Leeds Bradford Airport Airspace Change Proposal

Survey on Design Principles for developing the solution to the Leeds Bradford Airport (LBA) airspace change as required under the Airspace Modernisation Strategy (AMS).

* Required

1. Please enter your name *

2. What organisation do you represent? *

3. Please provide an email for future correspondence

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 LBA 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
- ◯ Seek options that reduce environmental impact and have greater efficiency
- ◯ Don't know
- ◯ Other

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
- ◯ Disperse
- ◯ Don't know
- ◯ Other

6. It may be possible to avoid certain areas.
In order of preference (1) being of greatest most importance and (3) being of least importance.
Please advise which of the following you would like us to protect from the impact of aviation noise and emissions.

	1 - Most Important	2. Important	3. Least Important
Built-up areas (i.e. densely populated)	◯	◯	◯
Rural Areas (i.e. sparsely populated)	◯	◯	◯
Areas of Tranquillity (e.g. National Parks, AONBs, recreational parks etc.)	◯	◯	◯

7. Are there any specific areas or noise sensitive buildings you would like us to be made aware of where overflight should be avoided if possible?

- ◯ Yes
- ◯ No
- ◯ Other

8. Some airports have sought opportunities to build into the system known periods of relief from the adverse effects of aviation noise. These known or scheduled periods are known as ‘Respite’ periods during which times aircraft are channelled onto ‘Respite’ routes relieving the burden on certain communities. It must be stressed that airspace constraints sometimes limit the art of the possible, however it is something that could be investigated. **Given the option, would you like to see a system developed that had periods of known respite built-in?**

- ◯ Yes
- ◯ No
- ◯ Don't know
- ◯ Don't mind
- ◯ Other

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 the Airport	◯	◯	◯	◯	◯
Noise Footprint – The new procedures should not increase the noise footprint of the existing airport operation, i.e. it should not increase the number of people affected within the 51dBA LAeq 16 hour contour	◯	◯	◯	◯	◯
Tranquillity – Implementation should minimise impact and disturbance to the adjacent National Parks and the nearby Areas of Outstanding National Beauty (AONB)	◯	◯	◯	◯	◯

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Emissions and Air Quality – The new design should seek to minimise the growth in aircraft emissions, the further degradation in local air quality and adverse ecological impacts to address growing concerns about the impact of aviation on climate change	○	○	○	○	○
Operational Requirements – The new procedures should address the needs of most operators at LBA	○	○	○	○	○
Airspace Dimensions - The airspace design should afford only the appropriate volume of controlled airspace to contain and support Continuous Climb Operations and Continuous Descent Operations by Commercial Air Transport whilst enabling safe, efficient access for other types of flying operation	○	○	○	○	○
Airspace Availability – Sufficient controlled airspace should be available to support LBA operations independently	○	○	○	○	○

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements	○	○	○	○	○
Compliance – The design shall be fully compliant with the design criteria stated in ICAO Doc 8168 (PANS OPS), acceptable to the CAA and, the implementation shall follow all applicable legislation and regulation	○	○	○	○	○
Aircraft Category – The new procedures shall be technically flyable by all aircraft types in approach Speed Categories A through D	○	○	○	○	○
Equipage and Approval – The new procedures shall be flyable by the majority of LBA commercial aircraft operators	○	○	○	○	○
Arrival Transitions – The arrival transition designs shall seamlessly integrate with new RNP Instrument Approach Procedures at LBA and if possible, the existing ILS approach procedures	○	○	○	○	○

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Departure Procedures – The Standard Instrument Departures (SIDs) shall terminate at the agreed 'Gateways' into the route network and should be deconflicted from the arrival transitions	○	○	○	○	○
Approach Procedures – The Instrument Approach Procedures (IAPs) shall replicate the existing conventional approach procedures as closely as possible.	○	○	○	○	○
Coordination – The new procedures should result in a reduction in the amount of tactical coordination required by ATCOs	○	○	○	○	○
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, procedures should be designed to optimise fuel efficiency	○	○	○	○	○
AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS	○	○	○	○	○

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
PBN – The new procedures should benefit from as many of the potential benefits of PBN implementation as are practicable. This includes predictability, efficiency, continuous climb and descent operations with the intention of reducing carbon emissions	◯	◯	◯	◯	◯

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

- ◯ Yes
- ◯ No
- ◯ Not sure
- ◯ Other