

London Southend Airport Airspace Change Proposal

34

Responses

11:25

Average time to complete

Closed

Status

1. Please enter your name

 Insights

34

Responses

Latest Responses

2. What organisation do you represent?

 Insights

34

Responses

Latest Responses

"Southend Borough Council"

"London Stansted Airport"

"Kent County Council"

3. Please provide an email for future correspondence

 Insights

33

Responses

Latest Responses

4. It is possible that, during the options development phase, flightpaths may be identified that have a lower potential environmental impact and greater efficiency. These flightpaths may of course impact new people currently not overflown routinely. **Would you prefer that any future LSA flight procedures be designed to deliver the best possible routes in terms of noise, emissions and operational efficiency, or is the avoidance of impacting new communities of greater importance?** If 'Other' expand your answer.

● Avoid affecting new people	3
● Seek options that reduce envir...	18
● Don't know	3
● Other	10



5. It may be possible to concentrate or merge flightpaths in such a way that the environmental impact is always concentrated in certain areas (perhaps because the route is more efficient or affects less people). Conversely, it may be possible to design a system that disperses the environmental impact. Dispersion would affect more people but less often. **Would you prefer to see a system off light paths that concentrates the impact or disperses it?** If 'Other' expand your answer.

● Concentrate	5
● Disperse	14
● Don't know	6
● Other	9



9. To what extent do you agree with each of the draft DPs? Please provide comment as to how you would prefer the Design Principle in question reworded or why you would like to see it removed altogether.

Strongly agree Agree Neutral Disagree Strongly disagree

Importance of Safety – The airspace design and its operation must be as safe or safer than today



Overflight – The new procedures should not increase the number of people overflown by aircraft using th...



Noise Footprint – The new procedures should not increase the noise footprint of the existing airport...



Tranquillity – Implementation should minimise impact and disturbance to the Kent Downs Areas of...



Emissions and Air Quality – The new design should seek to minimise the growth in aircraft emissions, th...



Operational Requirements – The new procedures should address the needs of most operators at LSA



Airspace Dimensions – The airspace design should afford the appropriate volume of controlled airspace...



Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in...



Compliance – The design shall be fully compliant with the design criteria stated in ICAO Doc 8168 (PANS...



Aircraft Category – The new procedures shall be technically flyable by all aircraft types in approach...



Equipage and Approval – The new procedures shall be flyable by the majority of LSA commercial aircraft...



Arrival Transitions – The arrival transition designs shall seamlessly integrate with the new RNP...



Departure Procedures – Should the SIDs require amending to satisfy the broader FASI-S programme ...



Coordination – The new procedures result in a reduction in the amount of tactical coordination...



Noise Preferential Routes – Should the SIDs need to be amended to accommodate the broader FASI-S...



Cost of Change – The new procedures shall be implemented in a cost-effective manner



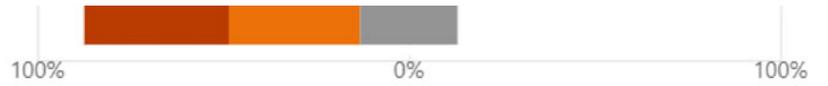
Operational Cost – Provided it does not have an adverse impact of community disturbance, procedur...



AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS



PBN – The new procedures should capitalise on as



10. Have we missed anything that should be incorporated as a Design Principle?

● Yes	1
● No	15
● Not sure	7
● Other	10

