

Design Principles

London Southend Airport FASI(S) Airspace Change Proposal Review with the London Southend Airport Consultative Committee

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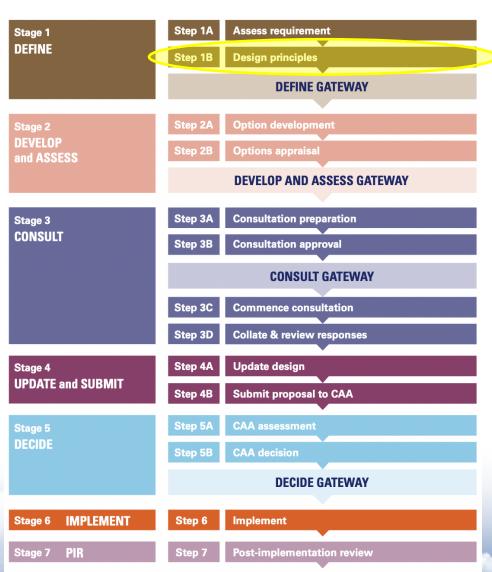


Overview

- CAP 1616 Process
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CAP1616 Process



We are here



Engagement

A document titled 'LSA FASI(S) ACP: 'An Introduction to Design Principles' was issued to the stakeholders on 23 September 2021. Contained within this document was an explanation of what was being asked along with a link to an online survey.

London Southend Airport Airspace Change Proposal

Stakeholders were provided with 38 days to respond and contribute to the Design Principles.

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Responses

A total of thirty-four responses were received through the online survey and two additional responses via email. They are divided into the following categories:

- 18 Local Aviation, Airports and Operators;
- 8 Community representative bodies;
- 4 NATMAC addressees;
- 3 Environmental bodies; and
- 1 ATM Technical stakeholder.



Initial Design Principles

SAFETY

DP1 – Importance of Safety

ENVIRONMENTAL

DP2 – Overflight

DP3 – Noise Footprint

DP4 – Tranquillity

DP5 – Emissions and Air Quality

DP6 – Noise Preferential Routes

OPERATIONAL

DP7 – Operational Requirements

DP8 – Airspace Dimensions

DP9 – Airspace Complexity

TECHNICAL

DP10 – Compliance

DP11 – Aircraft Category

DP12 – Equipage and Approval

DP13 – Arrival Transitions

DP14 – Departure Procedures

DP15 - Coordination

ECONOMIC

DP16 – Cost of Change

DP17 – Operational Cost

STRATEGIC POLICY

DP18 – AMS Realisation

DP19 - PBN



Consolidated Design Principles

SAFETY

DP1 – Importance of Safety

ENVIRONMENTAL*

DP2 – Overflight

DP3 – Noise Footprint

DP4 – Tranquillity

DP5 – Emissions and Air Quality

OPERATIONAL

DP6 – Operational Requirements

DP7 – Airspace Dimensions

DP8 - Airspace Complexity

TECHNICAL*

DP 9 – Technical Requirements

DP10 - Systemisation

ECONOMIC*

DP11 – Operational Cost

STRATEGIC POLICY

DP12 – AMS Realisation

DP13 - PBN

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Schedule

