoo, retirement complexes, green spaces, historic heritage sites, and others). | Flight paths should be designed to minimise overflying sensitive locations and noise sensitive receptors (for example, the zoo, retirement complexes, green spaces, historic heritage sites, and others). | | | | | | | | |
| 45 | Reduce impact on green spaces | Accepted for further discussion | | | | | | | | | | | | | | | |
| 46 | Avoid flying over the zoo | Accepted for further discussion | | | | | | | | | | | | | | | |
| 11 | Ensure consideration of all airspace users | Accepted for further discussion | | | | | | | | Merged into a DP - "Ensure consideration of all airspace users" | "Prioritise the requirements of all airspace users" | "Balance the needs of all airspace users" | The prioritised requirements of airspace users must be taken into account when designing flight paths | The prioritised requirements of airspace users must be taken into account when designing flight paths. | The prioritised requirements of airspace users must be taken into account when designing flight paths. | The prioritised requirements of airspace users (including those outside of airspace) must be taken into account when designing flight paths. | Requirements of airspace users should be taken into account when designing flight paths. |
| 40 | Ensure access to airspace by general aviation | Accepted for further discussion | | | | | | | | | | | | | | | |
| 12 | Ensure fully integrated airspace change | Accepted for further discussion | | | | | | | | | | | | | | | |
| 31 | Redesign the terminal airspace | Accepted for further discussion | Merged into a DP - "Consider amending routes to optimise the existing airspace". | Removed | Re-instated | Routes to/from Glasgow and Edinburgh airports should be procedurally deconflicted from the ground to a preferred level in coordination with NATS Prestwick. | Routes to/from Glasgow and Edinburgh airports should be procedurally deconflicted from the ground to a preferred level in coordination with NATS Prestwick. | Routes to/from Glasgow and Edinburgh airports should be procedurally deconflicted from the ground to a preferred level in coordination with NATS Prestwick. | Routes to/from Glasgow and Edinburgh airports must be procedurally deconflicted from the ground to a preferred level in coordination with NATS Prestwick. | | | | | | | | |
| 48 | Take into account segregation of different plane types (e.g. turbo jet and prop) | Accepted for further discussion | | | | | | | | | | | | | | | |
| 52 | Routes to and from Glasgow and Edinburgh should be procedurally deconflicted from the ground to Flight Level 90 | Accepted for further discussion | | | | | | | | | | | | | | | |
| 7 | Reduce emissions/pollution | Accepted for further discussion | Rewritten into two DPs - "Optimise routes to minimise emissions" and "Optimise routes to improve air quality" | "Optimise routes to minimise emissions" | Reworded: Contribute to the SG Climate Change agenda by optimising flight paths to minimise CO2 emissions | Flight paths should be designed to minimise CO2 emissions above an altitude of 7000ft and, where it doesn't have a detrimental effect on adverse noise impacts, also between 4000ft and 7000ft. | Flight paths should be designed to minimise CO2 emissions above an altitude of 7000ft and, where it doesn't have a detrimental effect on adverse noise impacts, also between 4000ft and 7000ft. | For flightpaths at or above 4,000 feet to below 7,000 feet, the environmental priority should continue to be minimising the impact of aviation noise in a manner consistent with the government's overall policy on aviation noise, unless this would disproportionately increase CO2 emissions. | For flightpaths at or above 4,000 feet to below 7,000 feet, the environmental priority should continue to be minimising the impact of aviation noise in a manner consistent with the government's overall policy on aviation noise, unless this would disproportionately increase CO2 emissions. | For flightpaths at or above 4,000ft to below 7,000ft, the environmental priority should continue to be minimising the impact of aviation noise in a manner consistent with the government's overall policy on aviation noise, unless this would disproportionately increase CO2 emissions. | | | | | | | |
| 39 | Consider climate impact | Accepted for further discussion | | | | | | | | | | | | | | | |
| 49 | Make routes as short as possible | Accepted for further discussion | | | | | | | | | | | | | | | |
| 26 | Review need for growth | Accepted for further discussion | Support growth in line with Scottish Government Economic Development | SON DP | A new DP added: Design cost efficient routes to minimise track miles and fuel burn | Procedures should be designed to support growth in line with Scottish Government Economic Development | Flight paths should be designed to provide increased airspace capacity to support Edinburgh Airport's growth and modernisation strategy | Flight paths should be designed to provide increased airspace capacity to support the Scottish Government's Economic Development agenda and the UK's wider aviation strategy. | Wanted it removed completely | No comment apart from one person wanting it removed. | | | | | | | |
| 33 | Ensure consideration of wider tourism impacts | Rejected - out of scope, tourism added to issues to consider | | | | | | | | | | | | | | | |
| 27 | Prioritise safety | Accepted for further discussion | | | | | | | | | | | | | | | |
| 51 | The airspace design and its operation must be as safe or safer than today | Accepted for further discussion | Merged into DP - "The airspace design and its operation must be as safe or safer than today". | "The airspace design and its operation must be as safe or safer than today" | Re-word - "Enable increased airspace capacity" | Procedures should be designed to enable increased airspace capacity | The airspace design and its operation must be as safe or safer than it is today | The airspace design and its operation must be as safe or safer than it is today | The airspace design and its operation must be as safe or safer than it is today | The airspace design and its operation must be as safe or safer than it is today | | | | | | | |
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| | | | | | As a result of the debate on this, a new DP added - "Options considered shall be safe and feasible" | Procedures must be designed to be technically flyable | Merged with efficient and effective route management - Flight paths must be flyable and designed to facilitate efficient and effective route management. | Flight paths must be flyable. | Wanted merged with safe or safer than today | Flight paths must be flyable and technically supported by aircraft and technical management systems. | | | | | | | |

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| 36 | Consider no change to flight paths | Accepted for further discussion | Reworded to - "Consider clean sheet approach to ACP." | Reworded "Consider a "blank page" approach to ACP" | Moved to overall approaches for airspace design, removed as DP | Based on discussion about blank sheet approach, another DP was added "Routes will only accommodate PBN capable traffic after xx years." | Procedures should be designed to only accommodate PBN capable traffic after xx years | Procedures should be designed to only accommodate PBN capable traffic after xx years | Flight paths must be designed to accommodate PBN traffic in line with CAA's modernisation strategy. | Flight paths must be designed to accommodate Performance Based Navigation (PBN) traffic in line with CAA's modernisation strategy. | Flight paths must be designed to accommodate Performance Based Navigation (PBN) traffic in line with CAA's modernisation strategy. RNAV1 or better | Flight paths must be designed to allow modern aircraft to use performance-based navigation (PBN) in line with CAA's modernisation strategy |
| | | | A new DP added: "Design routes to ensure an effective route management" | | | | Procedures should be designed to ensure an efficient and effective route management | Merged with technically flyable | Flight paths should be designed to ensure efficient and effective route management. | remove "cost-effective" | Flight paths should be designed to ensure efficient and effective route management. | Flight paths should be designed to ensure efficient and effective route management. |
| | | | Another DP added - "Consider replicating existing routes" | Removed as would restrict our thinking | | | | | | | | |

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| A new DP added: Collaborate with other Scottish airports and NATS to ensure that the airspace design options are compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme. | Collaborate with other Scottish airports and NATS to ensure that the airspace design options are compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme. | Collaborate with other Scottish airports and NATS to ensure that the airspace design options are compatible with the wider programme of lower altitude and network airspace changes being coordinated by the FASI North programme. | Collaborate with other Scottish airports and NATS to ensure that the airspace design options are compatible with the wider programme of lower altitude and network airspace changes and accords with the CAA's published Airspace Modernisation Strategy (CAP 1711) and any current or future plans associated with it. |
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| 44 | Review routes/flight corridors | Accepted for further discussion | Agreed that this is the purpose of the ACP process. Rejected as not a design principle |
| 3 | Consider impact of aircraft type/penalise poor performers/old aircraft | Accepted for further discussion | Moved to operational matters to be considered separate to the DPs |
| 23 | Recognise impact of flight paths on house prices and social migration | Accepted for further discussion | Rejected after further discussion - matter for PIR. |
| 4 | Ensure decision making is evidence based (and evidence is appropriate/high quality) | Rejected - out of scope, added to issues to consider | |
| 10 | Adhere to WHO regulations | Rejected - not a requirement in the UK | |
| 13 | Restrict aircraft holding areas over communities | Rejected - out of scope | |
| 20 | Offset emissions | Rejected - added to issues to consider | This will be considered as part of our sustainability strategy |
| 37 | Take account of noise above 7,000ft | Rejected - out of scope, terrain added to issues to consider | |
| 38 | Minimise light pollution | Rejected - safety standards | |
| 42 | Considerations for specific routes | Rejected - operational, not design | |
| 47 | Make take off/landing gradients steeper | Rejected - not feasible. | |
| 50 | Fly the west side of the River Almond | Rejected - safety standards | |
| 32 | Reduce flights | Rejected - against the SoN | |