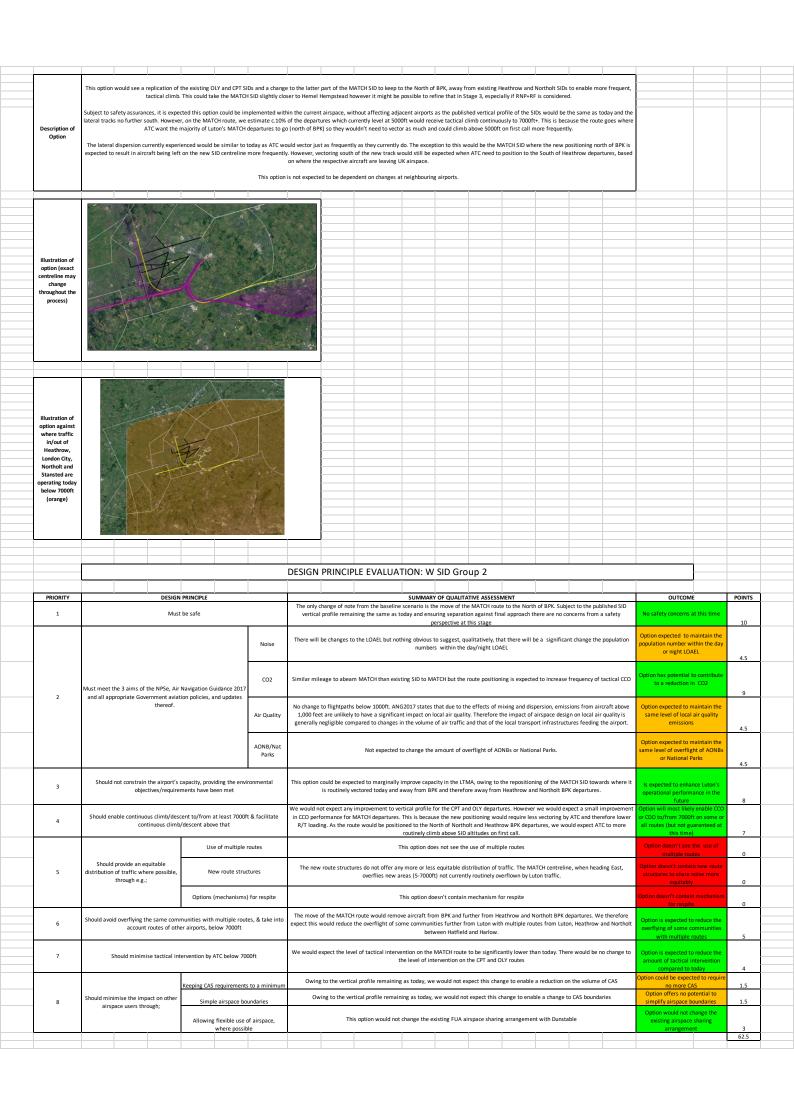
SIGNED PRINCIPLE EVALUATION METHODOLOGY SIGNED PRINCIPLE SECULUATION METHODOLOGY AND THE STATE OF THE STATE																	
Mode to sigh. The principle way will find to expected only tractice and ex	<u> </u>			D	ESIGN PR	INCIPLE EVAL	JATION M	1ETHODO	LOGY		1			1	1		
Mode to sigh. The principle way will find to expected only tractice and ex	DESIG	N PRINCIPI F				How it is evaluated						M	let	Partia	lly Met	Not	Met
Page 1 of 10			Qualita	ative SME assessment which			ns and an estima	ation of if they	could be over	come ahead	of ACP submission	No safety con	ncerns at this	Additional w to generate safety argun is envisa	vork required e acceptable ment but that ged to be	Acceptab assurances me met an	ble safe not like nd there
Solid and contains the 3 minutes of the 3000000000000000000000000000000000000			NPSe are aims ar local air quality	and not concrete requiremen by emissions are the goal of the 4000ft and also 700	ts. For example, he aims but the OOft which there	, reducing adverse effe altitude based prioritie efore does allow for an	ects from noise, r es within ANG20 i increase in CO2	reducing CO2 e 017 state that N 2 at those levels	emissions and Noise is the pr	d minimising	people in the UK significantly affected by adverse impacts from aircraft	reduce the number withi	population nin the day or	maintain the	e population nin the day or	increase the	e popula
As increase in the dispers and the minimal and plans and	Must meet the 3 aims of the NPS	e, Air Navigation Guidance 2017 anc'	basis. At this sta don't affect th Steeper Approac will confirm this	tage we don't see any reason the size of the LOAEL (the siz LC Iches could reduce the size of iis in Stage 3. Typically at Lutr	for an increase ze is driven more DAEL and therefined the LOAEL but on, the LOAEL e	in the size of the LOAI e by movement number ore the population num these are unlikely to be extends to c.4000ft and	EL as typically, thers and fleet mix) nbers within it. e an option at Lut Luton's departur	he airspace desi	ign and positi fect the posit length of the nb continuous	ion of the runway; we ly and quite	cost-effective contribution towards	contribute to	o a reduction	maintain th	e same level	contribute to	o an in
Accordance to the property and processes to the property and processes to the processes to		-	An increase in th	a future desi the size of the SOAEL (as refe that e assessment of this Design P aga	gn could have I erenced in NPSe don't today due Principle is base ainst the Gover	limited effect on reduci e) is unlikely apart from e to the cumulative effe d on the extent to whic rnments key environme	ing the size of the options where Sects of overflight on we anticipate, ental objectives:	he LOAEL. SIDs fly straight t. e, at this stage, e	t out (over fin	al approach)		reduce the le	level of local	maintain the	e same level air quality	increase the	level
Should enable continuous climb/ofs-seriol and early to provide an equilable continuous climb/ofs-seriol and provide an equilable continuou				numbers within the da - We provide an indicatio - We provide an indicat	y or night time n of whether wo ion of whether	LOAELs could increase e expect there to be an it could be expected to	as a result of the increase or decr o increase local a	ne new flight pa crease in CO2 en air quality emiss	iths. missions sions.	opula (IVII	should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and	reduce the c	overflight of	maintain the of overflight	e same level of AONBs or	increase the	e amou of AONI
Should enable continuous clim/lows-cent above that continuous clim/lows-cent above that clim/lows-			1	Qualitative SME assessme	ent of whether t	the option is expected t	o degrade, main	ntain or enhanc	e Luton's ope	rational perf	ormance.	Luton's op	perational	Luton's o	perational	Luton's or	peratio
Should provide an equitable distribution of traffic where possible, through e.g.; Diption (see contain mere distribution) A description of whether the option makes use of multiple routes for the same traffic flow to share the noise more equitably. A description of whether the option generates routes that are substantially different to today, to distribute the noise more equitably. A description of whether the option page-rates routes that are substantially different to today, to distribute the noise more equitably. A description of whether the option page-rates routes that are substantially different to today, to distribute the noise more equitably. A description of whether the option page-rate routes only off to provide predictable respite or communities. A description of whether the option could result in overflight of the same communities with funds and other airports; or for those options with dependencies, based on the airrol account routes of other airports, below 7000ft. This is a delither on existing airspace variangements (for an option with no dependencies on other airports) or for those options with dependencies, based on the airrol account routes of other airports, below 7000ft Qualitative SME assessment of whether the option is likely to reduce the amount of tactical intervention of dependencies, the assumption is that to dependencies, the assessment is informed by the arrival and departure arress of adjacent airports contained within the Masterplan teration 2 Qualitative SME assessment of whether the option is expected for require any more, less or the same volume of CAS than today. This assessment is linked dosely to whether the option enables of the require any more, less or the same volume of CAS than today. This assessment is linked dosely to whether the option enable a reduction in CAS. Whether the option sepaceted to require any more, less or the same volume of CCO/COO (DPA) or not. It is assumed that CCO/COO will enable a reduction in CAS. Whether the option would maintain, impro						or those options with de	ependencies, bas	sed on the arriva				enable CC to/from 7000 or all route	CO or CDO Oft on some es (but not	enable CO	CO or CDO	would not ei	
Should provide an equitable distribution of traffic where possible, through e.g.; Options (mechanisms) for predictable respite A description of whether the option generates routes that are substantially different to today, to distribute the noise more equitably Options (mechanisms) for predictable respite A description of whether the option penerates routes that are substantially different to today, to distribute the noise more equitably Options (mechanisms) for predictable respite A description of whether the option paginars for turning routes on/off to provide predictable respite for communities Should avoid overflying the same communities with multiple routes, & take into account routes of other airports, below 7000ft Oualitative SME assessment of whether the option old respit in overflight of the same communities with tutnors and other airports or to those options with dependencies, based on the arrival and departure areas of adjacent airports contained within the Masterplan theration 2 Oualitative SME assessment of whether the option is likely to reduce the amount of tactical intervention compared to the existing baseline scenario. For options with one dependencies, to more adjacent airports contained within the Masterplan Iteration 2 Oualitative SME assessment of whether the option is likely to reduce the amount of tactical intervention compared to the existing baseline scenario. For options with dependencies, based on the arrival same of the reduce the amount of tactical intervention compared to the existing baseline scenario. For options with dependencies, the assessment is informed by the arrival and departure areas of adjacent airports contained within the Masterplan Iteration 2 Option is expected to require the existing airports contained within the Masterplan Iteration 2 Option is expected to require a more of the control of the same volume of CAS than today. This assessment is linked closely to whether the option in expect to travel and pearture areas of adjacent airports contained with		Use of multiple routes		A description of whether	er the option ma	akes use of multiple ro	utes for the sam	ne traffic flow t	o share the n	oise more ea	uitably						
Options (mechanisms) for predictable respite and description of whether the option has options for turning routes on/off to provide predictable respite procommunities. Should avoid overflying the same communities with multiple routes, & take into account routes of other airports, below 7000ft Option is expected to based either on existing airspace arrangements (for an option with no dependencies on other airports) or for those options with dependencies, based on the arrival and departure areas of adjacent airports contained within the Masterplan Iteration 2 Should minimise tactical intervention by ATC below 7000ft Should minimise the impact on other airports airspace users through; Should minimise the impact on other airspace users through; Allowing flexible use of airspace, Allowing flexible use of airspace, Allowing flexible use of airspace, Allowing flexible use of airspace. A description of whether the option has options for turning routes on/off to provide predictable respite for communities with Luton's and other airports' routes below 7000ft. This is offerend to the existing baseline scenario. For options with dependencies, based on the arrival and departure areas of adjacent airports contained within the Masterplan Iteration 2 Option is expected to reduce the overflying of some communities with multiple routes and operation of the existing baseline scenario. For options with dependencies, based on the arrival and departure areas of adjacent airports contained within the Masterplan Iteration 2 Option is expected to reduce the overflying of some communities with multiple routes and the option is expected to require the option is expected to require any more, less or the same volume of CAS than today. This assessment is linked closely to whether the option enables to require no more CAS or r	distribution of traffic where possible,	New route structures										Option does of route structure noise more	contain new ures to share e equitably	N/A (this is	a met or not	Option does new route s share no equit	esn't con structur oise mo itably
Should avoid overflying the same communities with multiple routes, & take into account routes of other airports, below 7000ft Should minimise tactical intervention by ATC below 7000ft Whether the option is expected to reduce the amount of tactical intervention compared to the existing baseline scenario. For options with dependencies, based on the arrival and other airports' routes below 7000ft. This is offerent to the existing altased on the arrival and departure areas of adjacent airports contained within the Masterplan Iteration 2 Whether the option is expected to reduce the amount of tactical intervention compared to the existing altased and the arrival and departure areas of adjacent airports contained within the Masterplan Iteration 2 Whether the option is expected to reduce the amount o			able	A description of who	ther the ontion	has options for turning	routes on/off to	o provide predic	table resnite	for commun	ities	mechan	nism for			mechan	nism fo
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Should minimise the impact on other airspace users through; Simple airspace boundaries Allowing flexible use of airspace, and the option is expected to require any more, less or the same volume of CAS than today. This assessment is linked closely to whether the option enables a conclusion in CAS. Option offers potential to simplify airspace boundaries or if it offers potential to simplify boundaries, offers no potential to simplify boundaries, offers no potential to simplify boundaries or if it offers potential to simplify airspace boundaries. This assessment is linked closely to the row above. Option offers potential to simplify airspace boundaries or if it offers potential to simplify airspace boundaries. This assessment is linked closely to the row above. Option offers no potential to simplify airspace boundaries or if it offers potential to simplify airspace boundaries. This assessment is linked closely to the row above. Option offers potential to simplify airspace boundaries or if it offers potential to simplify airspace boundaries. Option would not change altering the timings of the existing airspace sharing arrangement with Dunstable Gliding as today. The assumption is that no options that utilise the airspace currently available for Dunstable Gliding would do so between the hours of 0700-2100 local. This is different to the existing Dusk to	Should minimise tactical in	tervention by ATC below 7000ft										Option is ex reduce the tactical int	expected to amount of tervention	Option is e maintain th tactical in	expected to be amount of intervention	Option is e increase the tactical in	expecte e amou ntervent
Should minimise the impact on other airspace users through; Simple airspace boundaries Simple airspace		_	1								ether the option enables						
Whether the option would maintain, improve or degrade the same level of airspace sharing arrangement with Dunstable Gliding as today. The assumption is that no options that utilise the airspace currently available for Dunstable Gliding would do so between the hours of 0700-2100 local. This is different to the existing airspace sharing arrangement with Dunstable Gliding as today. The assumption is that no option would not change the existing airspace of the existing airspace sharing arrangement.		Keeping CAS requirements to a min								closely to wh				· ·			nete
	Should minimise the impact on other		imum	CC ME assessment of whether the	cO/CDO (DP4) or the option offers	r not. It is assumed that the potential to simpli	ify boundaries, or	enable a reduct	tion in CAS .	y boundaries		Option offers	s potential to airspace	Option offers to simplif	s no potential fy airspace daries	Option offers increase co airspace b	omple: bound

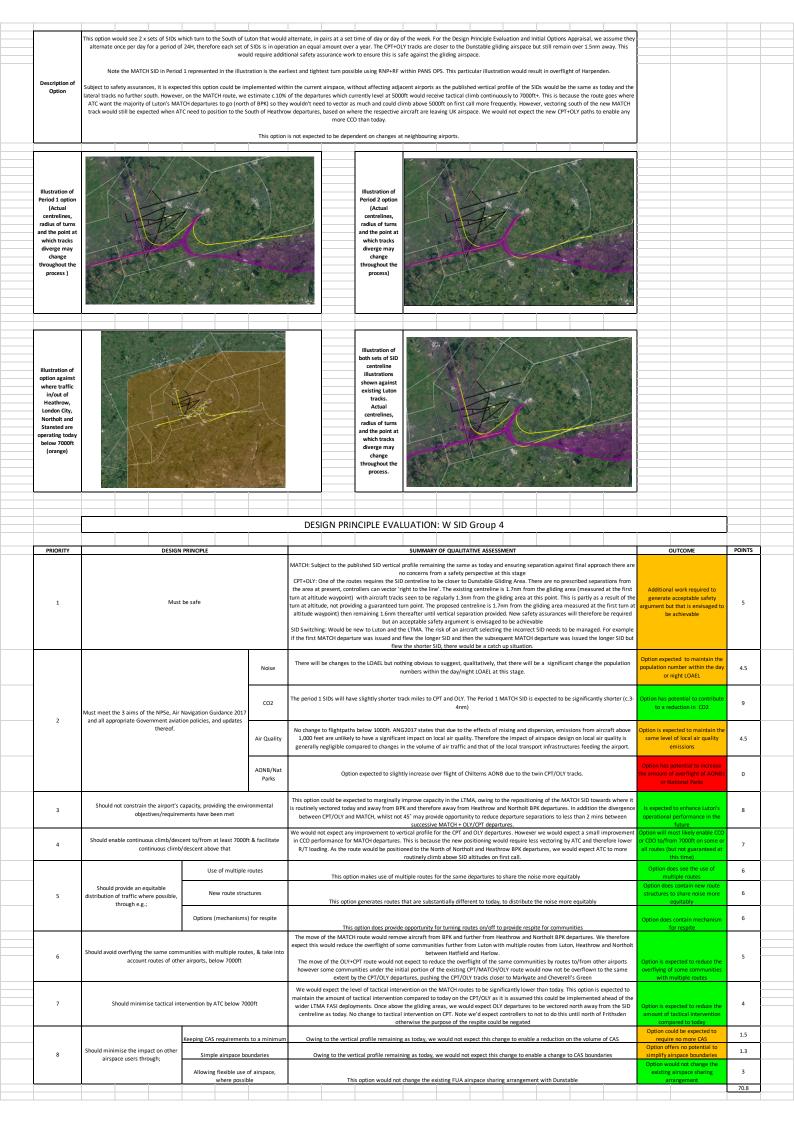
		1	Vesterly SID Group Options	NO	NO	IS OPTION DEPEN	NO NO	YES YES	YES	YES	
PRIORITY	Υ		DESIGN PRINCIPLE			W SID Group 3					_
1			Must be safe								
1	Must meet the 3 aims of the NPSe, Air	Navigation Guidance 2017	Reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise	N/A							
2	and all appropriate Government aviat		Make a significant and cost-effective contribution towards reducing global emissions	N/A							
1	thereof	релосо, еле ересоо	Minimise local air quality emissions	N/A							
├			Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks	N/A							
3 4			port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that								
	3	nould enable continuous cii	Use of multiple routes								
5	Should provide an equitable		New route structures								+
L	distribution of traffic where possible,		Options (mechanisms) for respite								
6	Should		ommunities with multiple routes, & take into account routes of other airports, below 7000ft								
7		1	hould minimise tactical intervention by ATC below 7000ft Keeping CAS requirements to a minimum								
8	Should minimise the impact on other		Simple airspace boundaries			+					
ı	airspace users through;		Allowing flexible use of airspace, where possible								
		•	Weighted Score	38.5	62.5	63.5	70.8	66.5	74	52.5	
1			Fasterly SID Group Options			NDENT ON CHAN					
PRIORITY	Easterly SID Group Options DESIGN PRINCIPLE		NO E SID Group 1	YES E SID Group 2	NO E SID Group 3	YES E SID Group 4	YES E SID Group 5	YES E SID Group 6	_	+	
PRIORITY 1	1		Must be safe	ב aroup 1 טונ	c SID Group 2	c 3ID GLOUD 3	E SID Group 4	E SID Group 5	E SID GLOUD 6		+
	Must most the 2 sizes of the NDS	Navigation Cuid 2017	Reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise	N/A							
2	Must meet the 3 aims of the NPSe, Air and all appropriate Government aviat		Make a significant and cost-effective contribution towards reducing global emissions								
, [′]	thereof	.o., poncies, and apaates	Minimise local air quality emissions								
		al II i i i i	Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks								
3 4			port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that								+
	1	mouru enable continuous cii	Use of multiple routes								_
5	Should provide an equitable		New route structures								
	distribution of traffic where possible,		Options (mechanisms) for respite								
6	Should		ommunities with multiple routes, & take into account routes of other airports, below 7000ft								
7		1	hould minimise tactical intervention by ATC below 7000ft								
8	Should minimise the impact on other		Keeping CAS requirements to a minimum Simple airspace boundaries		+						-
ı	airspace users through;		Allowing flexible use of airspace, where possible								
		l.	Weighted Score	38.5	38	53	45.5	66.5	78.5		
1			Westerly Arrival Options			IGES TO OTHER A		ES			
PDIODITY	v I		DESIGN PRINCIPLE	NO NA A serio se L d	NO MA A serio se L 2	YES	YES	_	-		
PRIORITY 1	Y		Must be safe	W Arrival 1	W Arrival 2	W Arrival 3	W Arrival 4	_			-
	+		Reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise	N/A							
١ ,	Must meet the 3 aims of the NPSe, Air	-	Make a significant and cost-effective contribution towards reducing global emissions								
2	and all appropriate Government aviat	-	Minimise local air quality emissions								
	and all appropriate Government aviat thereof	ion policies, and updates	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks								
3	and all appropriate Government aviat thereof	ion policies, and updates Should not constrain the air	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met								
	and all appropriate Government aviat thereof	ion policies, and updates Should not constrain the air	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that								
3	and all appropriate Government aviat thereof	ion policies, and updates Should not constrain the air	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met								
3 4	and all appropriate Government aviat thereof	ion policies, and updates Should not constrain the air	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks poort's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes								
3 4 5	and all appropriate Government aviat thereof S Should provide an equitable distribution of traffic where possible,	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite								
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3 4 5 6 7	and all appropriate Government aviat thereof Solution Should provide an equitable distribution of traffic where possible,	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite ommunities with multiple routes, & take into account routes of other airports, below 7000ft hould minimise tactical intervention by ATC below 7000ft Keeping CAS requirements to a minimum Simple airspace boundaries								
3 4 5 6 7	and all appropriate Government aviat thereof Should provide an equitable distribution of traffic where possible, Should minimise the impact on other	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite munities with multiple routes, & take into account routes of other airports, below 7000ft hould minimise tactical intervention by ATC below 7000ft Keeping CAS requirements to a minimum	48.5	62	62	63.5				
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3 4 5 6 7	and all appropriate Government aviat thereof Should provide an equitable distribution of traffic where possible, Should minimise the impact on other	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met by descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite Dommunities with multiple routes, & take into account routes of other airports, below 7000ft hould minimise tactical intervention by ATC below 7000ft Reeping CAS requirements to a minimum Simple airspace boundaries Allowing flexible use of airspace, where possible Weighted Score	48.5 OPTION DEPE	NDENT ON CHAN	IGES TO OTHER A	IRPORTS' ROUTE				
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3 4 5 6 7 7 8 PRIORITY	and all appropriate Government aviat thereof Should provide an equitable distribution of traffic where possible, Should Should minimise the impact on other airspace users through;	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite mmunities with multiple routes, & take into account routes of other airports, below 7000ft hould minimise tactical intervention by ATC below 7000ft Keeping CAS requirements to a minimum Simple airspace boundaries Allowing flexible use of airspace, where possible Weighted Score Easterly Arrival Options DESIGN PRINCIPLE	48.5 OPTION DEPE	NDENT ON CHAN	IGES TO OTHER A	IRPORTS' ROUTE	5			
3 4 5 6 7 8	and all appropriate Government aviat thereof S Should provide an equitable distribution of traffic where possible, Should Should minimise the impact on other airspace users through;	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met mb/descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite ommunities with multiple routes, & take into account routes of other airports, below 7000ft keeping CAS requirements to a minimum Simple airspace boundaries Allowing flexible use of airspace, where possible Weighted Score Easterly Arrival Options DESIGN PRINCIPLE Must be safe	48.5 OPTION DEPEI NO E Arrival 1	NDENT ON CHAN	IGES TO OTHER A	IRPORTS' ROUTE				
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3 4 5 6 7 7 8 PRIORITY	and all appropriate Government aviat thereof Should provide an equitable distribution of traffic where possible, Should minimise the impact on other airspace users through; Must meet the 3 aims of the NPSe, Air and all appropriate Government aviat	ion policies, and updates Should not constrain the air should enable continuous cli avoid overflying the same c	Minimise local air quality emissions Routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks port's capacity, providing the environmental objectives/requirements have been met by descent to/from at least 7000ft & facilitate continuous climb/descent above that Use of multiple routes New route structures Options (mechanisms) for respite munities with multiple routes, & take into account routes of other airports, below 7000ft hould minimise tactical intervention by ATC below 7000ft Keeping CAS requirements to a minimum Simple airspace boundaries Allowing flexible use of airspace, where possible Weighted Score Easterly Arrival Options DESIGN PRINCIPLE Must be safe Reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise	48.5 OPTION DEPEI NO E Arrival 1	NDENT ON CHAN	IGES TO OTHER A	IRPORTS' ROUTE				
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of Option	This option represents the do nothing scenario	for Luton weste	riy Sibs.											
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PRIORITY	DESIGN PRINCIPLE				LIMMARY OF OUR	ALITATIVE ASSESSI	4ENT				ОПТО	OME	POINTS	
												ncerns at this	FUIN 13	
1	Must be safe		No safety concerns with	the status quo at Luton	subject to forecas	st traffic growth in	the LTMA bei	ng capped to	maintain level	s of safety	tin		10	
		Noise	4	changes are made, the	ro is nothing to an	core against the NI	DCE AND 201	7 or other ==!	isios		Not applic	able as no		
		Moise	IT NO	changes are made, the	rie is notning to as	sess against the N	rae, ANG 201	, or other bor	ues		cha		4.5	
	Must meet the 3 aims of the NPSe, Air Navigation Guidance 2017	CO2	If no	changes are made, the	ere is nothing to as	sess against the N	PSE ANG 201	7 or other nol	icies		Not applic	cable as no		
2	and all appropriate Government aviation policies, and updates		11 110	changes are made, the	is nothing to as	sess against the N	. JE, AND 201	, o. other por			cha		4.5	
	thereof.	Air Quality	If no	changes are made, the	ere is nothing to as	sess against the N	PSE. ANG 201	7 or other pol	icies		Not applic	cable as no		

PRIORITY	DESIGN	PRINCIPLE		SUMMARY OF QUALITATIVE ASSESSMENT OUTCOME	POINTS
1	Must	be safe		No safety concerns with the status quo at Luton subject to forecast traffic growth in the LTMA being capped to maintain levels of safety time	at this
			Noise	If no changes are made, there is nothing to assess against the NPSE, ANG 2017 or other policies Not applicable a change	no 4.5
2	Must meet the 3 aims of the NPSe, Air and all appropriate Government aviat		CO2	If no changes are made, there is nothing to assess against the NPSE, ANG 2017 or other policies Not applicable a change	no 4.5
2	thereof.	ion poncies, and updates	Air Quality	If no changes are made, there is nothing to assess against the NPSE, ANG 2017 or other policies Change	no 4.5
			AONB/Nat Parks	If no changes are made, there is nothing to assess against the NPSE, ANG 2017 or other policies Change	no 4.5
3	Should not constrain the airport's of objectives/requirer	capacity, providing the envi	ronmental	Forecast traffic levels will require increased use of flow regulations to maintain levels of safety within this airspace which will constrain airport capacity at Luton. No change to airspace at Luton may also inhibit the wider FASI programme of change and AMS benefits associated with the programme. Would degrate with the wider FASI programme in the future.	
4	Should enable continuous climb/deso continuous climb	ent to/from at least 7000f /descent above that	t & facilitate	No change to existing arrangements. Continuous climb only guaranteed to 4,000ft or 5000ft. Guaranteed CDA/CCO from/to 5000ft+ is not possible in the existing airspace arrangement Would not enable CDO to/from 70	
		Use of multiple	routes	The existing arrangement does not make use of multiple routes for the same departures to share the noise more equitably Option doesn't se use of multiple routes for the same departures to share the noise more equitably	
5	Should provide an equitable distribution of traffic where possible, through e.g.;	New route struc	ctures	Option doesn't contain new route structures to share noise more equitably The existing arrangement does not contain new route structures to share noise more equitably share noise more equitably equitably	es to
ļ		Options (mechanisms) for respite	The existing arrangement does not have mechanisms for turning routes on/off to provide respite for communities Option doesn't commendation for running routes on/off to provide respite for communities mechanism for running routes on/off to provide respite for communities	
6	Should avoid overflying the same commaccount routes of other	nunities with multiple rout er airports, below 7000ft	es, & take into	The existing arrangement will not change the overflying of communities with multiple routes. All the Westerly SIDs follow the same track until abeam Flamstead Option is not expectange the overflying of communities with multiple routes. All the Westerly SIDs follow the same track until abeam Flamstead Option is not expectange the overflying of communities with multiple routes. All the Westerly SIDs follow the same track until abeam Flamstead	ng of th
7	Should minimise tactical int	ervention by ATC below 70	00ft	The existing arrangement will maintain the amount of tactical intervention compared to today as illustrated in the image above. However, if this option was progressed it is likely that changes to the wider LTMA airspace through other FASI ACPs could drive changes in vectoring behaviour of ATC once above the NPR. Option is expect maintain the amount the amount of the progression of the prog	nt of ion
		Keeping CAS requirements	s to a minimum	The existing arrangement will require no more CAS Option could be ex- to require no more	
8	Should minimise the impact on other airspace users through;	Simple airspace bo	undaries	Option offers no potential to simplify airspace boundaries to simplify airs boundaries	
ļ		Allowing flexible use		Doing nothing would not change the existing airspace sharing arrangement with Dunstable Gliding Club Option would not the existing airspace sharing arrangement with Dunstable Gliding Club	ace
i	1	where possib	ole	sharing arranger	ent 3



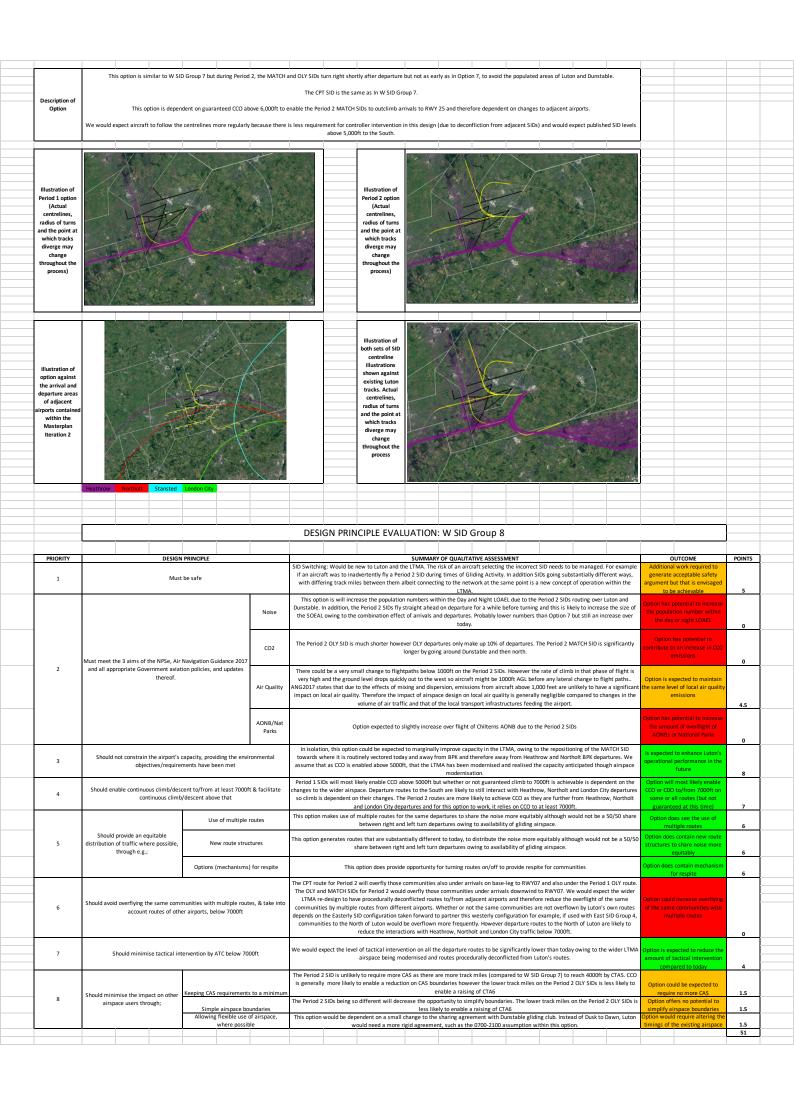
	This option would see the initial SID existing Heathrow and Northolt SIDs to																
	lexisting freatinow and Northole Sibs to	enable more frequent, tack	icai ciiiib. Tiiis c	outu take trie i		idered.	Tiemer Hempso	au nowever i	illigiit be po	ssible to refill	tilat III Stagi	e 5, especiali	11 KINT 1 KI 13				
	The CPT+OLY tracks are close	er to the Dunstable gliding	airspace but still	remain over 1.	5nm away. T	This would requ	uire additional sa	fety assuranc	e work to ensi	ure this is safe	against the	gliding airspa	ce.				
Description of Option	Subject to safety assurances, it is expe																
	lateral tracks no further south. Howeve ATC want the majority of Luton's MA	TCH departures to go (north	of BPK) so they	wouldn't need	to vector as	much and cou	d climb above 5	000ft on first	all more freq	uently. Howev	er, vectoring	south of the r	iew MATCH				
	track would still be expected when A	IC need to position to the S	outh of Heathro	w departures, t		ere the respect than today.	ive aircraft are i	eaving UK airs	pace. We wou	ula not expect	tne new CPI-	FOLY patns to	enable any				
			This option	is not expected	to be depen	dent on chang	es at neighbouri	ng airports.									
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Illustration of		4															
option (Actual centrelines and	414																
the point at which tracks diverge				3													
may change throughout the																	
process.)	10 2		Section 1														
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		A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	*														
Illustration of																	
option against where traffic	X																
in/out of Heathrow.																	
London City, Northolt and																	
Stansted are operating today																	
below 7000ft (orange)			10														
(orange)			100														
			The same of														
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PRIORITY	DESIGN	PRINCIPLE					SUMMAR	Y OF QUALITA	ATIVE ASSESS	MENT					OUTCOME	POINTS	
PRIORITY	DESIGN	PRINCIPLE		MATCH: Subje	ct to the pub	lished SID vert	SUMMAR ical profile rema no concerns fi	Y OF QUALITATION of the same rom a safety p	ATIVE ASSESS e as today and erspective at	MENT d ensuring sep this stage					OUTCOME	POINTS	
				MATCH: Subje	ct to the pub	lished SID vert	SUMMAF	Y OF QUALITATION OF Q	ative assess e as today and erspective at le Gliding Are	MENT d ensuring sep this stage ea. There are r	o prescribed	separations f	om the area		work required to generate		
PRIORITY 1		PRINCIPLE be safe		MATCH: Subject CPT+OLY: This at present, condititude waypon altitude, no	ct to the pub s route requi ontrollers ca pint) with air of providing a	lished SID vert res the SID cer n vector 'right rcraft tracks se a guaranteed t	SUMMAF ical profile rema no concerns fi streline to be clos to the line'. The en to be regularl urn point. The pr	Y OF QUALIT. ining the sam rom a safety p ser to Dunstat existing centr y 1.3nm from oposed centre	as today and erspective at le Gliding Are eline is 1.7nm the gliding ar line is 1.7nm	MENT d ensuring sep this stage ea. There are r from the glid rea at this poir from the glidi	no prescribed ing area (mea nt. This is part ng area meas	separations for sured at the ly as a result ured at the fi	rom the area first turn at of the turn at rst turn at	acceptable			
				MATCH: Subject CPT+OLY: This at present, condititude waypon altitude, no	ct to the pub s route requi ontrollers ca pint) with air of providing a	res the SID vert res the SID cer n vector 'right rcraft tracks se a guaranteed t emaining 1.6ni	SUMMAR ical profile rema no concerns fi streline to be clos to the line'. The en to be regular	ining the sam rom a safety p ser to Dunstat existing centr y 1.3nm from oposed centre Il vertical sepa	e as today and erspective at le Gliding Are eline is 1.7nm the gliding ar line is 1.7nm varation provide	MENT d ensuring sep this stage ea. There are r from the glid rea at this poir from the glid ed. New safet	no prescribed ing area (mea nt. This is part ng area meas y assurances	separations for sured at the ly as a result ured at the fi	rom the area first turn at of the turn at rst turn at	acceptable	work required to generate safety argument but that		
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There will be subject to the subject this will the subject	ct to the pub is route requiontrollers ca initially with a list of the pub is route requiontrollers ca initially with a list of the point of the pub is routed to the point of the pub is routed to the public to the pub is routed to the public to the publi	res the SID vert res the SID cer res the SID cer n vector 'right res are a guaranteed t emaining 1.6m but the LOAEL but the LOAEL but Slightly sho below 1000ft. to have a signi pared to chang Not expect ted to margin and away from MATCH, whilst emprovement t AATCH depart te would be po es not see the ugenerates rou tion does not p Troute would itities under the the CPT route would itities under the the CPT/OLY ve used of tactical interver ments. Once a coll profile remail cical profile remail cical profile remail	SUMMAR cal profile rema no concerns for treline to be clo to the line". The no concerns for treline to be clo to the line". The no to be regular mp opint. The pr the profile rema nothing obvious numbr ANG2017 states ficant impact on test in the volume ed to change the sally improve cap successio to the to change the substitution of the provided profile rest. This is because the routinely cli use of multiple i test that are substitute that are substitute to for moving the provided opportunit move aircraft fr fr fr some communu bet in on expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re initial portion or legartures, push not expect to re legartures	Y OF QUALIT. Ining the sam or on a safety party ser to Dunstal existing centry 1.3 mm from posed centre I vertical sept fety argumen to suggest, query within the or of the same of the s	NITVE ASSESS as today and erspective at the Gliding Are eline is 1.7nm the gliding are line is envisaged to servisaged to servisaged the day/night LOA WA, owing to the effects of n the ATTOM Therefore is and that of th WA, owing to the effects of n the arther ow are live to reduce the ty/CPT depart d OLY depart soltioning wo to and Heath altitudes on f same departur rent to today, routes on/off urther from He rorm Luton with and Harlow. Hight of the se CPT/MATCH(Y. Y. tracks close te to be signif CPT/OLY as is did expect OLY tactical inter spect this cha t expect this cha t	MENT d ensuring sep this stage ta. There are r from the glid ea. There are r from the glid ed. New safet to be achieva at this point the reposition of the safet to be achieva but the reposition of Northolt Br departure sep tures. DNBs or Natio The reposition of Northolt Br departure sep tures. The weve tures to share t to distribute t to distribute t to provide res eathrow and N th multiple rou ame commun DLY route won our to Markyate ficantly lower t is assumed t departures t revention on CP	to prescribed ing area (mea t. This is part in great mea to great means the great means to great means the g	separations fi issured at the ly as a result urred at the fi will therefore at the fill will the fill will the sisons from all agn on local all urres feeding. ATC and the ulud expect. ATC	rom the area first turn at of the turn at of the turn at of the turn at strength and the turn at strength and the population population population population population population ards where it the divergence is between the population population population are strength and population p	Option expelevel of lower files overflying of the control overflying of the control option is amount of the control option opt	work required to generate safety argument but that aged to be achievable safety argument but that aged to be achievable spected to maintain the number within the day or night LOAEL society of the safety argument but to duction in CO2 sected to maintain the same call air quality emissions cted to maintain the same call air quality emissions overflight of AONBs or National Parks ted to enhance Luton's performance in the future most likely enable CCO or mo 7000ft on some or all in the guaranteed at this time) doesn't see the use of multiple routes to share noise more equitably n't contain mechanism for respite sexpected to reduce the fractical intervention majored AS is no potential to simplify space boundaries.	4.5 9 4.5 4.5 8 7 0 6 0 5 4 1.5 1.5	



	This option is exactly the same laterally	vas Wastarly SID Group 2 v	rith initial SID d	apartura tracks the	at colit and uta diverge N	MATCH from OLV	CDT donature	r 25 5000 25 1	norrible and a	change to th	a latter part	of the MATCH				
Description of	SID to keep to the North of BPK. Ho	wever, in this option, we as	sume all depart	tures now experier		above 5,000ft. Th	nis is because	we assume H	eathrow, Nort							
Option	We would expect a	ircraft to follow the centrel	ines more regul	arly because there	is less requirement for	controller interve	ntion in this de	esign (due to	deconfliction f	rom adjacent	SIDs).					
Illustration of																
option (Actual centrelines and the point at which	Litz															
tracks diverge may change																
throughout the process)																
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	Alaman In The State of the Stat															
			1													
Illustration of	X		X													
option against the arrival and				W. 10												
departure areas of adjacent		1/														
airports contained within the																
Masterplan Iteration 2																
	Heathrow Northolt Stansted	London City														
				DEGLENIA	DINICIDI E EVAL		ALCID C									
				DESIGN P	RINCIPLE EVAL	LUATION: V	V SID Gr	oup 5					Ì			
PRIORITY	DESIGN	PRINCIPLE				SUMMAR	Y OF QUALITA	TIVE ASSESSI	MENT				OUTO	COME	POINTS	
1	Must	t be safe		present, contr altitude waypoin altitude, not altitude waypoi	All SIDs: Climb above ute requires the SID cent rollers can vector 'right to to with aircraft tracks se providing a guaranteed to int) then remaining 1.6 no e safety argument is env	treline to be close to the line'. The ex- een to be regularly turn point.The pro m thereafter unti- visaged to be achi	er to Dunstable kisting centreli y 1.3nm from t posed centreli I vertical sepai	e Gliding Area ne is 1.7nm f the gliding an ine is 1.7nm f ration provide ity of Luton's	i. There are no rom the glidin ea at this poin rom the glidin ed. New safety routes to thos	presribed se g area (meas t. This is part g area measu assurances v	parations fro ured at the fi ly as a result ured at the fii vill therefore	rst turn at of the turn at rst turn at be required	Additional w to generate safety argun is envisa achie	acceptable nent but that ged to be	5	
			Noise	There will be o	hanges to the LOAEL but	t nothing obvious		alitatively, th	at there will b	e a significan	t change the	population	Option is e maintain the number with night	e population in the day or	4.5	
2	Must meet the 3 aims of the NPSe, Air and all appropriate Government aviat		CO2	SI	lightly shorter track mile:	s to CPT and OLY	is expected to	reduce CO2 e	emissions plus	improved CC	O expected		Option has contribute to in (a reduction	9	
-	thereof.		Air Quality	1,000 feet are	lightpaths below 1000ft. e unlikely to have a signi igible compared to chang	ificant impact on l	ocal air qualit	y. Therefore t	the impact of a	irspace desig	n on local air	quality is	of local a	e same level iir quality sions	4.5	
			AONB/Nat Parks		,	ted to change the							Option is e maintain the of overflight Nation	of AONBs or	4.5	
3	Should not constrain the airport's objectives/required	capacity, providing the envi ments have been met	ronmental	towards wher addition the dive	his option could be exper re it is routinely vectored rgence between CPT/OL' ren successive MATCH + modernised	today and away Y and MATCH, wh	from BPK and illst not 45° m res. We assum	therefore aw ay provide op ne that as CCC	ay from Heath portunity to re D is enabled at	row and Nort duce departu nove 5000ft, t	holt BPK dep	artures. In s to less than	Luton's o	to enhance perational in the future	8	
4	Should enable continuous climb/des continuous climb	cent to/from at least 7000f o/descent above that	t & facilitate		: likely enable CCO above to the wider airspace. De		the South are	likely to still	interact with				or all route	00 or CDO Oft on some	7	
		Use of multiple	routes	This	option does not see the	use of multiple r	outes for the s	ame departu	res to share th	e noise more	equitably		Option doe:	sn't see the tiple routes	0	
5	Should provide an equitable distribution of traffic where possible, through eg;	New route struc	tures		his option generates rou								Option does route structu noise more	ures to share	6	
		Options (mechanisms) for respite		This option does not p	orovide opportunit	y for turning r	outes on/off	to provide resp	ite for comm	unities			sn't contain for respite	0	
6	Should avoid overflying the same commaccount routes of oth	munities with multiple rout er airports, below 7000ft	es, & take into		ect the wider LTMA re-de the same communities I depends on the Eas	by multiple route:	s. Whether or	not the same	communities	are not overf	lown by Luto		reduce the	expected to overflying of nunities with e routes	5	
7	Should minimise tactical int	tervention by ATC below 70	00ft	We would expec	t the level of tactical inte		ne departure ro	outes to be si	gnificantly low	er than today		e wider LTMA	Option is e reduce the tactical in compared	amount of tervention	4	
		Keeping CAS requirements	s to a minimum	This o	ption could be expected						MA FASI desi	gn.	Option could	be expected	3	
8	Should minimise the impact on other airspace users through;	Simple airspace bo	undaries	Ор	ition offers potential to s	simplify airspace	boundaries ow	ing to CCO ar	nd the assump	tion of wider	FASI change		option offers simplify bound	airspace	3	
		Allowing flexible use where possib			This option would	not change the e	xisting FUA ai	rspace sharin	g arrangemen	t with Dunsta	ble			d not change ig airspace rangement	3 66.5	

	This is the same laterally as W SID Gro	oun 4 except that the Period	2 CPT and OLY	SIDs are position	oned further t	to stay apart from	the Period 1 S	IDs for longer	As these are	closer to Hea	throw and N	ortholt it is a	sumed these					
	This is the same facefully as W sip or	could only be impleme									cinow dila in	or criore re 15 d.	Jamea these					
Description of	Note the MATCH SID in illustrated in I	Period 1 would only be poss	sible using RNP+	RF. The centre		illustrate this optio of Harpenden.	on is the tighte	st RF turn pos	sible within P	ANS OPS. Thi	s particular il	ustration wo	uld result in					
Option	As with W SID Group 4, this option w	ould see 2 y sets of SIDs wh	hich turn to the	South of Luton			at a set time of	day or day of	the week Fo	r the Design F	rincinle Eval	ation and In	ial Ontions					
	As with W Sie Gloup 4, this option w	Appraisal, we assume the									micipie Evan	a don and in	iai Options					
	We would expect a	ircraft to follow the centreli	ines more regul	arly because th	nere is less re	equirement for con	troller interver	ntion in this de	esign (due to o	deconfliction t	rom adjacen	SIDs).						
				F 137 (19					~/	>	-							
							//											
Illustration of Period 1 option						Illustration of Period 2 option				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
(Actual centrelines,		1	419			(Actual centrelines,		112	17									
radius of turns and the point at				N SAN		radius of turns and the point at			1/		10							
which tracks diverge may			M. St.			which tracks diverge may	100											
change throughout the		7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7				change throughout the		1-1		THE STATE OF THE S			9					
process)			10年	Carlot I		process)	15.18	1	Mary Mary			1000	At I					
		Charles .																
		Anna Anna Anna						Aug San	A man									
	PRI SUPPLY		/				02				and the							
	The hand					Illustration of both sets of SID			/									
			1			centreline		1	/ ,	-								
Illustration of option against the						shown against existing Luton				1								
arrival and departure areas			*			tracks. Actual		X	1	1/ 10								
of adjacent airports contained	1	7/1				centrelines, radius of turns		4	1									
within the Masterplan						and the point at which tracks		1					100					
Iteration 2						diverge may change	- 18	4										
						throughout the process						S. A.	E About					
									The mark									
	Heathrow Northolt Stansted	London City					10 L 10 17 M						201-12-1					
				DESIG	GN PRIN	ICIPLE EVAL	LUATION	: W SID (Group 6									
PRIORITY	DESIGN	PRINCIPLE																
						Ds: Climb above 50	000ft will requi		safety assurar	nces to assure					DUTCOME		POINTS	
1	Must	t be safe		the area at p turn at altitud turn at altitud altitude wayp will be rei envisaged to SID Switching if the first Ma	is route requi present, contr de waypoint) de, not provid point) then re quired to cate be achievable g: Would be r ATCH departu	res the 'Period 1' S rollers can vector 'I with aircraft track ding a guaranteed t emaining 1.6nm the er for non-RF aircre. e. The Period 2 OL' means the opti- new to Luton and t ure was issued and flev	DOOft will requisible centreline to right to the lim ks seen to be return point. The ereafter until vaft. New safet on could not be the LTMA. The diffew the long with shorter S	re additional so be closer to e'. The existin egularly 1.3nn proposed cen vertical separa y assurances vire further sou e implemente risk of an airci er SID and the IID, there wou	safety assurar Dunstable Gl Ig centreline is In from the gli Ittreline is 1.7n Ittreline is 1.7n Ittreline is 4.7n Ittreline is 4.7n Ittreline is 4.7n Ittreline is 5.7n Ittreline is 1.7n Ittre	iding Area. The 1.7nm from fing area at the fine from the given from the given from the given from the given from the fine from	the are no properties are no properties and the gliding area of the control of th	escribed sep ea (measure is partly as easured at the relies on RF ble safety an rtholt and He be managed.	d at the first result of the e first turn at o procedures gument is athrow This For example enger SID but	Additiona generate argument I	al work requir acceptable s but that is em-	afety visaged	POINTS 5	
1	Must	t be safe	Noise	the area at p turn at altitud turn at altitud altitude wayp will be rec envisaged to SID Switching if the first Mu	is route requireresent, control de waypoint) de, not provid ge would be reachievable MATCH departu Luton's route	ires the 'Period 1' S rollers can vector 'I' with aircraft track ding a guaranteed t emaining 1.6nm the er for non-RF aircra e. The Period 2 OL' means the optionew to Luton and t' ure was issued and	000ft will requisit to the links seen to be return point. The sereafter until vaft. New safet y/CPT routes a loin could not one could not be the LTMA. The diffew the long when shorter Secont routes from the links of the links	re additional so be closer to e'. The existin gularly 1.3mm proposed cen vertical separa y assurances vire further sou e implemente risk of an aircier SID and the ID, there wou	safety assurar Dunstable GI go centrelline is In from the glil strelline is 1.7n attion provided will therefore the than today ad ahead of ch are the subsequel to will all required to will all required ad the subsequel to will all required and the subsequel to will all required to will all required and the subsequel to will all required and the subsequel to will all required to will all the will all required to will all the will all required to will all the will all t	ices to assure diding Area. This 1.7nm from ding area at the more that me the more that me the and therefor anges at thos the incorrect uent MATCH of up situation.	the are no properties are no p	escribed sep ea (measure is partly as espared at ti relies on RF ble safety ar rtholt and He be managed. issued the I	d at the first result of the efirst turn at o procedures gument is athrow This For example inger SID but hal locations.	Addition: generate argument it to to	al work requir acceptable s out that is en	afety visaged aintain within		
	Must meet the 3 aims of the NPSe, Air	Navigation Guidance 2017	CO2	the area at p turn at altitud altitude wayp will be re envisaged to SID Switching if the first M. Proximity of There will b	is route requireresent, control present, control de, not provid de, not provid point) then re quired to cate be achievable g: Would be r ATCH departs. Luton's route be changes to	res the 'Period 1' S rollers can vector ' with aircraft track ding a guaranteed t emaining 1.6nm th er for non-RF aircr e. The Period 2 OL' means the opti new to Luton and t urre was issued and flev es to those of adjac	opport will requision to the limit of limit o	re additional 10 to be close to to close to to close to to close to to close to clos	safety assurant of pursatable GI of greentreline is from the glist treline is 1.7n tation provided will therefore will therefore will therefore the than to a dead of charact selecting en the subsequent of the will all requirements and the subsequent of the will all requirements and the subsequents are subsequents and the subsequents and the subsequents are subsequents.	oces to assure iding Area. Th 1.1.7nm from fing area at t m from the g The Period : be required b and therefon anges at thos the incorrect usent MATCH tup situation.	iere are no pr the gliding an his point. This liding area m I. MATCH SID ut an accepte e airports. SID needs to leparture was urrances subj	escribed sep ea (measure: is partly as easured at it relies on RF ble safety ar rtholt and Ho be managed. issued the I ect to their fi at change the	d at the first result of the first result of the first turn at o procedures gument is athrow This For example inger SID but hal locations.	Addition generate argument I to I	al work requir acceptable s out that is em se achievable pected to m xpected to m tition number	aintain within AEL	5	
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2 3 4 5 6	Must meet the 3 aims of the NPSe, Air and all appropriate Government aviat thereof. Should not constrain the airport's objectives/require: Should enable continuous climb/descontinuous climb Should provide an equitable distribution of traffic where possible, through e.g.; Should avoid overflying the same come account routes of othe Should minimise tactical interpretable in the same come account routes of othe Should minimise the impact on other	Navigation Guidance 2017 tion policies, and updates capacity, providing the enviruments have been met cent to/from at least 7000f //descent above that Use of multiple: New route struc Options (mechanisms) munities with multiple rout er airports, below 700ft tervention by ATC below 70 Keeping CAS requirement: Simple airspace bo Allowing flexible use of	AONB/Nat Parks AONB/Nat Parks ironmental It & facilitate routes ctures) for respite tes, & take into 100ft s to a minimum nundaries of airspace,	the area at pt turn area at pt turn area at pt turn at altitud turn at altitud altitude ways will be received. SID Switching if the first M. Proximity of There will the silvent sil	is route requipersent, control of the waypoint) de, not provide on the provide of	res the 'Period 1' S rollers can vector ' with aircraft track ling a guaranteed to maining 1.6mm the er for non-RF aircr. e. The Period 2 OL' means the opti-	on the life of the	re additional so be closer to elevational so be closer to elevational so be closer to elevational separary 1.3 mm proposed center of the sound separary assurances in elevational separary assurances in elevation so me so elevational separary assurances in elevation separary assurances in elevation separary assurances in the sound separary separ	safety assurant puntstable Gilling centreline is 1. That in from the glit tretile is 1. That in provided will therefore with than today ed ahead of charaft selecting an the subsequid did be a catch it is will all requirements and the same puntstable of the same power of the same power to be significant to be signared to particular the same power to be signared to consider the same power to consider the same power to be signared to consider the same power to consider the same p	increase to assure ding Area. The 1.7nm from from the grant of the required to another the required to a state of the required to the required	iere are no price	escribed sepeca (measure is partly as easured at the relieis on RF ble safety authority and the relieis on RF country and the	at the first result of the effirst turn at o procedures gument is athrow This For example inger SID but hal locations. population accepted acc	Additions generate argument to	al work require acceptable so you that is sense and acceptable so you have a chievable and acceptable so you have a chievable and acceptable so you have a contain make a contain a contai	aintain within REL I to in CO2 aintain r quality ncrease the order of the order order of the o	4.5 9 4.5 0 8 7 6 6 6 6 5 4 3 3 3	

						ime period but that is subject to negotiation and losely as possible, as suggested by community			
				stakeholders.		ities with multiple routes and to try and distribute			
Description of Option				noise more equitably.					
						djacent SIDs) and would expect published SID levels			
				above 5,000ft to the South					
Illustration of				Illustration of					
Period 1 option (Actual centrelines,		1		Period 2 option (Actual centrelines,					
radius of turns and the point at				radius of turns and the point at					
which tracks diverge may change				which tracks diverge may change					
throughout the process)				throughout the process)	2				
				5.1					
	May 20								
	++ 7 - 5 - 6 - 1 - 5								
				Illustration of both sets of SID					
Illustration of	X		K	centreline illustrations shown against					
option against the arrival and departure areas				existing Luton tracks. Actual					
of adjacent airports contained within the		177	1	centrelines, radius of turns and the point at	1				
Masterplan Iteration 2		200		which tracks diverge may change					
				throughout the process					
				1					
	Heathrow Northolt Stansted	London City							
				DESIGN PRINCIPLE EVALU	JATION: W SID Group 7				
PRIORITY	DESIGN	PRINCIPLE			SUMMARY OF QUALITATIVE ASSESSM		OUTCOME	POINTS	
1	Must	be safe		if an aircraft was to inadvertently fly a Perio	od 2 SID during times of Gliding Activity. I	the incorrect SID needs to be managed. For example in addition SIDs going substantially different ways, me point is a new concept of operation within the	Additional work required to generate acceptable safety argument but that is envisaged to be achievable	5	
			Noise	unstable. In addition, the Period 2 SIDs fly st		L due to the Period 2 SIDs routing over Luton and efore turning and this is likely to increase the size of Is and departures.	Option has potential to increase the population number within the day or night LOAEL	0	
2	Must meet the 3 aims of the NPSe, Air and all appropriate Government aviati		CO2	by going north. Th	nis increase and decrease will likely balar		Option is expected to maintain the same level of CO2 emissions	4.5	
2	thereof.	ion policies, and appares	Air Quality	very high and the ground level drops quickly IG2017 states that due to the effects of mix npact on local air quality. Therefore the imp	out to the west so aircraft might be 100 ing and dispersion, emissions from aircra	However the rate of climb in that phase of flight is 10ft AGL before any lateral change to flight paths aft above 1,000 feet are unlikely to have a significant y is generally negligible compared to changes in the ctures feeding the airport.	Option is expected to maintain the same level of local air quality emissions	4.5	
			AONB/Nat Parks	Option expected to sli	ightly increase over flight of Chilterns AO	INB due to the Period 2 SIDs	Option has potential to increase the amount of overflight of AONBs or National Parks	0	
3	Should not constrain the airport's o objectives/requirer	capacity, providing the envir ments have been met	ronmental	towards where it is routinely vectored today issume that as CCO is enabled above 5000ft nodernisation. This option could enable 1 m	and away from BPK and therefore away , that the LTMA has been modernised an	MA, owing to the repositioning of the MATCH SID from Heathrow and Northolt BPK departures. We d realised the capacity anticipated though airspace triod 2 CPT and MATCH/OLY SIDs however owing to be low.	Is expected to enhance Luton's operational performance in the future	8	
4	Should enable continuous climb/desc continuous climb,	cent to/from at least 7000fr /descent above that	t & facilitate	Period 1 SIDs will most likely enable CCO abo anges to the wider airspace. Departure route so climb is dependent on their changes. The	ove 5000ft but whether or not guaranteed es to the South are likely to still interact v	d climb to 7000ft is achievable is dependent on the with Heathrow, Northolt and London City departures to CCO as they are further from Heathrow, Northolt	Option will most likely enable CCO or CDO to/from 7000ft on some or all routes (but not guaranteed at this time)	7	
		Use of multiple r	outes		the same departures to share the noise n left turn departures owing to availability	nore equitably although would not be a 50/50 share of gliding airspace.	Option does see the use of multiple routes	6	
5	Should provide an equitable distribution of traffic where possible, through e.g.;	New route struc	tures		tially different to today, to distribute the and left turn departures owing to availab	noise more equitably although would not be a 50/50 sillity of gliding airspace.	Option does contain new route structures to share noise more equitably	6	
		Options (mechanisms)	for respite		opportunity for turning routes on/off to p		Option does contain mechanism for respite	6	
				he OLY SID, and to a lesser extent MATCH, f	or Period 2 would overfly those communi	eg to RWY07 and also under the Period 1 OLY route. ities under arrivals downwind to RWY07. We would acent airports and therefore reduce the overflight of	Option could increase overflying		
6	Should avoid overflying the same commaccount routes of other	munities with multiple routi er airports, below 7000ft	es, & take into	e same communities by multiple routes fron outes depends on the Easterly SID configura Group 4, communities to the North of Luton	n different airports. Whether or not the s ition taken forward to partner this weste	same communities are not overflown by Luton's own rly configuration for example, if used with East SID owever departure routes to the North of Luton are	of the same communities with multiple routes	0	
7	Should minimise tactical int	ervention by ATC below 700	00ft		tion on all the departure routes to be sign dernised and routes procedurally deconfli	nificantly lower than today owing to the wider LTMA icted from Luton's routes.	Option is expected to reduce the amount of tactical intervention	4	
		Ki C*C		he Period 2 SID could require more CAS and	a lowering of CTA5 if we can't guarantee	e CAS containment for the MATCH/OLY SIDs. These	compared to today Option could be expected to	0	
8	Should minimise the impact on other airspace users through;	Keeping CAS requirements Simple airspace bo			equire a very high rate of climb to make 4 ease the opportunity to simplify boundarion the Period 2 CPT/OLY SIDs	4000ft in time es and could result in more segmentation to contain	require more CAS Option offers potential to increase complexity of airspace boundaries	0	
		Allowing flexible use of where possib			hange to the sharing agreement with Durgid agreement, such as the 0700-2100 as	nstable gliding club. Instead of Dusk to Dawn, Luton ssumption within this option.	Option would require altering the timings of the existing airspace sharing arrangement	1.5	
								52.5	



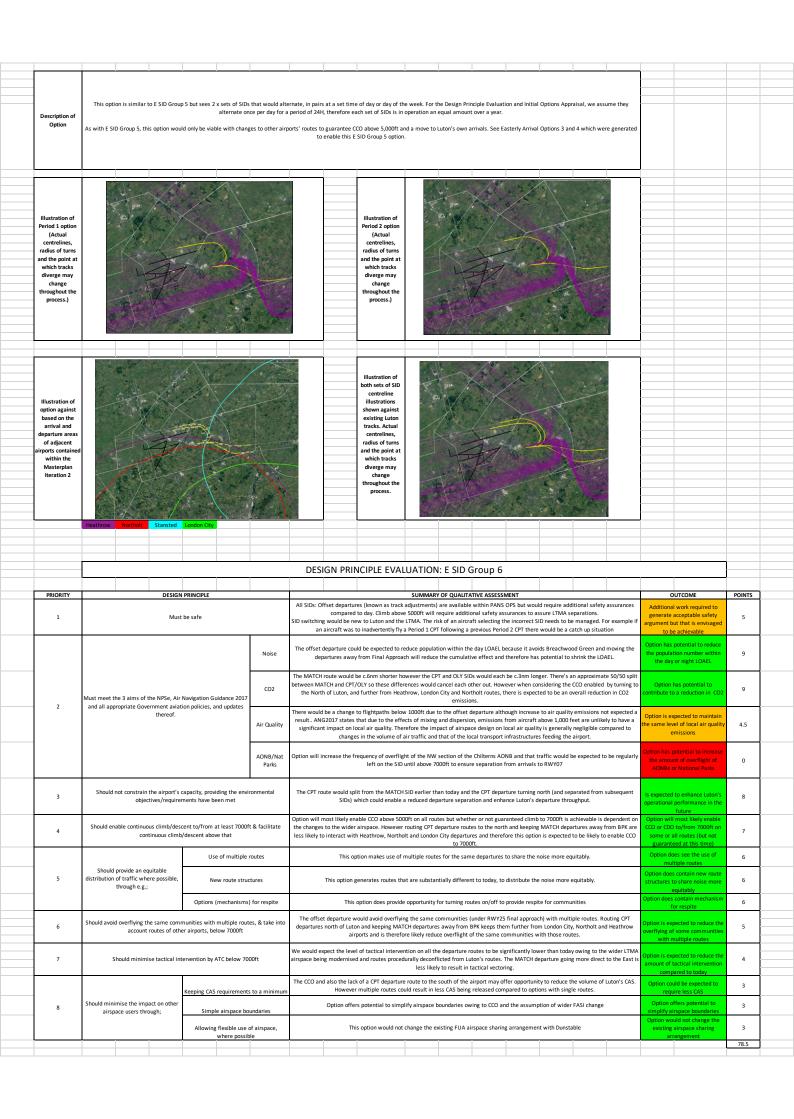
	This ontion represents th	e do nothing scenario for I	uton Fasterly SIF	Os. There is quite a variation from the existing centrelines which is for a few reasons:			-				
	This option represents th	ic do nothing scenario for E	uton Easterly Sit	ss. There is quite a variation from the existing centrelines which is for a rew reasons.			_				
Description	•They are nominal centrelines with to	irns greater than 90° hace	d on conventions	I navigation i.e. they are made up of a mix of radials from different ground-based na	avigation aids		_				
of Option				en on the OLY SID where it's clear there are no aircraft that can fly the first turn whic			-				
or Option				space so ATC are forced to vector and climb, they cannot be left on the SID.	cii is so tigiit.						
				SID track (after the first turn) to ensure separation against arrivals on approach to RN	NA/V07						
	mere is an arrefrequiencia	o vector er i departures to	the south of the	sib track (arter the mist tarry to crisare separation against arrivals on approach to m							
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			DESIGN	PRINCIPLE EVALUATION: Easterly SID Option 1 (Do	Nothing)						
PRIORITY	DESIGN	PRINCIPLE	•	SUMMARY OF QUALITATIVE ASSES	SSMENT			OUTO	COME	POINTS	
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PRIORITY 1		PRINCIPLE be safe	-	SUMMARY OF QUALITATIVE ASSES No safety concerns with the status quo at Luton subject to forecast traffic growth		pped to maintain le	vels of safety		ncerns at this	POINTS 10	
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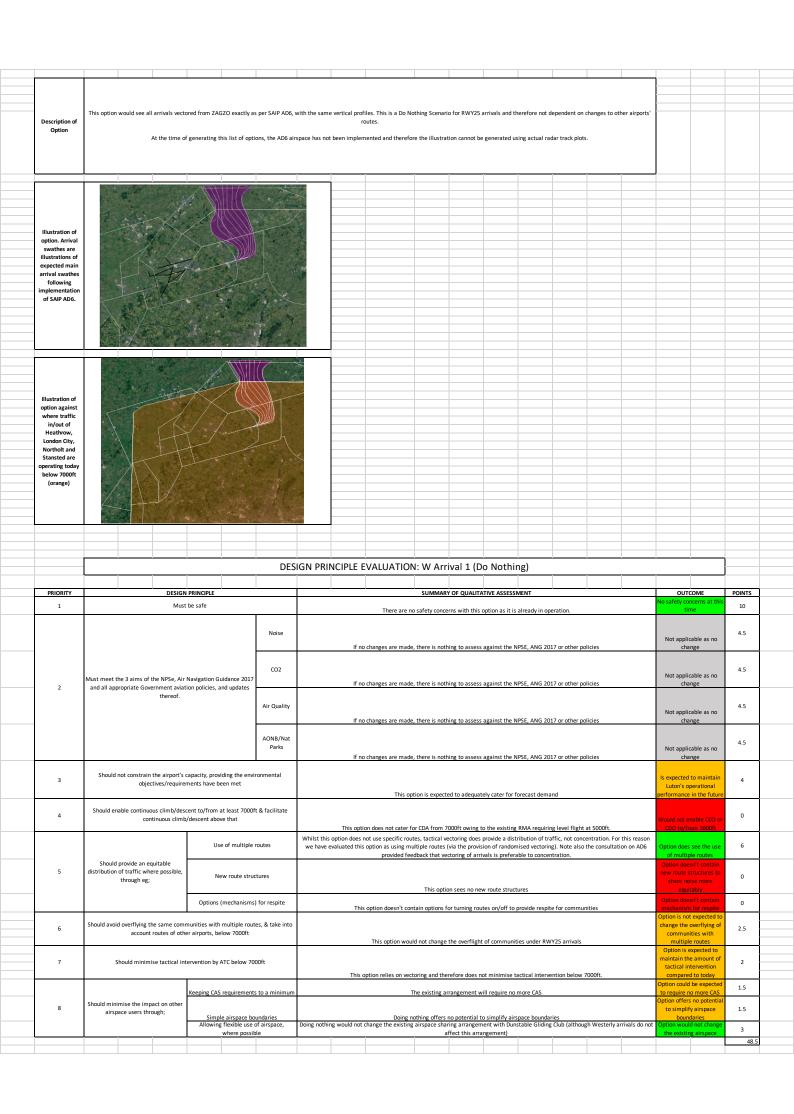
	This option would see a replication of t											yable centreli	ne however				
	this would	position the route over the	heavily populate	ed town of Hit	chin. Therefo	re, the route has be	een proposed	to go betwee	n Hitchin and	Letchworth G	arden City.						
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Danasiakian af			share the san	ne initial track	with the OLY	departures tracking	g to the West	t for longer.									
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	FOI CET and OLT this is because the	, have to outclinib Euton's a				routes and less rou			iliu tracks ilio	wea macii rai	thei north. w	e would expe	it greater				
	This option would only be viable with	changes to other airports' r	routes to guaran	tee CCO above	5.000ft and	a move to Luton's	own arrivals.	See Easterly A	Arrival Option:	s 3 and 4 whi	ch were gene	rated to enab	e this E SID				
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	This option would see the majority of all low traffic. This will reduce CO2 and				er final appro	oach outside c.6nm											
Description of						late this route.											
Option	Aircraft using the RNP-AR route would	be concentrated on the cen dependency on other airpo									and is therefo	ore not expect	ed to have a				
	Unlike with:	SIDs which have to be man	aged on a more	scheduled bas	is, this arriva	al could be made a	vailable by Lut	on Approach a	nd hoc and/or	at relatively	short notice.						
			100 State														
Illustration of																	
option. Arrivals																	
swathes (purple) are illustrations				7													
of expected main arrival swathes																	
following implementation																	
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Description of	This option is the same as W Arrival	Option 2 except that the v	ertical profiles ar	e improved to		oved CDA perform ljacent airports.	ance for the ma	in vectored ar	rival swathe.	This could on	ly be possible	with changes	to routes				
Option	We would not expect an improvement to									ing higher fo	r longer is not	possible. The	refore, even				
		wit	th a higher Luton	RMA, the RNF	-AR arrival	would still require	a lowering to	the base of CT	A 7.								
		at the same of the															
Illustration of		1 1 1 H	W.														
option. Arrivals swathes (purple)																	
are illustrations of expected main				7													
arrival swathes following																	
implementation of ZAGZO hold.																	
Actual centreline of PBN route																	
(red)and radius of turns may change	4		人														
throughout the process.																	
	19 6 1 FT																
Illustration of option against the arrival and																	
departure areas of adjacent																	
airports contained within the																	
Masterplan Iteration 2			7														
	Heathrow Northolt Stansted	London City															
				DESIG	N PRIN	CIPLE EVA	LUATION	W Arriv	al 3								
PRIORITY	DESIGN	PRINCIPLE		DESIG	N PRIN	CIPLE EVA		W Arriv		MENT				OUT	COME	POINTS	
PRIORITY 1		PRINCIPLE be safe				would be required	SUMMAR	Y OF QUALITA	TIVE ASSESSI	t been impler	nented in the	UK and that o	other routes	Additional v	work required e acceptable	POINTS 5	
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