

Leeds Bradford Airport Airspace Change Proposal

36	82:29	Closed
Responses	Average time to complete	Status

1. Please enter your name

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Responses

2. What organisation do you represent?

Latest Responses

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Responses

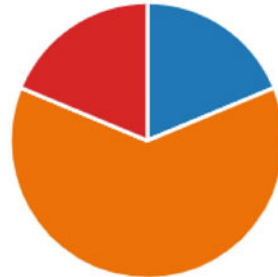
3. Please provide an email for future correspondence

Latest Responses

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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 overflowed 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	6
● Seek options that reduce envir...	20
● Don't know	0
● Other	6



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 of light paths that concentrates the impact or disperses it?** If 'Other' expand your answer.

● Concentrate	11
● Disperse	11
● Don't know	2
● Other	7

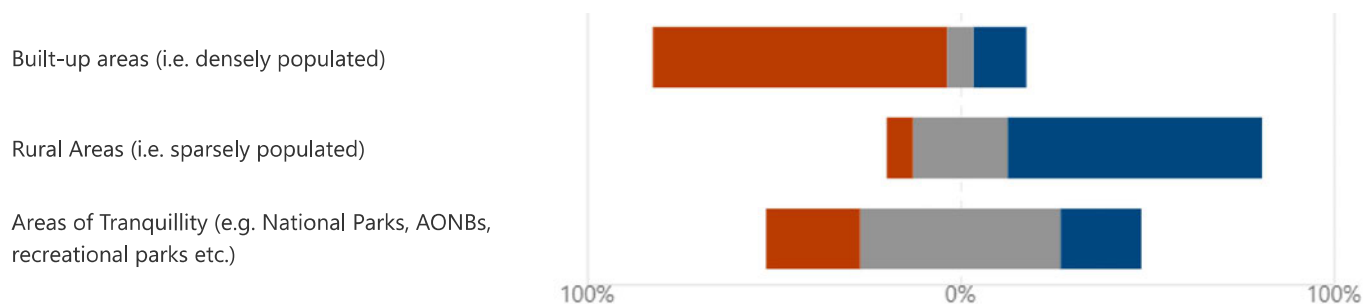


6. It may be possible to avoid certain areas.

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



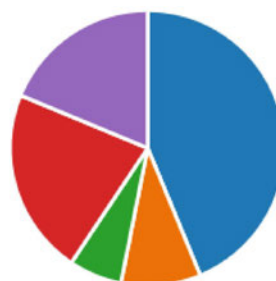
7. Are there any specific areas or noise sensitive buildings you would like us to be made aware of where overflight should be avoided if possible?

Yes 2
No 15
Other 14



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 14
No 3
Don't know 2
Don't mind 7
Other 6



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 adjacent National Par...



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 LBA



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



Airspace Availability – Sufficient controlled airspace should be available to support LBA operations...



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 LBA commercial aircraft...



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



Departure Procedures – The Standard Instrument Departures (SIDs) shall terminate at the agreed...



Approach Procedures – The Instrument Approach Procedures (IAPs) shall replicate the existing...



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



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

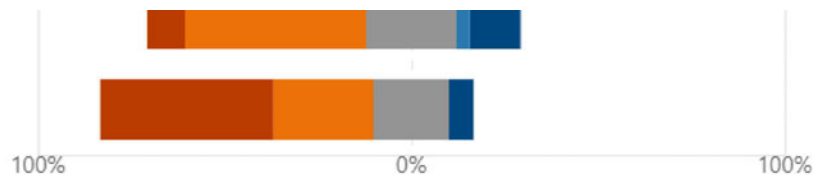


Operational Cost – Provided it does not have an adverse impact of community disturbance, procedur...



AMS Realisation – This ACP must serve to further,

PBN – The new procedures should benefit from as many of the potential benefits of PBN implementati...



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

<div></div> Yes	1
<div></div> No	9
<div></div> Not sure	7
<div></div> Other	14

