

# Edinburgh Airport Airspace Change Programme 2019

Step 1B Design Principles – Glossary of Terms

<b>Adverse local air quality impacts</b>	Changes resulting in a negative effect on the measure of pollutants in the air in the areas closest to the airport.
<b>Airspace Modernisation Strategy (AMS)</b>	A document published by the CAA that outlines actions to be undertaken to meet UK Government’s targets for the aviation industry. This includes providing more choice and value for consumers, through the capacity for airlines to add new flights, reduce flight delays and enhance global connections that can help boost the UK economy, while continuing to improve safety standards. You can find this at: <a href="https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&amp;mode=detail&amp;id=8960">https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&amp;mode=detail&amp;id=8960</a>
<b>Airspace users</b>	Any person or body that accesses airspace infrastructure, for example, commercial airlines, cargo operators, passengers, the military and general aviation.
<b>CAP, e.g. CAP1616</b>	Civil Aviation Publication. A document published by the CAA on a particular subject in relation to matters that they regulate. These may include, for example, guidance, advice, consultation, decisions and others.
<b>CAP1616</b>	Also known as “Airspace Design: Guidance on the regulatory process for changing airspace design including community engagement requirements” – a document published by the CAA, which contains a set of requirements and guidance that airports need to follow when applying to make changes in the way their controlled airspace is operated. You can find this at: <a href="https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&amp;mode=detail&amp;id=8127">https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&amp;mode=detail&amp;id=8127</a>
<b>Civil Aviation Authority (CAA)</b>	United Kingdom’s independent aviation sector regulator working to ensure that <ul style="list-style-type: none"> <li>• the aviation industry meets the highest safety standards,</li> <li>• consumers have choice, value for money, are protected and treated fairly when they fly,</li> <li>• through efficient use of airspace, the environmental impact of aviation on local communities is effectively managed and CO<sub>2</sub> emissions are reduced,</li> <li>• the aviation industry manages security risks effectively.</li> </ul> You can find out more at: <a href="https://www.caa.co.uk">https://www.caa.co.uk</a>
<b>Community</b>	People who live in a particular area or place.
<b>Controlled airspace</b>	A block of airspace in which air traffic control services are provided. The specific air traffic control provider will decide the safest and most efficient routing for every aircraft (taking into account the surrounding conditions including the weather and other aviation traffic).
<b>Disproportional</b>	Where there is a clear disparity between one aspect over another without a particular reason or justification. In relation to the airspace design, this is when one feature of a flightpath design is favoured over another, for example, noise versus track miles.
<b>EAL</b>	Edinburgh Airport Limited
<b>FASI North or FASI (N)</b>	Future Airspace Strategy Implementation North - is a combination of airspace redesign modules that comply with the UK’s Future Airspace Strategy through the provision of Performance Based Navigation (PBN) routes which include, Standard Instrument Departures (SIDs) and Standard Arrival Routes (STARs) which facilitate continuous climb and continuous descent operations, user preferred routes, flexible use of airspace and simplified boundaries between controlled and uncontrolled airspace. The redesign and modification will include the Manchester Terminal Control Area, Scottish Terminal Control Area, Belfast Terminal Control Area and Irish Sea sector operations. Source: <a href="https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/FASI(N)/">https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/FASI(N)/</a>

<b>Flight path predictability</b>	Flight paths are designed to accommodate modern air navigation systems which have an accuracy of 95% of aircraft flying within 1 nautical mile of the designed track. This makes the flight path predictable. It increases systemisation and therefore airspace capacity aiding both the pilot and the air traffic controller.
<b>Flyable</b>	Suitable for flying or being flown. The climbs, descents and turns on the newly designed flight paths will be such that RNAV-equipped aircraft will be able to fly them safely during normal aircraft operations.
<b>General aviation</b>	All civil aviation flying, other than commercial airline operations, which encompass a wide range of activity, such as gliding, ballooning, sport and recreational flying and corporate business jets, and others.
<b>NATS</b>	National Air Traffic Services, is the main air navigation service provider in the United Kingdom. It provides en-route air traffic control services to flights within the UK flight information regions and Shanwick Oceanic Control Area. It also provides air traffic control services to 14 UK airports.
<b>NERL</b>	NATS En-Route PLC is a separate subsidiary of NATS that provides the en-route air traffic control services to flights within the UK flight information regions and Shanwick Oceanic Control Area.
<b>Noise respite</b>	Planned or notified periods where overflights (i.e. their noise impact) is reduced or halted to allow communities undisturbed time.
<b>Noise-sensitive receptors (NSPs)</b>	Buildings or sites, which may be particularly sensitive to noise due to the specific nature of their operations or users, these include – schools, nurseries, hospitals, retirement homes etc.
<b>Overflying</b>	An aircraft in flight passing an observer at an altitude of less than 7000 feet can be said to be overflying. A technical definition of overflight to be used for design purposes is contained within CAP 1498 which includes lateral, vertical and noise parameters. You can find out more at: <a href="https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&amp;mode=detail&amp;id=7749">https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&amp;mode=detail&amp;id=7749</a>
<b>Performance Based Navigation (PBN)</b>	An aircraft navigation system that utilises global navigation satellite systems instead of land-based infrastructure. Suitably equipped aircraft use PBN to fly along predetermined routes or to specific points in order to use airspace more efficiently and reduce air traffic controller and pilot workload.
<b>Procedurally deconflicted</b>	Arriving and departing aircraft flight paths are designed so that aircraft using them are safely separated at all times. This means that aircraft flying these procedures are separated from each other (deconflicted) by design (published procedure of flight path).
<b>Protected characteristics</b>	Specific aspects of a person’s identity protected by the Equality Act 2010. These are: <ul style="list-style-type: none"> <li>• age</li> <li>• gender reassignment</li> <li>• being married or in a civil partnership</li> <li>• being pregnant or on maternity leave</li> <li>• disability</li> <li>• race including colour, nationality, ethnic or national origin</li> <li>• religion or belief</li> <li>• sex</li> <li>• sexual orientation</li> </ul> You can find out more at: <a href="http://www.legislation.gov.uk/ukpga/2010/15/contents">http://www.legislation.gov.uk/ukpga/2010/15/contents</a>

	For the purposes of the Airspace Change Programme, we will carry out an Equality Impact Assessment to ensure that we consider any difference in experiencing impacts of aircraft noise related to protected characteristics.
<b>Standard Instrument Departures (SID)</b>	Standard Instrument Departure routes are a published set of instructions which a pilot will refer to when departing from the airport. The instructions detail which direction and ground-based beacons a pilot must navigate to.
<b>Standard Arrival Routes (STARs)</b>	Standard Arrival Routes are a published set of instructions which a pilot will refer to when arriving to the airport. The instructions detail which direction and ground-based beacons a pilot must navigate to.
<b>Total adverse effects</b>	The cumulative negative effects of a flight path, including noise, increased CO <sub>2</sub> emissions and the possible reduction of air quality

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