	- INITIAL OPTION	S APPRAISAL - F	ULL ANALYSIS TABLE				
Initial Options Appraisal Group	Appendix A1 Version 2	Level of Analysis	Option 1 - 'Do Nothing Baseline' - Today's Operation	Option 2A - VOR/DME Replication from ALKIN (3 Deg)	Option 2AD - VOR/DME Replication direct from OSVEV (3 Deg)	Option 8 - MAP 'Do Nothing Baseline' - Today's Operation	Option 9 - MAP 'Do Minimum Option'
Communities	Noise impact on health and quality of life	Initial Options Appraisal: Qualitative	Today's operation entails aircraft receiving radar vectors to establish an approach on the ILS. The	Option 2A replicates as closely as possible, the existing VOR/DME approach, therefore there will be very little change to tracks flown	As this option replicates, as closely as possible, the existing VOR/DME approach, there should be very little change to tracks	In today's operation (the 'Do Nothing scenario') aircraft carry out the existing MAP (with no intervention) by dimbing straight ahead	As this MAP option mimics the existing MAP from RWY 21 there will be a limited impact in terms of the disruption of aircraft noise.
	quality of the	Qualitative	majority of aircraft inbound to LBHA receive radar vectors, with the main swathe of these being in the	(and they will still be in areas that are already overflown), meaning that the dispersion of traffic and therefore noise will be relatively	flow, meaning that the dispersion of traffic and therefore noise will be relatively similar to the baseline cremarin. This option provides a	the existing MAP (with no intervention) by climbing straight ahead to 2NM and then make a right hand turn, pass over LBHA at approximately 2.000ft and enter the hold at ALXIN before	be a limited impact in terms of the disruption of aircraft noise. Aircraft are expected to carry out the initial segments of the MAP and may then receive radar vectors to re-establish an approach as
			OSVEV area as shown in Section 1.7.1 within the Design Options Development document.	similar to the baseline scenario.	direct link between OSVEV and ALXIN, reducing the need for radar vectors between these waypoints, which is unlikely to impact the	establishing for another approach on the IAP. It must be stressed that the use of the MAP is a rare occurrence, approximately 30	is the situation in the baseline scenario and there is no expectation that aircraft will follow the same ground track for each MAP event.
			Due to the continual use of radar vectoring		noise footprint as this area is currently overflown.	times annually. However, following completion of the initial segment of the MAP, aircraft are often provided with radar vectors	
			associated with this option, the dispersion of traffic due to radar vectors (and therefore the dispersion of the noise impact) is varied.			to re-establish on approach, and aircraft do not follow the same	will differ to the existing procedure. Furthermore, once the aircraft has reached ALKIN, the holding pattern will be slightly different to the extant procedure which may have a minor impact on noise
			and many impacts in the real			proving practice of each more evening on a resolution procedure is rarely used.	dispersion.
						In terms of noise, due to the very nature of a MAP, aircraft typically fiv at lower altitudes to recommence an approach using the IAP	
						from the ALKIN hold. As this is such a rare occurrence, any noise	
						impact of the MAP is minimal but it is acknowledged that communities within the immediate vicinity of LBHA would be	
						impacted by noise. Having said that, for safety reasons (maintain a stable climb-out/approach) this is unavoidable.	
Communities	Air Quality	Initial Options Appraisal:	The majority of local areas overflown are impacted	Like the existing procedure, the majority of local areas overflown	Like the existing procedure, the majority of local areas overflown	In the 'Do Nothing baseline' scenario for the MAP, air quality below	
Communities	Air Quarty	Qualitative	when the aircraft is above 1,000ft. It is acknowledged that parts of Locksbottom and Famborough are likely	are impacted when the aircraft is above 1,000ft. It is acknowledged that parts of Locksbottom and Farnborough are likely to be	are impacted when the aircraft is above 1,000ft. However, it is acknowledged that parts of Locksbottom and Famborough are	1,000ft is minimised other than for the areas in the immediate vicinity of LBHA such as farmland to the west of Biggin Hill village.	As this MAP option minute the existing MAP from KWF 22 there will likely be the same impact as occurs in the baseline scenario in terms of local air quality, especially as the areas overflown by
			to be impacted as the aircraft will be at approximate 1,000 ft around 3 NM from tourbriewn. In addition, it	impacted as the aircraft will be at approximate 1,000 ft around 3 NM from touchdown. This will have the same impact as todays	likely to be impacted as the aircraft will be at approximate 1,000 ft around 3 NM from touchdown. In addition, it is also acknowledged	However, it must be stressed that this is unavoidable for safety reasons: As the monetries on time is a kinetic and the safety	aircraft at less than 1,000t are mainly all familand to the west of Biggin Hil village. Providing this MAP option would mean that the
			is also acknowledged that today's operation involves the overflight of the Princess Royal University	operations. In addition, it is also acknowledged that this will involve the overflight of the Princess Royal University Hospital. Having said	that this will involve the overflight of the Princess Royal University Hospital. Having said that, this is unavoidable to ensure a safe and	populated areas such as Locksbottom and Famborough are overflown. Furthermore, it is acknowledged that in today's	dispersion of aircraft carrying out a MAP would remain to the west of Biggin Hill village. In addition, it is acknowledged that this option
			Hospital. Having said that, this is unavoidable to ensure a safe and stable approach is flown following the establishment of the ILS.	that this is uppusidable to peruse that a cafe and stable approach.	stable approach is flown following the establishment of the EAE	operation, as part of the MAP, the far easterly portion of the Croydon AQMA may be overflown along with the No. 2 M25 AQMA	would avoid the exclose parties of the Convice AOMA
			the establishment of the ILS.	is flown following the establishment at the FAF, as per todays operations. Please note, the location of the FAF and associated flight path threadfar will remain as close as possible to the	Please note, the location of the FAF and associated flight path thereafter will remain as close as possible to the baseline scenario. So, when compared to the baseline scenario, this option creates no	in the vicinity of Swanley. However, overflight of these areas is highly likely to be above 1,000ft meaning the impact is minimal due	Furthermore, by the time aircraft reach the Croydon AQMA, they will likely be above 1,000 ft having no affect on local air quality (below 1,000ft) as oer CAP1515.
				baseline scenario, resulting in no change in terms of air quality.	change in terms of air quality.	to dispersion, as per CAP 1616.	
Wider Society	Greenhouse Gas impact	Initial Options Appraisal:	Within the baseline scenario, the majority of aircraft	As per the existing procedure, the majority of aircraft will leave the	This option includes a direct routing between OSVEV and ALKIN	Within the 'Do Nothing baseline' scenario, the MAP is not the most	As this MAP option mimics the existing MAP from RWY 21 there will
		Qualitative	will leave the network in the vicinity of OSVEV and require radar vectoring. Due to the tactical nature of	network in the vicinity of OSVEV and be radar vectored for a PBN approach via ALKIN. This Option does not include a direct link from	prior to establishing at the FAF. This more direct routing means that aircraft will start the procedure from OSVEV rather than ALKIN, but	direct track back to the ALKIN hold due to local airspace and capacity constraints. The current routing is practical when these	be a limited impact in terms of CO2 emissions as it is designed to be the most practical MAP solution based on the applicable aircraft
			radar vectoring, it cannot be guaranteed that aircraft will take the most efficient route between OSVEV and	OSVEV to ALKIN, although aircraft would be effectively flying this anyway while being radar vectored to ALKIN. In terms of emissions, this option will have no additional impact compared to the baseline	effectively still fly in the same area when compared to the baseline scenario. As a result, this option is expected to have no additional	constraints are considered.	performance, airspace design and airspace capacity constraints. Therefore, the CO2 emissions associated with this option would are
			LBHA.	this option will have no additional impact compared to the baseline scenario.	impact on emissions.		expected to have the same impact as that occurring in the baseline scenario and steps have been taken to minimise track mileage to as
							low as practically possible.
Wider Society	Capacity and resilience	Initial Options Appraisal: Qualitative	The baseline scenario provides no new route to assess, as a result design efficiency was not	This option has been designed to mimic the existing procedure in today's operation as opposed to optimising efficiency. Having said	This option has been designed to mimic the existing procedure in today's operation as opposed to optimising efficiency. Having said	The MAP has a theoretical minor impact on capacity with regards to arriving traffic that will also be enroute to ALXIN, however, due to	subsequent arrivals as it utilises the overhead and does not impose
			considered. This scenario offers LBHA resilience, in the short term, within the existing operation due to	that, there is no expected impact on capacity and resilience associated with this option. Additionally, following the removal of the VOB in December 2022 (or later as previously explained	that, there is no expected impact on capacity and resilience associated with this option. As this option includes a direct link from OSVEV to ALKIN. It is deemed more efficient that Option 2A.	the frequency of use of the MAP, this is rarely encountered in the practical application.	inbound restrictions. This option provides an element of resilience as aircraft carrying out a missed approach do not interact with other arriving aircraft
			the current availability of a VOR/DME and ILS approach.	through CAP 1781 or commercial arrangement), this option	Additionally, following the removal of the VOR in December 2022		other arriving aircraft.
				provides resilience as an alternative to a solely ILS approach into LBHA. An element of this notion does include a PRN to ILS approach which	(or later as previously explained through CAP 1781 or commercial arrangement), this option provides resilience as an alternative to a solely ILS approach into LBHA.		
				does have resilience benefits. In the event of poor visibility, aircraft	solely ILS approach into LBHA. An element of this option does include a PBN to ILS approach which does have resilience benefits. In the event of poor visibility, aircraft		
				would be able to utilise the PBN to ILS function rather than a full PBN approach. Such an approach reduces the minimum descent height, allowing for more aircraft to operate into LBHA during low	does have resilience benefits. In the event of poor visibility, aircraft would be able to utilise the PBN to ILS function rather than a full PBN approach. Such an approach reduces the minimum descent		
				height, allowing for more aircraft to operate into LBHA during low visibility.	PBN approach. Such an approach reduces the minimum descent height, allowing for more aircraft to operate into LBHA during low visibility.		
Wider Society	Tranquillity	Initial Options Appraisal:	Any aircraft routing from the South or East of LBHA	Any aircraft routing from the South or East of LBHA would likely be	visibility. Any aircraft routing from the South or East of LBHA would likely be	The existing MAP routes to the west of LBHA and then files north.	Like the existing MAP, this option routes to the west of LBHA and
		Qualitative	would likely be required to fly over the Kent Downs AONB or Surrey Hills AONB whilst being radar	required to fly over the Kent Downs AONB or Surrey Hills AONB whilst be vectored towards ALKIN. As a result, it is deemed that the	required to fly over the Kent Downs AONB or Surrey Hills AONB whilst be vectored towards OSVEV. As a result, it is deemed that the	avoiding overflying the Kent Downs AONB. Due to the south westerly alignment of the runway, aircraft carrying out the MAP	then files north, avoiding overflying the Kent Downs AONB. Due to the south westerly alignment of the runway, aircraft carrying out
			vectored towards LBHA. Any aircraft doing so would be above 1,000ft at the time, therefore, the impact on the AONBs is deemed to be minimal. The closest NP	impact on the specified AGNBs is out of scope of this ACP, as this overflight would occur prior to aircraft being established on this option and whilst under the control of Thames Radar as opposed	impact on the specified AONBs is out of scope of this ACP, as this overflight would occur prior to aircraft being established on this option and whilst under the control of Thames Radar as opposed	would likely fly close to the northerly portion of the Surrey Hills AONB, but not over it. This is unavoidable due to aircraft	the MAP would likely fly dose to the northerly portion of the Surrey Hills AONB, but not over it. This is unavoidable due to aircraft
				to IRHA. The closest NP to IRHA is South Downs: anoroximately 23.		performance and airspace constraints. However, by this point, aircraft would likely be between 1,500ft and 2,000ft minimising the	performance and airspace design constraints. However, by this noint aircraft would likely be between 1 500ft and 2 000ft
			of the airport. Due to this distance, it is deemed that the impact of this ACP on the South Downs NP is very	NM south of the airport. Due to this distance, it is deemed that the impact of this ACP on the South Downs NP is very limited.	to bence the covers of to bence a south observation, approximately 25 NM south of the airport. Due to this distance, it is deemed that the impact of this ACP on the South Downs NP is very limited.	impact on this area. The closest NP to LBHA is South Downs, approximately 23 NM south of the airport. Due to this distance, the	minimising the impact on this area. The closest NP to LBHA is South Downs, approximately 23 NM south of the airport. Due to this
			limited. All of the above is deemed to be out of scope of this ACP as aircraft would not be within the vicinity of LBHA at the time of overflight and would likely be			baseline scenario's impact on the South Downs NP is very limited.	distance, it is deemed that the impact of this ACP on the South Downs NP is very limited and is expected to be the same as for the
			of LBHA at the time of overflight and would likely be controlled by Thames Radar.				baseline scenario.
Wider Society	Biodiversity	Initial Options Appraisal:	In general, airspace change proposals are unlikely to	In general, airspace change proposals are unlikely to have an	In general, airspace change proposals are unlikely to have an	In general, airspace change proposals are unlikely to have an	In general, airspace change proposals are unlikely to have an
		Qualitative	have an impact upon biodiversity because they do not involve ground based infrastructure. Hence, there is no known impact in terms of biodiversity	impact upon biodiversity because they do not involve ground based infrastructure. Hence, there is no known impact in terms of	impact upon biodiversity because they do not involve ground based infrastructure. Hence, there is no known impact in terms of	impact upon biodiversity because they do not involve ground based infrastructure. Hence, there is no known impact in terms of	impact upon biodiversity because they do not involve ground based infrastructure. Hence, there is no known impact in terms of
			associated with today's operation. This includes inter	biodiversity associated with this option. This includes inter alia, terrestrial, marine and other aquatic ecosystems and the ecological	biodiversity associated with this option. This includes inter alia, terrestrial, marine and other aquatic ecosystems and the ecological	infrastructure. Hence, there is no known impact in terms of biodiversity associated with today's operation. This includes inter alia, terrestrial, marine and other aquatic ecosystems and the	biodiversity associated with this option. This includes inter alia, terrestrial, marine and other aquatic ecosystems and the ecological
			alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes.	complexes. Furthermore, there is no anticipated impact on any European	complexes. Furthermore, there is no anticipated impact on any European	ecological complexes.	complexes. Furthermore, there is no anticipated impact on any European
				Protected Species as outlined in the Conservation of Habitats and Species Regulations 2010 such as Bats, Great Crested Newts or	Protected Species as outlined in the Conservation of Habitats and Species Regulations 2010 such as Bats, Great Crested Newts or		Protected Species as outlined in the Conservation of Habitats and Species Regulations 2010 such as Bats, Great Crested Newts or
General Aviation	Access	Initial Options Appraisal:	There is no direct impact on access for	other mammals as a direct result of this option due to the limited change involved. There is no direct impact on access for general/business aviation	other mammals as a direct result of this option due to the limited change involved. There is no direct impact on access for general/business aviation	There is no direct impact on access for general/business aviation	other mammals as a direct result of this option due to the limited change involved. It is also worth noting that this option mimics the situation today,
General Aviabon	ACUES	Qualitative	general/business aviation associated with today's operation as LBHA is in Class G airspace.	associated with this option. It is also worth noting that this option mimics the situation today, therefore, there is no impact on GA	associated with this option. It is also worth noting that this option mimics the situation today, therefore, there is no impact on GA	associated with today's operation as LBHA is in Class G airspace. It is acknowledge that the current MAP requires aircraft to fly within	It is also workn noting that this option mimics the situation loosy, therefore, there is no impact on general/business aviation access compared to todays operations. Furthermore, business aviation
			operation as LBHA is in Class G airspace.	minics the situation todays operations. Furthermore, business access compared to todays operations. Furthermore, business aviation aircraft that operate to/from IBHA are aiready equipoed	minutes the statebolt locally, therefore, there is no impact on GA access compared to todays operations. Furthermore, business aviation aircraft that operate to/from LBHA are already equipped	Is according to a the current now requires and at the ry women the immediate vicinity of Kenley airfield. Having said that, the current frequency of use has not resulted in an adverse impact on	compared to todays operations. Furthermore, ocsiness availon aircraft that operate to/from LBHA are already equipped to fly PBN approaches. It is advnowledged that this option requires aircraft to
				to fly PBN approaches. This option is beneficial in terms of increased business aviation access to LBHA during periods of bad	to fly PBN approaches. This option is beneficial in terms of increased business aviation access to IBHA during periods of bad	gliding operations.	By within the immediate vicinity of Kenley airfield as with the baseline scenario and may have a very minor impact on gliding
				weather as this option includes lower minimas as part of the PBN to ILS segment.	weather as this option includes lower minimas as part of the PBN to ILS segment.		operations from this site. It must be highlighted that the expected
				-	-		frequency of the use of this MAP is very low, therefore, in reality the impact is expected to be minimal. A LOA/MOU could be used to mitigate the impact further.
General Aviation /	Economic impact from	Initial Options Appraisal:	In today's operation, LBHA may experience capacity	As part of this option, LBHA may experience capacity limitations	As part of this option, LBHA may experience capacity limitations	In today's operation, LBHA may experience capacity limitations due	the impact is expected to be minimal. A LOA/MOU could be used to mitigate the impact further. As part of this option, LBHA may experience capacity limitations
General Aviation / commercial airlines	Economic impact from increased effective capacity	Initial Options Appraisal: Qualitative	In today's operation, LBHA may experience capacity imitations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA	As part of this option, LBHA may experience capacity limitations due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	As part of this option, LBHA may experience capacity limitations due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	In today's operation, LBHA may experience capacity limitations due to braffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations.	the impact is expected to be minimal. A LOA/MOU could be used to mitigate the impact further.
		Initial Options Appraisal: Qualitative Initial Options Appraisal: Qualitative	limitations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. Due to the tactical nature of radar vectoring in	due to traffic volumes in the LTMA, having said that, this is present	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected. This option includes a more direct routing between OSVEV and ALXIN micro trachedhon the at FAE While radir vertroine is Rahiv	to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. It is acknowledged that the existing MAP may not be the most	the impact is expected to be minimal. A LOA/MOU could be used to migrate the impact further. As part of this option, LBHA may experience capacity limitations due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected. Although this may not be the most direct routing, this option
commercial airlines	increased effective capacity	Qualitative	Similations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. Due to the tactical nature of radar vectoring in today's operation, it cannot be guaranteed that aircraft would be given the most efficient route as they anymorth IBHA. Therefore, field hurn is suciable	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected. This option includes a more direct routing between OSVEV and ALXIN prior to stabilishing the at FAC. While radar vectoring is likely to still be unliked for the majority of the time it is admonifedged to the unspringer of direct field hardware OSVEV and RVM doors	to ball volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. It is advnowledged that the existing MAP may not be the most direct routing back to the ALEN hold, but it aims to reduce track millage and fuel born to a low as reasonably practical, given income medimenum and lend income memtions. More	the impact is expected to be minimal. A LDAMOU could be used to migging the impact for them. As part of this option, LBMA may experience capacity limitations due to table volumes in the LTMA, busing said that, this is present in tables's persistent and therefore in migratic sepacide. Although this may not be the most direct routing, this option minima: the existing MAP and any to minimal fuel boars to a live a particular protote them any and persistent.
commercial airlines	increased effective capacity	Qualitative	limitations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. Due to the tactical nature of radar vectoring in today's operation, it cannot be guaranteed that aircraft woold be given the most efficient route as	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected. This option includes a more direct routing between OSVEV and ALXIN prior to stabilishing the at FAC. While radar vectoring is likely to still be unliked for the majority of the time it is admonifedged to the unspringer of direct field hardware ODVEV and RVM doors	to ball volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. It is advnowledged that the existing MAP may not be the most direct routing back to the ALEN hold, but it aims to reduce track millage and fuel born to a low as reasonably practical, given income medimenum and lend income memtions. More	the impact is expected to be minimal. A LDAMOU could be used to migging the impact for them. As part of this option, LBMA may experience capacity limitations due to table volumes in the LTMA, busing said that, this is present in tables's persistent and therefore in migratic sepacide. Although this may not be the most direct routing, this option minima: the existing MAP and any to minimal fuel boars to a live a particular protote them any and persistent.
commercial airlines	increased effective capacity	Qualitative	Similations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. Due to the tactical nature of radar vectoring in today's operation, it cannot be guaranteed that aircraft would be given the most efficient route as they anymorth IBHA. Therefore, field hurn is suciable	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	due to traffic volumes in the LTAM, having said that, this is present in that y's operation and therefore no migrats is separated. This aption includes a more direct reading between DOMY and ALCM prior to establishing the atTAM within a data watering is lawy to still be addised for the majority of the time it is atomaking at the time provision of a direct link between DNAY and ALCM does facilitate the most efficient reading between the 2 points, and therefore has the possibility of relactions about the sure y small be approximated on the second state of the se	to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. It is admowledged that the existing MAP may not be the most direct routing back to the ALKIN hold, but it aims to reduce track mikaga and to burn to a site was reasonably practical, given	the impact is expected to be minimal ALDA/MOU could be used to mitigate the impact further. As part of this option, LBM may septement capacity binditions the to traffic evolutions the LTMA, having said that, this is present in today's operation and therefore no impact is expected. Although this may not be the man calculated and capation Attractional and the second second section and therefore an acticative accounts have to man calculate second section.
commercial airlines	increased effective capacity	Qualitative	Similations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. Due to the tactical nature of radar vectoring in today's operation, it cannot be guaranteed that aircraft would be given the most efficient route as they anymorth IBHA. Therefore, field hurn is variable	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	due to traffic volumes in the LTAM, having said that, this is present in today's operation and therefore no injusti's sepectical to today's operation and therefore no injusti's sepectical Authority prior is extrabilizing the at <i>IAF</i> . While radius extering is laivy that the provision of a direct this heterese OVVV and ALSK does facilitate the most efficient routing between the 2 points, and therefore has the possibility of relaxing the burn, for a very small	to ball volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. It is advnowledged that the existing MAP may not be the most direct routing back to the ALEN hold, but it aims to reduce track millage and fuel born to a low as reasonably practical, given income medimenum and lend income memtions. More	the impact is expected to be minimized. JCA/MOU and be used to mining the bingget characterized to the second seco
commercial airlines	increased effective capacity	Qualitative	Similations due to traffic volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. Due to the tactical nature of radar vectoring in today's operation, it cannot be guaranteed that aircraft would be given the most efficient route as they anymorth IBHA. Therefore, field hurn is variable	due to traffic volumes in the LTMA, having said that, this is present in today's operation and therefore no impact is expected.	due to traffic volumes in the LTMA, huving said that, this is present in dark's parties and adherdron on injuscific sepacidi. This approximation includes a more direct noting homesen GDVP and ADMO proto to scatching that JTAF. While adm vectoring it allow that the provision of a side trut his testers of DVV and ADM for that the provision of a side trut his testers of DVV and ADM for a side that the provision of a side trut his testers of DVV and ADM for hardbards in site processing of the time is a characteristic facilitate the most efficient rounding thereases the 2 points, and therefore has the procession of a side truth hardbard compared with the basienes (a sense).	to ball volumes in the LTMA, but this is a rare event and has a limited impact on LBHA operations. It is advnowledged that the existing MAP may not be the most direct routing back to the ALEN hold, but it aims to reduce track millage and fuel born to a low as reasonably practical, given income medimenum and lend income memtions. More	the impact is expected to be minimized. JCA/MOU and be used to mining the bingget characterized to the second seco
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