INITIAL OR	INITIAL OPTIONS APPRAISAL TO THE TOTAL TO TH														
INITIAL OF		Summary of Analysis	air traffic. The airport development can only proceed with approval of the DCD. Should the DCD into be approved and the development of Manston Airport on table to proceed, this ACP will be withdrawn. An assumption is made that the airport consent leads to an introduction of alevel of air traffic into the environment for which we must identify at least minimal rafie operational procedures, hence this option is rejected.	Reliance on tactical vectoring from ATC would have an impact on both noise and emissions, specifically for overland routes.	north. However, conflict with other airports arrival routes would restrict (limb profiles, increasing fuel burn and emissions.	the previous option for alroral musting to the north. Conflict with other jarports armial routes would restrict climb profiles, increasing fuel burn and emissions.	previous option for aircraft routing to the north. Conflict with other airpraft armiel router would restrict climb profiles, increasing firel burn and emissions.	off. Precimity of this route to other alignorts arrival routes may restrict continuous climb operations, resulting in increased fuel burn and emissions.	the previous option and provinity of this route to other algorists arrival rotes may restrict confinuous climb operations, resulting in increased fuel burn and emissions.	previous option and proximity of this route to other airpo anival routes may extract continuous climb operations, resulting in increased fuel burn and emissions.	rss for some aircraft i.e. those revolting to the south. Option will have to include a rind above hingliff restriction, but once east of the arrival routes for other airports, aircraft will be able to perform continuous climb operation. this option represents the overall lowest noise impact for communities.	the previous option. By turning right after take ciff, this option will have paster track miles for some aircraft it. ethose routing to the south. Option will have to include a "host above" height restriction, but one east of the arriad routes for other airports, aircraft will be able to perform continuous crimb operations. Rejected in favour of lower noise impact of previous option.	previous option. By turning right after take-off, this option will have greater take files for increast routing for the south country of the	operation, minimizing fixel burn and emissions. Implementation of technical or operational militigation required for the impact of wind turbine generator's on PSR	Monthing in particulate radio impact. Option allows the continuous dama operation, minimizing just be mand emissions. Not the most direct tests for aircraft routing countries, the production could be optionate to a more direct track therefore minimizing track miles, fuel burn and emissions.
Group  Communities	Noise impact on health and quality of life	Level of Analysis  Install Options Appraisal: Qualifative	Do reading.  There is no sharing to the node invasion health and the quality of file with the Do Honthing option.	Opportune Routes Bascline (Do Minimum)  A restlicitus to since management (bindum, 7,2001), this option provides that or ne consession of self-field distribution, but a result, alrought modified will very depending on the position of airway joining points, with an images or soft hom case and united of people centre the large 2004. The pages of the contract and united of people centre belories 7,2007. It is controlled Airpages and the airway vinctures are fishly to have a further color limpact on foot from aircraft departing what the south were the set of covers. Addition outside of people and the controlled of the first soil to littly to be an impact on transpariting in an arrangement, such and some controlled aircraft of people and people air controlled aircraft departing of the people of the south from Summary 30. This is however, unlikely to have any impact on health or quality of title.	Procedure Option 4  This conde is over a round intens of first test and south length builty op areas and village, should have test a first south the south of the	village of \$5 Nicholas AM Wade. The remainder of this option tracks ower the sac, reculting in minimal noise impact. Noise impact likely to be lists than the Do Minimum option due to the predictable routing, avoiding towns and villages. This route avoids the majority of areas that are particularly sensitive to noise, although it does cross a narrow section of the Thanet Coast \$55 as it crosses the coast. This is likely to have less of an impact on tracquillilly han the Do Minimum.	St kilcholack-4-Wade than the previous options, which will could be visible. The remains of the properties of the prope	close to the muster until the a vican fix over the sea. The remainded of this upon tracks over the sea, remaining in the De Minimum applion due to the predictable routing, avoiding flowers and village.  This contact avoids the majoring of areas that are particularly managed to the predictable routing, and the predictable routing and predictable routing and the Thanker Coast 5550 as it crosses the ceast. This is likely to the Phanker Coast 5550 as it crosses the ceast. This is likely to the Phanker Coast 5550 as it crosses the ceast. This is the predictable of the predictable routing to predictable the predictable routing the predictable predictable predictable and the predictable routing the predictable of the uniform predictable and the predictable and the predictable and the predictable predictable and the predictable predictable and the predictable predictable and and and and and and and and	visings of St Nicholas A4 Walde. The remainder of this opport tracks over the sea, reculting in inimitian disci impact. Hold impact likely to be less than the Do Minimum option dust but predictable entities, avoiding towars and visilages. This seak avoids the majority of areas that are particular, the avoids the majority of areas that are particular, the Tamer Coast SSD as it crosses the coast. This is likely have the Tamer Coast SSD as it crosses the coast. This is likely have less of an impact on tracing that the Do Minimum option. It is unlikely that the use of multiple routes to operadd the none burden more equitably could be used. There is not	In Nicholack, 44 Wade than the pervisors options, which will see used in conflight of wellige. The resultation of unique to value the resultant option tacks over the sax, resulting in initial states of the resultant option tacks over the sax, resulting in initial states in the resultant option of the Takes Close 1550 as it or crosses that or any articular than the resultant option of the Takes Close 1550 as it or crosses the ceast. This is they have less of an impact on to resultant option option.	minimal notice impact. Notice impact filely to be feet that the Os Minimum point due to the precider recting, avoiding towns and villages.  In this cost avoid for the majority of areas that are particularly sensitive to notice, atthough it does cross a narrow action or the majority of areas. This is likely to the Thank Cost of the way for the cost of an impact on tranquility than the Do Minimum or opposition of the properties of the cost of an impact on tranquility than the Do Minimum in the cost of the properties of the cost os	village of Si Kinobai-All Wade. The mensited of this opinion contacts over these, a regular pin initial ratio one impact. Most impact fallay to be its than the Co Minimum opinion of impact. The profession of the contact of the profession of the flavor contact the contact of the profession of the flavor contact the contact file is likely in the profession of the flavor contact the contact file is likely in the contact of the impact of an impact of an impact of the contact flavor of the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file is likely in the contact file in the contact file in the contact file is likely in the contact file in the contact	is SN Michols-A Worlder than the previous options, which will be result in overlifting the fire implicant of this coption tracts over the size, recentling in minimal moise impact. Riscise impacts into impact, the size impact is recently in the processor of the previous option due to the predictable recentling, although impact into impact implication in consecution impact on whilege of \$1.00 minimal implication in the processor of the processor	minimum height required to initiate any turns. Noise impa will be the same as the Do Minimum option due to the location and proximity of Ramsgate in relation to the runway.  This route avoids areas of tranquillity. In relation to Runw.	ct minimum height required to initiate any turns. Noise impact will be the same as the Do Minimum option due to the location and proximity of Ramsgate in relation to the runway.
Communities	Air Quality	Initial Options Appraisal: Qualitative	There is no change to the impact on Local Air Guality with the De Nothing option.	Local Air Quality is likely to be affected by arrorsh within 3 nustical mides of the safeted below £ 2001t. The positions of aircraft below £ 2001 it are to the safeted below £ 2001t. The positions of aircraft below £ 2001t are to the saccessment conduction for the ACO and hence there is based be no significant impact on a quality around the aircraft and specifically in the Thaneous telesconduction of the CO below the same three whole the no significant impact on bodiversity as result of the redevelopment of Authorities Acoustic Confederation as result of the redevelopment of Authorities Acoustic Confederation as result of the redevelopment of Authorities Acoustic Confederation and the same for the redevelopment of Authorities Acoustic Confederation and the same for the same	Minimum option. Aircraft departing from Runway 28 will be more concentrated on this single route, which may have a small localised negative impact on Local Air Quality. There will be no change in the Thanet (th'ban AQMA as a result of implementing this option. This option is not expected to result in any changes to biodiversity given that the implementation will not require	Local Air Clasify is they to be effected by secrative within 3 hashcall miles of the airfield select ALDIN. The positions of hashcall miles of the airfield select ALDIN. The positions of Minimum agricus. Averall departing from families with airfield selection of the position of the airfield of airfield selection of the airfield selection of the airfield selection of the airfield selection of the air the airfield selection of the air the airfield selection of the air the ai	Minimum option. Aircraft departing from Runway 28 will be more concentrated on this single route, which may have a small localized negative impact on Local Air Quality, particularly in the vicinity of \$ Kincholas-4k Wade. There will be no change in the Thanet Lirban AQMA as a result of implementing this option.  This option is not expected to result in any changes to	Minimum option. Aircraft departing from Runway 28 will be more concentrated on this single route, which may have a small localized negative impact on Local Air Quality. There will be no change in the Thanet Urban AQMA as a result of implementing this option. This option is not expected to result in Any changes to biodiversity given that the implementation will not require	Minimum option. Aircraft departing from Runway 28 will be more concentrated on this single route, which may have a small localised negative impact on Local Air Quality, particularly in the vicinity of \$ Richolas Air Wade. There will be no change in the Thanet Lirban AQMA as a result of implementing this option.  This option is not expected to result in any changes to	Local Art Quality is likely to be affected by arrorf without of least and read below LOOP. The positions of least and least below LOOP. The positions will be a second region of least and	be Minimum option. Aircraft departing from Runnway 28 will be more concentrated on this single rout, which may have a small localized negative impact on Local Air Quality. There will be no change in the Thanet Urban AIAA as a result of implementing this option. This option is not expected to result in any changes to biodiversity given that the implementation will not require	Minimum option. Aircraft departing from Runway 28 will be more concentrated on this single route, which may have a small localised negative impact on Local Air Quality, particularly in the vicinity of 5 kincholas 44 Wade. There will be no change in the Thanet Lirban AQMA as a result of implementing this option.  This option is not expected to result in any changes to	Could for Quality's tillery to be affected by aircraft within 3 of material miles of the artificed below 1,000°C. The protections of the artificed below 1,000°C. The protections of the artificial miles of the artificial confidence of the artificial	the aircraft has not reached a sufficient height to enable a turn at this point, overflying Rampagne is unavoidable, to change to the Do Milnimum option due to the location and prolemity of Rampagte in relation to the runway and hence no change in the Thanet Urban ACJMA as a result of implementing this option.  This option is not expected to result in any changes to	the allocard has not reached a sufficient height to enable a turn at this point, overhiping Ramgate is unavoidable. No change to the Do Minimum option due to the location and proximity of Ramgate in relation to the runway and hence no change in the Thanet Uthan ACMA as a result of implementing this option.  This option is not expected to result in any changes to
Wider Society	Greenhouse Gas Impact	Initial Options Appraisal: Qualitative	There is no charge to the greenhouse gas impact wit the for furthing option.	The Mark of approved procedures do not export optimize in control to Mark of approved procedures do not export optimize in control impact in term of emissions. Alternat see unlikely to be able to perform continuous calling points and servard in Marky to be restricted in highly termine for contained to plan the arrays. This will make higher excellent to be a serviced in highly termine to plan the arrays. This will make higher excellent the control of the arrays	This gate represents the similar for a filled for proceedings of the process of t	integration required with arrivals into Southend Airport, aircraft would not be able to perform continuous climb operations and would be held at 5,000 ft or less for longer. Likely to have similar impact to Do Minimum option due to	previous option but still represents the minimal track miles for aircraft departing to the north. However, due to the integration required with arrivals into Southend Airport, aircraft would not be able to perform continuous climb operations and would be held at \$0,000 ft or less for longer. Likely to have similar impact to Do Minimum option due to	Southend Airport arrival route, this procedure will have to include a 'not above 'height restriction until clear to the least of the arrival's procedure. Aircraft may still be able to perform a Continuous Climb departure, depending until the climb gradient that can be achieved, but it cannot be guaranteed. By tunning right after take-off, aircraft nouting to the south east or south will have more tack miles to fly. Likely to have a greater impact than the Do Milnimum.	east of the arrival's procedure. Aircraft may still be able to perform a Continuous Climb departure, depending on the climb gradient that can be achieved, but it cannot be guaranteed. By tuming right after take off, aircraft routies to the south east or south will have more track miles to fly. This option is slightly longer (Ib. inautical mile) than the	east of the arrival's procedure. Aircraft may still be able to perform a Continuous Climb departure, depending on the climb gradient that can be achieved, but it cannot be guaranteed. By tuming right after take-off, aircraft routin to the south east or south will have more track miles to fil	altitude sooner. Likely to require more track miles than the	Southerd Airport amival route, this procedure will have to decide a five above highly exercition usual clear to the each of the arrival's procedure. Aircraft may still be able to each of the arrival's procedure. Aircraft may still be able to clining patient that on he achieved, but it cannot be parameterd. By turning right after take off and extending each each, but the parameter aircraft may be parametered. By turning right after take off and extending substitution of the arrival mouse, sincert will be separated to the each off the arrival mouse, sincert will be separated to the each off the arrival mouse, sincert will be separated to the each off the arrival mouse, sincert will be separated to the each off the arrival mouse, sincert mild than the previous option. Likely to require more tradu- tion than the Delinium applies for some routes but mild than the Delinium applies for some routes but where the process of the arrival extension of the parameter and the parameter of the parameter and the parameter of the parameter and the parameter of the parameter and	Southend Aliport arrival route, this procedure will have to include a "not above" hight exercition until clar to the east of the arrival's procedure. Alicraft may still be able to perform a Continuous Climb departure, depending on the climb gradient that can be a chieved, but it cannot be to guaranteed. By tuming right after takes off and extending to the east, aircraft will have more track miles to fly but once separated to the east of the arrival route, aircraft will be able to perform a continuous climb to reach cruising altitude sooner. This option is slightly longer LT2 analoct land.	This option allows for continuous or the option allows for continuous or the option of the option option of the option of the option of the option option.	The option allows for centinuous climb operations. Routing the property of the property of th
Wider Society	Capacity and resilience	initial Options Appraisal: Qualitative	The Do Nothing option will have no impact on the Capacity and realistace of the overall national airspa- ishnaturacture.	poor weather conditions, there is a higher likelihood of aircraft having to	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modemisation Strategy. However, traffic would be capped at 5,000 ft until clear of Southend Airport arrival routes.	resilience and was developed in coordination with NATS as	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. However, traffic would be capped	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. However, traffic would be subject	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. However, traffic would be subject	s resilience and was developed in coordination with NATS a part of FASI-S in accordance with the UK Airspace Modernisation Strategy. However, traffic would be subject	resilience and was developed in coordination with NATS as	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. However, traffic would be subject	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. However, traffic would be subject	capacity and resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. Due to the more easterly	This option does support the effective management of capacity and resilients and was developed in coordination of management of the coordination of the coordination farizable Moderniston Strategy. Due to the more seating- tract, aircraft are able to avoid survival rest to London apports, improving praispace efficiency. This route would represent the most direct route for aircraft transiting to the near continent across the London Fill boundary.
General Aviation	Access	Initial Options Appraisal: Qualitative	The Do Nothing option will have no impact on the access to airspace for GA aircraft.	No changes are proposed to the parameters of the current airspace distinctive around Matation Airport and therefore no change to airspace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.	This route would have minimal impact on other airspace users. No change to airspace access is predicted.	This route would have minimal impact on other airspace users. No change to airspace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.	This route would have minimal impact on other airspace users. No change to airspace access is predicted.	This route would have minimal impact on other airspace users. No change to airspace access is predicted.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted.
General Aviation / commercial airlines	Economic impact from increased effective capacity	Initial Options Appraisal: Qualitative	transport movements so will have no economic impa	In the respecting of Manaton Airport is expected for realize a positive of accomoin impact with a increase in both of transport and 64 movements from the current position of zero movements. Any impact or a movements. Any impact or a movement is more than a register in the process of the pro	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have effect and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have effect and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have effert and indirect economic benefits associated with an increase in both air transport and GA movements.	associated benefits including increased effective capacity which is predicted to have effect and indirect economic benefits associated with an increase in both air transport and GA movements.
General Aviation / commercial airline	Fuel burn	initial Options Appraisal: Qualitative	There is no change to fuel burn with the Oo Northing option.	There will be all infligation on heal built final and the first to clearance didiplys and health final to clearance didiplys and health final to clearance didiplys and the health final to clear the clearance of	This option will initially have a limited faul burn impact units assured means from the assured means food. where it would be held until common the assured means from the assured means from the assured means and the assured to be distincted on the assured to be Minimum option due to inefficient climb profiles although may allow more direct routing.	continuous climb operations are not possible. Likely to have		climb gradient. This however, cannot be guaranteed. By turning right after take-off, aircraft routing to the south and south east will fly a greater number of track miles, incurring	climb gradient. This however, cannot be guaranteed. By turning right after take-off, aircraft routing to the south and south east will fly a greater number of track miles, incurring	continuous climb operations, depending on the achieved climb gradient. This however, cannot be guaranteed. By d turning right after take-off, aircraft routing to the south ar	continuous climb operations, depending on the achieved climb gradient. This however, cannot be guaranteed. By durning right after take-off, aircraft routing to the south and south east will fly a greater number of track miles, incurring	continuous climb operations, depending on the achieved climb gradient. This however, cannot be guaranteed. By turning right after take-off, aircraft routing to the south and	height restriction, but may still be able to perform continuous climb operations, depending on the achieved climb gradient. This however, cannot be guaranteed. By d turning right after take-off, aircraft routing to the south and s outh east will fly a greater number of track miles, incurring	reducing fuel burn, especially at lower altitudes. This procedure also minimises the number of track miles flown. Improved climb profile should result in less impact than the	This option does not impact on arrival title London alignor, as it tracks to the Food Mats, therefore, continuous climb on the London alignor as it tracks to the Food Mats, therefore, continuous climb oncever, given the proteining to the FRB boundary, he lates tagges of this procedure or on immediate departure from this procedure, sirroral may be required to reduce their only oncever of the procedure, arrival may be required to reduce their discussions of the continuous continuou
Commercial airline	Training costs	Initial Options Appraisal: Qualitative	There will be no training costs associated with the Di Nothing option.	No additional training would be required by commercial airlines or GA as a result of reopening the airport without any approved procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators thying PBN routes or procedures.	There will be no additional training costs required for commercial operators their PRN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators thing PBN routes or procedures.	There will be no additional training costs required for commercial operators thring PBN routes or procedures.	There will be no additional training costs required for commercial operators thing PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.
Commercial airline	Other costs	Initial Options Appraisal: Qualitative	There will be no additional costs associated with the De Nothing option.	The lack of approved departure procedures should not result in any other additional costs for commercial aimines over and above the costs of reopening Manston Aliport as a NSP as shown in Section 6 paragraph 6.16.	Flight Management Systems (FMS) and navigation databases. Any additional costs are likely to be small and	Other costs to operators may include updates to suircraft Fight Managamen Aneigation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to aircraft Fight Management Systems (FMS) anniugation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to sizeralt Fight Management Systems (FMS) anniagation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to alicraft Fight Management Systems (FMS) and may piston databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to aircraft Fight Management Systems (FMS) and navigation databases. Any additional costs are tikely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include update to a barraft Flight Management Systems (FMS) and notigation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to alricall Fight Management Systems (FMS) and may jation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other coats to operators may include updates to aircraft Fight Management Systems (FMS) and notigation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to aircraft Fight Management Systems (FAS) and mayacition databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to alriraft Flight Management Systems (FMS) and navigation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.
Airport, / Air navigation service provider	Infrastructure costs	Initial Options Appraisal: Qualitative	There will be no additional infrastructure costs associated with the Do Nothing option.	There are no additional infrastructure costs sociated with operating without approved experime procedure, and above the costs of without approved approxima procedure, and above the costs of without approximation of the costs of a second of the costs of a second of the costs of a second of the costs of t	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBN rostees or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBR routes or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBM rostors or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs asociated with the introduction of PBIV routes or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBM routes or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBM router or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introducin of PBM router or procedures. No change from the Do Minimum option.	There will be no additional infrastructure costs associated with the introduction of PBM route core procedures. No change from the Do Minimum option.
Airport / Air navigation service provider	Operational costs	initial Options Appraisal: Qualitative	There are no operational costs associated with the D Nothing option.	There will be no additional modified operational costs associated with operating eithors proposed departure procedures over and above the operational costs of reopening Manston Airport as a NSP as shown in Section 6 paragraph 6.34.	The operational costs associated with implementing PBN procedures relate to IP Geight, validation (ground an althorne), safety assessment, aimpace change and concultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a two years, lower to the procedure on a three years, which is the procedure on a three years, the procedure on a three years, the procedure on a time years of the year	very low, requiring maintenance of the procedure on a five	very low, requiring maintenance of the procedure on a five	The operational costs associated with implementing PRN procedures relate to IP Feedings, validation (ground and airborne), safety assessment, alrepace change and consultation, conflictation and politication. Once implemented, the costs of ownership of PRN procedures is very low, requiring maintenance of the procedure on a few yearly basis. This represents a small increase from the Do Minimum option.	very low, requiring maintenance of the procedure on a five	airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is every low, requiring maintenance of the procedure on a five	The operational costs associated with implementing PBN procedures related to FP deeign, validation (ground and airbonne), safety assessment, airspace change and consultation, centification and publishation, those implemented, the costs of ownership of PBN procedures is explemented, the costs of ownership of PBN procedures or key very low, requiring maintenance of the procedure or a New yearly basis. This represents a small increase from the Do Minimum option.	very low, requiring maintenance of the procedure on a five	very low, requiring maintenance of the procedure on a five	The operational costs associated with implementing PBN procedures relate to IP design, validation (ground and ariborne), safety assessment, airspace change and concustation, certification and publishation. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure or a five yearly basic. This represents a small increase from the Do Minimum option.	very low, requiring maintenance of the procedure on a five
Airport / Air navigation service provider	Deployment costs	initial Options Appraisal: Qualitative	There are no deployment costs associated with the E Nothing option.	There will have additional deployment cast associated with operating without approved against proceedings are and allows the practical costs of reopening Manaton Airport as a NSP as shown in Section 6 paragraph 6.15.	implementation of approved procedures over and above the training required for the Do Mininum option. This would represent a small increase in deployment costs from the Do Minimum option.	would represent a small increase in deployment costs from the Do Minimum option.	the Do Minimum option.	the Do Minimum option.	the Do Minimum option.	the Do Minimum option.	This option may require some additional air traffic controller training specifically associated with the implementation of approved procedures over and above the training required for the Do Minimum option. This is would represent a small increase in deployment costs from the Do Minimum option.	the Do Minimum option.	the Do Minimum option.	the Do Minimum option.	the Do Minimum option.
Safety Assessment	Safety Assessment	initial Gytiens Appraisal: Qualitative	There are no suffly regilations associated with the Do Northing option.	When I copen, Manetan Angore I will have a swellbarce appolity and will be able to provide card with an Art Tall Nervice (ATS). According operating to or from Maneton Angore I will be able to receive a ATS appropriate to the Michigan continue (Michigan Copens) and the Section and I fails. Service and I was calculated to flights in Cloud Services and Talls. Service will be available to flights in Cloud Services continued to Michigan Copens (ATS) and the ATS continued and I fails. Service will be available to flight in Cloud Services and provide cold separation from Known or ATS continued to the ATS continued and the ATS continued a	to agelfact subject registrations was selected designed and an electrical design and an electrical security assessment. Opening activated will registrate and tradition and traditions are stated for exercise to be provided by Manston ATC for respection and other straffs. Cerebral conflict assessing and conflict and activate and activate assessing activate and straffs cerebral activate and activate assessing as to the conflict assessing as to the conflict assessing as to the conflict assessing as the conflict as the conflict assessing as the conflict assessing as the conflict assessing as the conflict as the conflict assessing as the conflict as the	to agentize study ingriturions was selecteded using an an air study searcement. Design justiced will engine an air strollic service to be provided by Manton ATC for separation and so that studie. Technical conflict between department are study and study as the study as a study as accord and studies are study as the studies are produced to study as the studies are produced to study as the studies are produced to study as are studies as the studies are produced to studies and produced to produced to produced produced to produced	so agelitar at skejs implications was identified single in derlip scennenter. Design jacorda will organica an air straffic service to be provided by Manton ATC for supparation of the straffic. Therefore, and the straffic service organical service and straffic serving at other souther alignent, service and service departing straffic remains below aminals straffic.	he agelface at other insplications were desembled during the control of the control of the cont	us ageitar and when insplications was electrified during a theory seasoment. Design justiced will regular as a stroffic service to be provided by Manthon ATC for separation and other straffic. Testing and confine testiness respecting accords and straffic arriving at other traded singuistry, accords and straffic arriving at other traded singuistry. The straffic arriving at other traded singuistry, procedures to ensure departing straffic remains below aminals traffic.	<ul> <li>so agentical safety implications was identified during upcommon (Indian ground will region as any or lateful security of the provided by Martinos AT. for separat with other staffs. Deletal coeffice between displaced according to differ perindical coeffice between displaced according to differ perindical coeffice between displaced according to the provided according to the coefficient of procedures to ensure departing staffs: remains below article traffs.</li> </ul>	as to againfact after, implications were destified during the address parameter logolarity according to produce the gradual and a not traffic annivers to be provided by Manston ATC for apparation with other traffic intensit conflict relative destination of traffic intensity all other broades apparet, according for build carringly at other broades algorithm and build, surviving at other broades algorithm and build, surviving at other broades algorithm.  The production of the p	he agenticant other; insplication, was electrified using a third, assument. Design justice will require a nai traffic earlier. Design justice will require a nai traffic earlier be provided by Manthon ATC for supporting and other straffic. Therein all conflict between departing around and straffic arriving at other traded singers. The support of the straffic earlier and the straffic earlier and procedures to ensure departing straffic remains below arrivals traffic.	to a getterat utaler invitazione, we extended arique in an interface canno interface accomment linguistra accommendation ac	to agenticate atteir implications, were electrified during a tending assument. Designing alcoraful immigrage and startification is be provided by Manthon ATC for separation at traffic service to be provided by Manthon ATC for separation and traffic are trained association and traffic and which are traffic services and provided association of starbing of which are traffic services and the services of services and the services of personal services are serviced as personal services and personal services are serviced as and personal services are serviced as and personal services are serviced as and personal services are as a service and personal services are as a service and personal services and personal services are as a service and personal services and personal services are and personal services and personal services and personal services and personal services are and personal services and personal services and personal services are and personal services and personal services and personal services and personal services are and personal services and personal services and personal services and personal services are and personal services and and and and and and and and	<ul> <li>No againfunct cafely implications were developed and properly acceptantly acceptantly acceptantly acceptantly acceptantly acceptantly acceptant and provided by Mainton ATC for separation with other traffic.</li> </ul>

INITIAL OP	IONS APPRAIS	ΕΔΙ													<del></del>
initial of	ions at that	Summary of Analysis	Interioran processor robe impact on initial departure. According to the other approx a mini mit robe exactly happen and the proper a mini mit robe exactly happen restrict airrard, increasing notes impact and normating fast burn and emissions due to the thing able to perform a continuous climb. Following discussions with MRS, This road could be animed to desired of their sould allow to avoid conflict with the arrival tracket. This would allow the continuous climbs are allowed to avoid conflict with the arrival tracket. This would allow to avoid conflict with the arrival tracket. This would allow the conflict with the arrival tracket. This would allow the conflict with the arrival tracket.	h	Over to so, and owners, entitles in impact, implementation of technical or operational militageton required for the impact of which further generator's on PEX.	Direct track and oversea, minimum impact.	Orect track and oversea, minimum impact.	Direct track and oversea, minimum impact.	Direct track and oversea, minimum impact.	Direct took and overse, minimum impact. Further track miss so not the procedure for accord armining from the work and south.	hopped to be flow a deptimen size of performance in a combination of every and emission that calls, will storigly be very death when network traffic dentity it low to avoid confliction with outbound London TIMA aircraft performing continuous climbs.	Sings Truck and consess, although closer to the Sockhool CAT About the previous earthern Tracelous Anthret truck miles to join the procedure for already a sings from the west and south. List statistics than Tracelous to 12:00 ft Approach due to provinity to Southend CTA.	Disgret to be Typer a options strength performance in a continuous decens and animal tast disker. If the type and when extends traffic destroy is low to avoid confliction with outbound London TMA aircraft performing continuous climbs.	Environmental Impact due to unspredictable nature of approaches, secretal of them of a missed predictable nature of approaches, secretal of them of a missed predict, with suscidated impact on notice, stack misse, built burn and emissions.	Actions in secticable inspect from apparation. Molt represent, the temperature of the minimum parameter from sines, inclinating some impact with most of the procedure over the size. Protential to move the sold goaldon away from the Windfarm whits remaining over the size.
Group	Impact	Level of Analysis	RWY 10 South to West	Transition Baseline (Do Minimum)	Transition RWY 28 from North (JACKO)	Transition RWY 28 from North East (SUMUM)	Transition RWY 28 from East (RAPIX)	Transition RWY 28 from South East (KONAN)	Transition RWY 28 from South (OKVAP)	Transition RWY 10 from North to 2,500ft Approach	Transition RWY 10 from South to 2,500ft Approach (West)	Transition RWY 10 from North to 3,000ft Approach	Transition RWY 10 from South to 3,000ft Approach (West)	Approach Procedure Baseline (Do Minimum)	RWY 28 ILS/RNAV MAP North (East)
	•	_	Procedure Option 15		Procedure Option 16	Procedure Option 17	Procedure Option 18	Procedure Option 19	Procedure Option 20	Procedure Option 21	Procedure Option 23	Procedure Option 24	Procedure Option 26		Procedure Option 27
Communities	Noise impact on health and quality of life	Initial Options Appraisal: Qualitative		er As this option would rely on tactical vectoring from ATC, there would be no consistency in terms of aircraft routing.	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities or	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities or	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities	This option routes over rural areas, avoiding large built-up areas and villages. Lower aircraft power settings will be applicable at	As this option is solely located over the sea, there is no implications in terms of noise impact on local communities	This option routes over rural areas, avoiding large built-up areas and villages. Lower aircraft power settings will be applicable at	Aircraft conducting visual approaches are more likely to follow different tracks over the ground producing a noise impact. Greater	The initial part of this proposed procedure is over the sea, so does not affect any communities. Aircraft will have to overfly
			minimum height required to initiate any turns. Noise impa will be the same as the Do Minimum option due to the location and proximity of Ramagate in relation to the numway. As aircraft proceed on this departure procedure, you be required to remain at approximately 7,000ft until laterally separated to the west of arrival routes into	Let I has seek, all could noting will have playending on the position of alliancy being point, with an accounted impact so both mice and number of population eventions below and the position of the position of a section required in Chica Garagone.  The lack of predictable routing is liasly to have an impact or transplantly in the feet Towns Actif between account arising and the lack of predictable routing is liasly to have an impact or transplantly in the feet Towns Actif between account arising the lack of predictable routing is liasly to have an impact or transplantly in the feet Towns Actif between account arising the lack of the lack of the lack of the lack of transplantly in the feet town account and the lack of the lack of the lack of the lack of the lack	or areas of tranquility. This represents an improvement to the Do Minimum option.  86	areas of ranequility. This represents an improvement to the Do Minimum option.	or area of tranquility. This represents an improvement to the Do Minimum option.	areas of transpoliting. This represents an improvement to the bo- Minimum option.	or areas of tranquilley. This appreciants an improvement to the De Minimum option.	or areas of tranquille). This appreciants an improvement to the Do Minimum option.	this stage is the aircraft is descending, followingset more concentrated than De Minimum option, due to generate the best double be less impact that to been power setting in a continuous december. All the continuous december Aircraft overlight that fact December ADMI is the descent to join the approach procedure. Aircraft inhould be subor ADMI while! approach procedure. Aircraft inhould be subor ADMI while! Do Minimum option.	or areas of tranquillity. This represents an improvement to	this stage is the aircraft is descending, finder impact more connectrated than Deliminum option due to predictable result but should be less impact due to lower power settings in a continuous decare. Aircraft words the stage stage of the Aircraft wordly the ferri Downs AOMB in the descent to join the agreement procedure. Aircraft should be subset 4000ft white pages only procedure. Aircraft should be subset 4000ft white Do Minimum option.	likelihood of an unstable approach and aircraft therefore needing to g carry out a missed approach and conducting further approaches, with a further impact on noise. Greater likelihood of avoiding action in Class G airspace also likely to impact noise on local communities. There is also likely to be an impact on locally identified areas of	Ramsgate, located only 2.3 nautical miles from touchdown,
Communities	Air Quality	Initial Ontions Appraisal:	Incal Air Quality is likely to be affected by departing aircraft	ft Local Air Quality is likely to be affected by aircraft below	Aircraft will be above 1 000 ft and remain over the sea at all	Aircraft will be above 1,000 ft and remain over the sea at all	Aircraft will be above 1 000 ft and remain over the sea at all	Aircraft will be above 1 000 ft and remain over the sea at all times	Airrraft will be above 1 000 ft and remain over the sea at all	Aircraft will be above 1 000 ft and remain over the sea at all	Airrisft will be above 1 000 ft at all times, hence there will be no	Aircraft will be above 1 000 ft and remain over the sea at all	Aircraft will be above 1 000 ft at all times beene there will be no	Local Air Quality is likely to be affected by aircraft within 3 nautical	Local &ir Quality is likely to be affected by aircraft within 3
Lommunities	Air Quanty	Qualitative	between 250 ft and 1,000 ft while passing over Ramsgate. A the aircraft has not reached a sufficient height to enable a turn at this point, overflying Ramsgate is unavoidable. No change to the Do Minimum option due to the location and	As to the appearsh, there are there will be no impact on air quality and or impact not the Tauset than ADMA.  The DCD Charlesomental Assessment concluded that there would be no opilisarch impact no boldwerings as a result or the networkopment of Manzion Airpust, despite the qualification of the development of Manzion Airpust, despite the qualification of the control board infrastructure work this opilisarch amount of Manzion Airpust despite that most office of the control board infrastructure work this control of the control	Thanet Urban ADMA. This option will have no impact on blodiversity. If No change to the Do Minimum option. It	Orban ACRAN This option will have no impact on biodiversity. No change to the Go Minimum option.	Thanet Uban AQMA. This option will have no impact on blodvensity.  No change to the Do Minimum option.	Accord will be above 2,000 to and remain over the year at all others, hence others will be no ploqued out all qualify or the Thanet Urban ADMA.  ADMA.  This option will have no impact on braddwards,  No change to the Go Minimum option.	These tiches AQMA. This option will have no impact on biodiversity. No change to the Do Minimum option.	These tribus AGMA. This option will have no impact on biodiversity. No change to the to Minimum option.	Articative and to above LUCHET at an intelligent from which on the impages on any regular for the Teneror than Articative Articativ	Anistrate will be about Just it also intends now the bas at an amount of the property of the p	This option will have no impact on blodwershy.  No change to the Do Minimum option.	1,000 far et fielly to be very similar (immediately after take off, or on final appraise) to the the COL and thereous and appraise) to the the COL and the read and personal to insecure consistent of the COL and the read and specifically in the Thanest Urban AQMA as a result of implementing the De Millionium opposition of the COL and the COL	is unavoidable. However, the positions of aircraft below 1,000 ft are likely to be very similar to the Do Minimum option. No change to the Do Minimum option due to the location and proximity of Ramsgate in relation to the runway and hence no change in the Thanet Urban AQMA as a result of implementing this option. Aircraft less likely to carry out a MAP which should
Wider Society	Greenhouse Gas impact	Initial Options Appraisal: Qualitative	Aircraft will be able to perform optimum climb performanc initially but aircraft will be required to remain at	ce The lack of approved procedures do not support optimum aircraft performance and are therefore predicted to have a	This procedure would incorporate a continuous descent n profile at optimum aircraft performance and minimises the	This procedure would incorporate a continuous descent profile optimum aircraft performance and minimises the track miles	at This procedure would incorporate a continuous descent profile at optimum aircraft performance and minimises the	This procedure would incorporate a continuous descent profile at optimum aircraft performance and minimises the track miles	This procedure would incorporate a continuous descent profile at optimum aircraft performance and minimises the	This procedure would incorporate a continuous descent profile at optimum aircraft performance. Although the	This procedure would incorporate a continuous descent profile at optimum aircraft performance, although this would only be	This procedure would incorporate a continuous descent profile at optimum aircraft performance. Although the	This procedure would incorporate a continuous descent profile at optimum aircraft performance, although this would only be	t The lack of approved procedures do not support optimum aircraft performance and are therefore predicted to have an environmental	The procedure incorporates a continuous descent profile, to be flown at optimum aircraft performance and represents the
			approximately 7,000 ft until laterally apparated the west of many direction for control apparate and many direction for control apparate and imagest to be Minimum option due to inefficient climb profiles.	monitorinetal impact in terms of immissions. Aircraft and cultility to be sell in profession continuous descent of cultility to be sell in profession continuous descent on track miles at lower altitudes due to sectioning by ART. This will reach higher engine operare ettings and great parts and continuous co		flows, minimizing emissions. More efficient profile should result in less impact than the Do Minimum option.	track mise Sour, minimizing ensistents. More efficient profile should result in less impact than the Co Minimum option.	optimum arranth performance and minimises the stock miles from, minimise greation. More efficient profile should result in less impact than the Do Minimum option.	truck make flow, minimizing emissions. More efficient profile about ensure in here impact than the Do Minimum option.	Tracible products that finininess the number of has insisted but, for simpling this procedure from the market fault, but and region of the products from the the number of track miles from and therefore additional to the but has and emission. Nower efficient priftle product result in the singuist that the face bit failman prince, atthough a singuist that the face bit failman prince, atthough conditions of the singuist that the face bit failman prince, atthough conditions of the singuist region of the	possible when network traffic density was low due to confidence with traffic performance (mining systems outdoored with traffic performance) mining systems outdoored track while for alroyal parining from the west. More efficient parining from the west. More efficient profiles should result in less impact than the 50 Minintum option.	Transition procedure that finaments the number of trans- mission from the carrier points the procedure for trans- mission from the carrier points of the carrier points and the carrier points of the carrier points of the carrier points that number of transit mines from an of the restore a distinct an interest points of the carrier points of the carrier points of the interest impact than the Go Minimum option, atthough card of result in greater impact.	from the London TMA. This procedure represents the minimum track miles for aircraft arriving from the west. More efficient	higher power settings and therefore impact on emissions. There is an	most direct fight path, minimining track miles and emissions. The Molf regiments the miniminim practicable sized miles in the Molf regiments the minimization of the miles of by its nature may require maximum engine power setting, Monre efficient prifits should result in less impact than the bo Minimum option.
Wider Society	Capacity and resilience	Initial Options Appraisal:	This option does support the management of capacity and resilience and was developed in coordination with NATS as	This option is an ineffective way of managing airspace.	This procedure has been designed in consultation with NAT:	This option will involve aircraft crossing into the LONDON FIR a	This option will involve aircraft crossing into the LONDON	This option will involve aircraft crossing into the LONDON FIR from the adjacent FIR (at KONAN). This route will increase airspace	This procedure has been designed in consultation with NAT	This procedure has been designed in consultation with NAT	This procedure has been designed in consultation with NATS and the FASI-S programme, in accordance with the UK Airspace	This procedure has been designed in consultation with NATS	This procedure has been designed in consultation with NATS and the FASI-S programme, in accordance with the UK Airspace	This option is an ineffective way of managing airspace. Manston Airport would not meet the airspace modernisation priorities.	This procedure has been designed in consultation with NATS and the FASI-S programme, in accordance with the UK Airspace
		Contractive	part of FASI-S in accordance with the UK Airspace	modernization priorities, including the coordination with other airspace users as part of the FASI-5 programme. In poor weather conditions, there is a higher likelihood of aircraft having to carry out multiple approaches or divert to other airports with suitable approach aids, which will have significant impact on the resilience of the airport.	Airspace Modernication Strategy. This option enables a consistent approach to aircraft arriving from the airway system (via JACKD) from the north and north west. This onables increased capacity, efficiency and reduced track a mileage.	for arrivals into London airports. This route will increase airpa- connectivity and capacity for aircraft arriving into Manston.	e connectivity and capacity for aircraft arriving into Manston transiting from the east.	connectivity and capacity for aircraft arriving into Manston transiting from the east.	Airspace Modernization Strategy. This option enables a consistent appearance to aircraft arring from the airway system from the south, This enables increased capacity, efficiency and reduced track mileage.	Airque Modernisation Strategy. This option enables a consistent approach to aircraft anxing from the airway system from the north and east, This enables increased capacity, efficiency and reduced track mileage. Aircraft flying this option would initially fly on the London City Transation procedure and then join the Manston approach procedure.	Modernisation Strategy. This option enables a conditent approach to allocate arising from the airway system from the west. This enables increased capacity, efficiency and reduced track mileage.	Airrapec Modernisation Strategy. This option enables a consistent approach to aircraft artifying from the airway system from the north and east, This enables increased capacity, efficiency air deuced track mileage. Aircraft flying this option would initially fly on the London City Transition procedure and then join the Manston approach procedure.	Modemission Strategy. This option enables a consistent approach to alivertal artirleg from the airway system from the west, This enables increased capacity, efficiency and reduced track mileage.	including the coordination with other airspace users as part of the RSA's programme. In prove washer condition, there is a higher likelihood of aircraft having to carry out multiple approaches or divert to other airports with suitable papersal risk, which will have a significant impact on the resilience of the airport.	Modernization Strategy. This option enables a consistent approach to increal arriving from the alway system. This enables increased capacity, efficiency and reduced track mileage.
		Qualitative	users. No change to alispace access is predicted.	change to airspace access is predicted.	change to alirspace access is predicted.	No changes are proposed to the parameter of the current anappea structure and Manston Alpropria and therefore no change to alingace access is predicted.	change to airspace access is predicted.	No changes are proposed to the parameters of the current parapses structure autout Mandson Airport and therefore no change to airspace access is predicted.	change to airspace access is predicted.	change to airspace access is predicted.	No changes are proposed to the parameters of the current or impace structure yound Manaton Airport and therefore no change to airspace access is predicted.	change to airspace access is predicted.	No changes are proposed to the parameters of the current parapses structure about Manation Alignor and therefore no change to aimpace access is predicted.	No changes are proposed to the parameters of the current airspace structure around Manton Airport and therefore no change to airspace access is predicted.	change to airspace access is predicted.
General Aviation / commercial airlines	Economic impact from increased effective	Initial Options Appraisal: Qualitative	The introduction of PBN procedures coordinated with NAT and other FASI-S sponsors will contribute to the delivery of	The reopening of Manston Airport is expected to realise a f positive economic impact with an increase in both air	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of	The introduction of PBN procedures coordinated with NATS an other FASI-S sponsors will contribute to the delivery of associat	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of associated	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of	5 The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of associated	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of associated	The reopening of Manston Airport is expected to realise a positive economic impact with an increase in both air transport and GA	The introduction of PBN procedures coordinated with NATS and other FASI-S sponsors will contribute to the delivery of
General Aviation /	capacity  Fuel burn	Initial Options Appraisal:	and GA movements.  Alercaft will be able to perform outlinum climb performance.	amport without approve processing six many to be a negative impact on the estimates above due to the increased likelihood of aircraft having to divert due to pool weather.	and GA movements.  The second of the second	Mort portion and emplificar mule, continuous decent at	and GA movements.	Increase in both an champion and QA movements.  More practical and appointing parts or continuous decrease at	and GA movements.  Most practical and expeditions make continuous decreet.	and GA movements.  Most procedured and appointment of the procedure of the	increase in door an example; and go movements.	and GA movements.  Most procedual and expeditions could continuous decrees 1	Most practical and expeditious route, continuous descent at	The regioning of Maritice Airport is expected for realize a positive economic inpact with a increase in the first increase and the increase and the increase and the expert without approved procedure is likely to be a negative impact on the estimates above due to the increased likelihood of aircraft having to divert due to poor weather.  There will be an impact on first bourn due to unpredictable rootes due	GA movements.  Flown at optimum aircraft performance and with continuous
Commercial armines		Qualitative	initially but aircraft will be required to remain at approximately 7,000 and the startly supported the west of but approximately 7,000 and the startly supported by the sta	a aircrart periormanics trirough continuous secent operations unlikely to be achieved.	opron.		option.	optimum arcord performance therefore interiorises fair four the procedure. Less impact than the Do Minimum option.	option.	therefore that built will not clusted by aircraft joining them the could. More deficient profile should result in less impact than the Do Minimum option, atthough increased track males for aircraft articing from the south could result in greater impact.	t.	Summer for the companies of the companie	optimum arcizoth performance Pherefore minimizes Seel bum for this procedure. Less impact than the Do Minimum option.	approaches keldingto additional approaches and increased track relies and hence associated impact on fuel burn.	decent potelle to minima feet burn. The MAP manimus the transpired or chair miles no. The MAP is an empression of the minima of the miles of the miles of the miles of typically raminy used. More efficient posities should result in less impact than the Do Minimum option.
Commercial airlines	Training costs	Initial Options Appraisal: Qualitative	There will be no additional training costs required for commercial operators Bying PBN routes or procedures.	No additional training would be required by commercial alifiles or GA as a result of reopening the airport without any approved procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commerco operators flying PBN routes or procedures.	all There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators thing PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	No additional training would be required by commercial airlines or GA as a result of reopening the airport without any approved procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.
Commercial airlines	Other costs	initial Options Appraisal: Qualitative	Other costs to operators may include updates to alreaft Figlight Management Systems (FMS) and navigation databases. Any additional cost are flikely to be small and not significant compared to the Do Minimum option.	The lack of approved departure procedures should not regult in any other additional costs for commercial airlines over and above the costs of reopening Manston Airport as NSIP as shown in Section 6 panagraph 6.16.	Other costs to operators may include updates to aircraft Flight Management Systems (RSA) and avalgation a databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to aircraft Flight Management System (FMS) and naugation databases, any additional costs are likely to be small and not significant compared to the Do Minimum option.		Other costs to operators may include updates to alrical Figlian Management System (FMS) and natigation databases. Alpy additional costs are likely to be small and not significant compared to the Do Milnimum option.		Other costs to operators may include updates to aircraft Filight Management Systems (FMS) and navigation databases. Any additional costs are filially to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to a sizeal Flight Management System (FMS) and natigation distabases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to aircraft Flight Management Systems (FIAS) and novigation databases. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	Other costs to operators may include updates to alircraft Fight Management System (FMS) and onsignation distribuses. Any additional costs are likely to be small and not significant compared to the Do Minimum option.	The back of approved approach procedures could lead to an increased on to commercial calines due to the ligher littlehood of alrocaft being unable to land at Manston Airport due to poor weather. Extend to costs would include additional flue large during deversion to already additional supersisting the second supersisting and text to return to Manston Airport or ground transport costs for moving cargo from an alternate location.	Systems (FMS) and navigation databases. Any additional costs
Airport / Air navigation service provider  Airport / Air	Infrastructure costs  Operational costs	initial Options Appraisal: Qualitative  Initial Options Appraisal:	There will be no additional inflameture certs associated with the introduction of PRIV notes to procedures. No change from the Do Alfinimum option.  The operational costs associated with implementing PRIV.	above the costs of reopening Manaton Airport as a NSIP as shown in Section 6 paragraph 6.13.  There will be no additional routine operational costs	change from the Do Minimum option.  The operational costs associated with implementing PBN	There will be no additional inflatincture costs associated with the introduction of PRN codes or procedures. No change from the Do Minimum option.  The operational costs associated with implementing PRN.	change from the Do Minimum option.  The operational costs associated with implementing PBN	There will be no additional infrastructure costs succided with the introduction of PRR rotes or procedures. No change from the Do Milliamum option.  The operational costs succided with implementing PRR	change from the Do Minimum option.  The operational costs associated with implementing PBN	change from the Do Minimum option.  The operational costs associated with implementing PBN	the Do Minimum option.  The operational costs associated with implementing PBN	change from the Do Minimum option.  The operational costs associated with implementing PBN	There will be no additional infrastructure costs associated with the introduction of PRP notes or procedures. No change from the Do Minimum option.  The operational costs associated with implementing PRN.	There will be no additional routine operational costs associated with	equipment. This represents an increase over the Do Minimum option. However, there can star eprintedly invaled costs and although this will have an impact on the Cos Benefit Analysis conducted at Stage 3, this will have no impact on other stateholders.  The operational costs associated with implementing PBN
navigation service provider		Qualitative	procedures relate to IFP design, validation (ground and authorne), safety sessement, sirpsce change and consultation, certification and publication. Once implemented, the costs of ownership of PBM procedures is very low, requiring maintenance of the procedure on a five yearly bask. This represents a small increase from the Do Minimum option.	associated with operating without approved Transition procedures over and above the operational costs of reopening Manston Airport as a NSIP as shown in Section 6 paragraph 6:14.	airborne), safety assessment, airspace change and i consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is	procedures relate to IFP design, validation (ground and although tartery assessment, airspace change and consultation, certain and publication. Once implemented, the costs of ownership of PSN procedures is very low, requiring maintenance of the procedure on a five yearly basic. This represents a small increase from the Do Minimum option.	on airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is	procedures relate to IFF design, validation (ground and airbonn), callerly assessment, airspace changes and consultation, certification and publication. Once implemented, the costs of ownership of PSM procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Minimum option.	airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is	airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is	safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the	airbome), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is	safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the		procedures relate to IFP design, validation (ground and airborne), safety assument, airgace change and consultation, certification and publication. Once implemented, the costs of ownership of PBM procedures is very low, requiring maintenance of the procedure on a five yearly low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Minimum option.
Airport / Air navigation service provider	Deployment costs	initial Options Appraisal: Qualitative	This option may require some additional air traffic controller training specifically a sociated with the implementation of sproved procedure so or and above the training required for the Do Minimum option. This would represent a roll increase in deployment costs from the Do Minimum option.	Airport as a NSIP as shown in Section 6 paragraph 6.15.	n implementation of approved procedures over and above the training registed for the Do Minimum option. This would represent a small increase from the Do Minimum option.	This option may require some additional air traffic controller training geofficially associated with the implementation of approved procedure over and above the training required for the Do Minimum option. This would represent a small increase from the Do Minimum option.	the training required for the Do Minimum option. This would represent a small increase from the Do Minimum option.	This option may require some additional air traffic controller training geofically sociating with the implementation of approved procedures over and above the training required for Do Minimum option. This would represent a small increase from the Do Minimum option.	the training required for the Do Minimum option. This would represent a small increase from the Do Minimum option.	the training required for the Do Minimum option. This would represent a small increase from the Do Minimum option.	Do Minimum option. This would represent a small increase from the Do Minimum option.	the training required for the Do Minimum option. This would represent a small increase from the Do Minimum option.	approved procedures over and above the training required for th Do Minimum politon. This would represent a small increase from the Do Minimum option.		approved procedures over and above the training required for the Do Minimum option. This would represent a small in crease in deployment costs from the Do Minimum option.
Safety Assessment	Safety Assessment	Initial Options Appraisal: Qualifative	to agenificant utaley implications were identified advising in distript seasoment. Program grant will implicate and training and training carried and program of the control of the program of program of the control of	safety assessment.	<ul> <li>No significant safely implications were identified during the antifery assessment, for the facility of the antifery assessment is destinated as Windfarms clutter, requiring implementation of technical or second of the antifery of the antifery of the antifery of the generator's on PSR.</li> </ul>	No agailticant unity implications were identified during the safety assessment.	No ageitzun sales implications were klentifielt during the safety assessment.	to spirituat utery implications were identified during the safety assessment.	No agenticant utely implications were identified during the careful processment.	hos spelfucture studys implications were shortfled during the solid passament. The propodure is close to the current an proposed Southern CTAs.	I he significant safety implications were identified during the after all assessment. The procedure is does to the Southead CTA.	(No spiriture at when implications were described oring the schiefly assument. The procedure is close to the current and proposed Southwest CTAs.	No spirituant safety implications were identified during the safet passessment. The procedure is close to the Southend CTA.	No significant safety implications were identified during the safety assertiment.	to cignificant artisty implications were destribled during the large vascument. The best proclimated overhead the Theoret Othion Windfarm Protectial loss of sizeralt Theoret Othion Windfarm Protectial loss of sizeralt sizeral protection of the protection of the protection of sizeralt and sizeral protection of protection of prospectation allingations for the impact of wind turbine generators on FEA.

No.   Section   Processing Continues of the Continues o	OPTIONS APPRAISAL									
	Summary of Analysis Rej ap; to	pproach has greater noise impact than the previous option due o proximity to populated area. Longer MAP option, although		Minimum noise impact and minimum track miles, reducing emissions. Safety assessment concerns mitigated.	with associated noise impact in the local area. Aircraft will hold for the minimum amount of time, impacting emissions	Rejected - greater noise impact than the south west option.  s.	Rejected - greater noise impact than the south west option.	minimising noise impact. Hold will not be used when commercial aircraft are inbound on an approach procedure	Does not allow for any protection of aircraft during the critical stages of flight.	Minimum impact on noise and emissions, other than minor redistribution of existing GA traffic. Provides protection of aircraft during critical stages of flight when arriving, departing or flying in the vicinity of the airport.
Part	Hol	iold position away from the Windfarm whilst remaining over the sea.			will be required to hold VFR away from the airport, hence			due to possible conflict with the MAP.		
Service Servic	Rej	lejected in favour of lower noise impact of previous option.								
Service Servic										
The state of the s	Impact Level of Analysis RW				NDB Hold Baseline (Do Minimum)				Regulated Airspace (Do Minimum)	Aerodrome Traffic Zone (ATZ)  Procedure Option 37
Service of the control of the contro	and quality of life Qualitative do Rai ma ave	The Initial part of this proposed procedure is over the sea, so lose not affect any communities. Altrant will have to overify amangate, located only 23 anutical miles from touchdown, naking it unavoidable. The MAP is over a rural area of Kinst and works farge built up areas and villages, although it close thy closer to the village of \$X Nicholas-At-Wade (compand to the revieworks option). This will have a limited noise impact on local	The Initial Approach segments are either over the sea, or over rural areas, avoiding large built-op areas and villages. The Intermediate and Final Approach segments are unable to even the control of the season of the season of the season of the to even the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of season of the season of season of the season of season of the season of season of se	The Initial Approach segments are either over the sea, or over rural areas, avoiding large built-up areas and villages. The Intermediate and Final Approach segments are unable to even the season of the season segments are unable to even the season of the season segments are unable to even the season of the season segments are unable to even the season of the season of the season of the season s	from the airport but in no specific location. The position will be determined by the aircraft captain operating VFR in Class G airspace. Aircraft could even be as low as 500ft, affecting noise levels over the surrounding areas. There is also likely to be an impact on locally identified areas of tranoulliby, such as the Sandwich and Peavell Bay	For this option, aircraft would be required to hold over Il Barngabe and Broadstair (including the tunning portion of it the hold) meaning that noise imposs will be significantly increased. This option is also in close proximity to various schools and care homes. Greater noise impact than the Do Minimum option.	For this option, aircraft would be required to hold over the outskifts of Birchington meaning that noise impacts will be significantly increased. Other than Birchington, the remainder of this hold files over rural areas, avoiding towns and villages. Greater noise impact than the Do Minimum option.	For this option, aircraft would hold over rural areas, avoiding towns and villages, although aircraft would be close to the villages of Cliffs End, Minster and Monkton. Compared to the previous two options, this proposed option impacts less communities in terms of noise. Noise inmact will be more concentrated but more a rural area on	likelihood of aircraft requiring avoidance action which will have an impact on noise in the area around the airport.	The introduction of a ATZ will have a minmal impact in terms of noise, other than the rediscribution of existing GA strillic, but overlight of noise sensitive areas will be sept to a minimum. My result in redistribution of noise impact than the Do Minimum option with different rather than more population affected.
The state of the s	the same but proc	he sea. No change to the noise impact of the approach due to be location and promiting of Ramsgate to the runway. Noise impact of MAP more concentrated than the Do Minimum option ut less likely to corrud the to improved minima of an approved rocedure. This crust availed, the majority of areas that are particularly entitles to noise, although the MAP crosses a narrow section of the Thank Coast SSS as it is crosses the coast. This is littley to have	concentration further from the runway.  This route avoids areas that are particularly sensitive to noise, hence this is likely to have less of an impact on	This route avoids areas that are particularly sensitive to noise, hence this is likely to have less of an impact on		noise, hence this is likely to have less of an impact on	noise, hence this is likely to have less of an impact on			
The state of the s	Air Quality Initial Options Appraisal: Loc		Local Air Quality is likely to be affected by aircraft within 3	Local Air Quality is likely to be affected by aircraft within 3	Aircraft will generally hold above 1,000 ft so will have no	The hold will be flown at 2,000 ft so there will be no impact	The hold will be flown at 2,000 ft so there will be no impact		The assessment conducted for the DCD concluded that	The implementation of an ATE is not expected to have any impact on local
Fig. 1. The second seco	Qualitative nai un:	sautical miles from touchdown, so overflight helow 1 000 ft is	aircraft helow 1 000 ft are likely to be year similar to the Do	aircraft helow 1 000 ft are likely to he very similar to the Do		AQMA No change to the Do Minimum option.	AQMA No change to the Do Minimum option.	AQMA No change to the Do Minimum option.	the airport and specifically in the Thanet Urban AOMA.	air quality. No change from the Do Minimum option.  This option will have no impact on biodiversity.
Fig. 1. The state of the state	ch: pre- ch: We out opt	hange to the Do Minimum option due to the location and roominity of Ranguler in relation to the runway and hence no hange in the Thanet Libran AGMA as a result of l'implementing this option. The MMP is done to the village of S Nicholas AR- Vidade than the previous option, but aircraft less likely to carry ut a MAP which should mean less impact than the Do Minimum ption.	in the Thanet Urban AQMA as a result of implementing the Do Minimum option.  This option is not expected to result in any changes to biodiversity given that the implementation will not require	in the Thanet Urban AQMA as a result of implementing the Do Minimum option.  This option is not expected to result in any changes to biodiversity given that the implementation will not require	airport and specifically in the Thaneet Urban AQMA as a requist of implementing the Da Minimum option.  The DCD Environmental Assessment concluded that there would be no significant impact on biodiversity as a result of the redevelopment of Manston Airport, despite the significant amount of ground-based infrastructure work that would be undertaken. Implementing this option can therefore be assumed to have no significant impact on therefore be assumed to have no significant impact on	this gapon in the conjugate to the dark of any changes to Bookerstey, the change to the do Minimum option.			The Do Minimum option will have no impact on	
Fig. 12 April 19 Apri	Qualitative flo din MA	lown at optimum aircraft performance and represents the most linect flight path, minimising track miles and emissions. The AAP is slightly longer than the previous option. The MAP is an intergency procedure seldom used, but by its nature may equire maximum engine power setting. More efficient profile	be flown at optimum aircraft performance and represents the most direct flight path, minimising track milles and emissions. The Missed Approach Procedure represents the minimum practicable track miles flown. The MAP is an emergency procedure seldom used, but by its nature may require maximum engine power setting. More efficient	be flown at optimum aircraft performance and represents the most direct flight path, minimizing track miles and emissions. This option will be slightly longer than the previous options due to the increased height profile. The Missed Approach Procedure represents the minimum practicable track miles flown. The MAP is an emergency procedure seldom used, but by its nature may require maximum engine power setting. More efficient profile	Auroral only had for the minimum amount of time necessary, so there is a limited greenhouse gas impact.	time necessary. However, the NDB Hold may be used for training purposes, hence increasing airborne time and track miles flown resulting in an increase in emissions. This could	time necessary. However, the NDB Hold may be used for training purposes, hence increasing airborne time and traci miles flown resulting in an increase in emissions. This could	time necessary. However, the NDB Hold may be used for training purposes, hence increasing airborne time and traci miles flown resulting in an increase in emissions. This could	likelihood of aircraft requiring avoidance action which will	Although the introduction of an ATT may exact in the re-ording of some discretic risks local exits of the local exits in the local exits. In some likely exits a few the local exits of
Section 1. The control of the contro	Qualitative the MA Mappen and Map	he FASS programme, in accordance with the UK Airgace hodomisation Stratey, This option enables: a consistent opproach to alicraft arriving from the airway system. This mabbles increased capacity, efficiency and reduced track and the system of the control of	and the FASIS programme, in accordance with the UK Alrepace Moderniston Strategy. This option enables a consistent approach to aircraft arriving from the airway system. This enables increased capacity, efficiency and reduced track mileage.	and the FASIS programme, in accordance with the UK Alexpace Moderniston Strategy, This option enables a consident approach to aircraft arriving from the airway system. This enables increased capacity, efficiency and reduced track mileage.	capacity and resilience of the overall national airspace infrastructure.	resilience of the overall national airspace infrastructure. No change to the Do Minimum option.	resilience of the overall national airspace infrastructure. No change to the Do Minimum option.	reallience of the overall national airspace infrastructure. No. change to the Do Minimum option.		This option will have no impact on the capacity and realisence of the learn's national angues infrastructure, to change to the Do Minimum option.
where of the part	Qualitative	irspace structure around Manston Airport and therefore no	airspace structure around Manston Airport and therefore no	airspace structure around Manston Airport and therefore no	airspace structure around Manston Airport and therefore no	a impace structure around Mandton Airport and therefore in change to airpopace access is predicted. No change to the Do Minimum option.	o lairapace structure around Manaton Airport and therefore re change to alirapace access is predicted. No change to the Do Minimum option.	o lainpace structure around Manaton Airport and therefore re change to airpace access is predicted. No change to the Do Minimum option.	o airspace structure around Manston Airport and therefore n	The introduction of an ATZ-will have an impact on GA access. If this option is class inforward, GAIS should be required to anothe ATZ will foreat permission to enter the ATZ. Mundood ATZ-will facilitate access to anyange for all usure, angelies of the airspace Arza usure, any angelies of the airspace Arza usure and the airspace and the airspace and and are airspaced and the airspace and are airspaced. Access will not not include the object and the transponder! This is expected to be more of an impact than the Do Minimum option.
Secretary and the secretary and secretary an		ther FASI.S spansors will contribute to the delivery of	and other EASI.S represent will contribute to the delivery of	and other EASI-S recovery will contribute to the delivery of	benefit to the area giving GA aircraft the flexibility to hold	No change to the Do Minimum option.	No change to the Do Minimum option.	No change to the Do Minimum option.	The economic impact of no regulated airspace will be a potential increase in aircraft fuel costs due to avoidance action and additional track mileage required by aircraft to	The economic impact of an ATZ will be realised as movements will be handled in a more efficient way, increasing effective capacity at the airport. This will be a positive benefit over the Do Minimum option.
The state of the s	in / Fuel burn Initial Options Appraisal: Flo	essociated with an increase in both air transport and GA novements.	benefits associated with an increase in both air transport and GA movements.  Flown at optimum aircraft performance and with	benefits associated with an increase in both air transport and GA movements.  The procedure incorporates a continuous descent profile, to	landing elsewhere.  Aircraft only hold for the minimum amount of time		f Aircraft will generally only hold for the minimum amount o	F Aircraft will generally only hold for the minimum amount o	avoid conflicts.  ### Without any regulated airspace, there is an increased.	Less likelihood of commercial aircraft needing to carry out avoiding action
Conserved affines an expectation of the control of	tha but	han the previous option with an associated increase in fuel sum. The MAP is an emergency procedure requiring maximum ingine power settings but it is typically rarely used. More	minimises the number of track miles flown. The MAP is an emergency procedure requiring maximum engine power settings but it is typically rarely used. More efficient profile	the most direct flight path, minimising fuel burn This option will be slightly longer than the previous options due to the increased height profile. The Missed Approach Procedure represents the minimum practicable track miles flown. The MAP is an emergency procedure requiring maximum engine power settings but it is typically rarely used. More efficient	necessary, so there is a limited that drum impact.	training purposes, hence increasing airborne time and track miles flown resulting in an increase in fuel used. This could	k training purposes, hence increasing airborne time and traci miles flown resulting in an increase in fuel used. This could	training purposes, hence increasing airborne time and traci miles flown resulting in an increase in fuel used. This could	fly greater track mileage to avoid conflicts, which will have	sages of the approach when alread has relatively glow and configured to laud. This should represent a positive benefit over the De Minimum option.  And the should represent a positive benefit over the De Minimum positive and when the should be should be should be a should be and this to confide the same of the ATE and this to confide the same of the ATE from a shall present to consult the same of the ATE from a shall present to the both Minimum option if GA by at a higher altitude.
Designed for construction for constructi	lines Training costs mistal Options Appraisal: The Qualitative Cor	here will be no additional training costs required for nommercial operators Bying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	There will be no additional training costs required for commercial operators flying PBN routes or procedures.	be no additional training costs required for commercial operators. There would be no training costs for GA	be no additional training costs required for commercial operators. If used for training purposes, implementing this	be no additional training costs required for commercial operators. If used for training purposes, implementing this	be no additional training costs required for commercial operators. If used for training purposes, implementing this	There will be no additional training costs associated with the Do Minimum option.	Them are no additional training costs associated with this option. No change to the Do Minimum option.
sourcined with the simulations and maintenance of EX supposed. The properties rate of the simulations and maintenance of EX supposed. The properties in a circum or wer the simulation and maintenance of EX supposed. The properties in a circum or wer the simulation and maintenance of EX supposed. The properties in a circum or wer the simulation and maintenance of EX supposed. The properties is a circum or wer the simulation and maintenance of EX supposed. The properties is a circum or wer the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and the simulation and the simulation and maintenance of EX supposed. The properties is a circum or were the simulation and the si	Qualitative mir opr Sys	ninima related diversions and associated costs. Other costs to perators may include updates to aircraft Flight Management systems (FMS) and navigation databases. Any additional costs are likely to be small and not significant compared to the Do	fewer minima related diversions and associated costs. Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and navigation databases. Any additional costs are likely to be small and	fewer minima related diversions and associated costs. Other costs to operators may include updates to aircraft Flight Management Systems (FMS) and navigation databases. Any additional costs are likely to be small and	The NDB Hold option relates only to GA aircraft so there will be no additional costs required for commercial operators.	If The NOB Hold option relates only to GA aircraft so there will be no additional costs required for commercial operators.	II The NDB Hold option relates only to GA aircraft so there will be no additional costs required for commercial operators.	If The NDB Hold option relates only to GA aircraft so there will be no additional costs required for commercial operators.	If There will be no additional other costs imposed on commercial aviation associated with the Do Minimum option.	Then will be no additional other costs imposed on commercial aviation associated with this option. No change to the Do Minimum option.
and all safety and procedures residue to 1Pf design, validation (genued and and procedures residue to 1Pf design, validation (genued and and procedures residue to 1Pf design, validation (genued and the procedure on a fixed over and above the proc	Ice Qualitative so	sociated with the installation and maintenance of It's quigiment. This represents a increase over the Do Minimum pition. However, these costs are privately funded costs and through this will have an impact on the Cost Benefit Analysis onducted at Stage 3, this will have no impact on other taskeholders.	sociated with the installation and maintenance of LS equipment. This represents an increase over the Do Minimum option. However, these costs are privately-funded costs and although this will have an impact on the Cost Benefit Analysis conducted at Stage 3, this will have no impact on other stakeholders.	sociated with the installation and maintenance of ILS equipment. This represents an increase over the Do Minimum option. However, these costs are privately-funded costs and although this will have an impact on the Cost Benefit Analysis conducted at Stage 3, this will have no impact on other stakeholders.	the Do Minimum option over and above the costs of reopening Manaton Airport as a NSIP as shown in Section 6 paragraph 6.13.	with the introduction of an NDB Hold. The NDB will be used primarily as a negation said and thermore will be installed as part of the infrastructure plan for the reopening of Manatoon Airport as a NDBP as shown in Section 6 paragraph 6.13. This represents no change from the Do Minimum option.	d with the introduction of an NDB Hold. The NDB will be use primarily sca a registria sid and therefore will be installed as part of the infrastructure plan for the reopening of Maniston Airport as a NDB as shown in Section is paragraph 5.12. This represents no change from the Do Minimum option.	s with the introduction of an NOB Hold. The NOB will be use primarily star an augment and and other row will be installed as part of the infrastructure plan for the reopening of Manstoon Airport as ANDP at school in Section is paragraph 6.13. This represents no change from the Do Minimum option.		There will be no additional influsionative costs imposed on connectal audition associated with this option. No change to the De Minimum option.
Davider straining genicifully associated with the implementation of a proposed procedure over an advance the training geniciful the procedure of any advanced and the memory of procedures over and advanced the summary of the Davidinium option. This would represent a ramill increase in depresent and advanced the training explicit for the Davidinium option. This would improve any and advanced the training explicit for the Davidinium option. This would represent a ramill increase in depresent and increase in depresent a ramill increase in depresent a ramillia ramillia in the depresent a ramillia increase in depresent a ramillia increase	ice Qualitative produce of the control of the contr	rocedures relate to 19 design, unlikation (ground and thirmen), eathy suspense, airpace, change and consultation, entification and publication. Once implemented, the costs of watership of 984 porcedures is very low, requiring maintenance of the procedure on a five yearly basic. This represents a small crease from the Oo Minimum option.	procedures relate to IFP design, validation (ground and aid-bone), safety assessment, sirapsec change and consultation, certification and publication. Once implementine, the costs of ownership of PRP procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Minimum option.	procedures relate to IFP design, validation (ground and aidhorne), safety assessment, sirapsec change and consultation, certification and publication. Once implemented, the costs of ownership of FRI procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Minimum option.	associated with implementing the Do Minimum option over and above the operational costs of reopening Manston Airport as a NSIP as shown in Section 6 paragraph 6.14.	r with the introduction of an NDB Hold over and above the costs of reopening Manston Airport as a NSIP as shown in	with the introduction of an NDB Hold over and above the costs of reopening Manston Airport as a NSIP as shown in	with the introduction of an INB Hold over and above the costs of reopening Manston Airport as a NSIP as shown in Section 6 paragraph 6.14. No change from the Do Minimum option.		There are no additional operational costs associated with this option. No change to the Do Minimum option.
Qualitative steps assessment. The field is positioned ownhered the Thanks of Supposed Supposed Confidence of the Confid	ice Qualitative 128 the first	raining specifically associated with the implementation of proproved procedures over and above the training required for the Do Minimum option. This would represent a small increase deployment costs from the Do Minimum option.	controller training specifically associated with the implementation of approved procedures over and above the training required for the Do Minimum option. This would represent a small increase in deployment costs from the Do Minimum option.	controller training specifically associated with the implementation of approved procedures over and above the training required for the Do Minimum option. This would represent a small increase in deployment costs from the Do Minimum option.	with implementing the Do Minimum option over and above the operational costs of reopening Manston Alfport as a NSP as shown in Section 6 paragraph 6.15.	costs of reopening Manston Airport as a NSP as shown in Section 6 paragraph 6.15. No change from the Do Minimum option.	costs of reopening Mainton Airport as a NSP as shown in Bection 6 paragraph 6.15. No change from the Do Minimum option.	with the introduction of an NDB Hold over and above the costs of reopening Manston Airport as a NSP3 as shown in Section 6 paragraph 6.15. No change from the Do Minimum option.	the Do Minimum option.	This option may require some additional air traffic controller training specifically associated with the implementation of an ATL over about the training required for the Do Minimum option. In accordance with fluid manner of the specific
This initial appears for promotion and the relation product of the	Qualitative safi	afety assessment. The Hold is positioned overhead the Thanet Offshore Windfarm. Potential loss of aircraft identification in Nindfarm clutter, requiring implementation of technical or	implications relating to the position of the south eastern Initial Approach Segment (conflict with gliders in Class G airspace with the Transition procedure) and the position of the Hold (close to Southend CTAs and overhead the Kindhore Windfarm). These issues have been miligated at the Design Principles Evaluation tax gap by the removal of this Initial Approach Segment for consideration and the Hold position will be moved further east. There are no	implications relating to the position of the south eastern librial Approach Segment (conflict with gliders in Class G airspace with the Transition procedure) and the position of the Hold (close to Southean CTAs and overhead the Kientish Flats Offshore Windstam). These issues have been mitigated at the Design Principles Evaluation stage by the removaled of this Initial Approach Segment for consideration and the Hold position will be moved further east. There are no	romagnimum away episcations were identified during the carbon away assument.	Not possible to deconflict traffic in the overhead Hold from aircraft executing a MAP. Possible wake turbulence risk to VFR traffic in the hold. Mitigated by not allowing the Hold to be used by GA aircraft when aircraft are inbound on an	Not possible to deconflict traffic in the overhead Hold from aircraft executing a MAP. Possible wake turbulence risk to VFR traffic in the hold. Mitigated by not allowing the Hold to be used by GA aircraft when aircraft are inbound on an	Not possible to deconflict traffic in the overhead Hold from aircraft executing a MAP. Possible wake turbulence risk to VFR traffic in the hold. Mitigated by not allowing the Hold to be used by GA aircraft when aircraft are inbound on an	be no protection afforded to aircraft during the critical stages of flight. Commercial aircraft will be unable to carry	has agenticated talkiny implications were identified during the utality assessment. Intellectual and T-W line has a problem talkiny impact on the assessment to the control of the second talking the second talking talking the second talking talking the second talking tal