INITIAL OPTIONS APPRAISAL														
INTIALO	r HONS AF	Summary of Analysis	Issue 1		Stakeholder concerns regarding the proximity to the Gatwick CTA and the impact of noise, including the	Stakeholder concerns regarding the impact of noise, including the densely populated area to the north of	Stakeholder concerns regarding the proximity to the Gatwick CTA. Design work will need to be cognisant	Stakeholder concerns regarding the proximity to the Gatwick CTA and overflight of the ADNS. One	Stakeholder concerns regarding the proximity to the Gatwick CTA, overflight of the AONB and the impact	Stakeholder concerns regarding the proximity to the Gatwick CTA. Design work will need to be cognisant	Stakeholder concerns regarding the impact of noise on the local communities and overflight of the ADNII	Stakeholder concerns regarding the impact of noise on the local communities and overflight of the ACNE	Design work will need to be cognisant of Kenley	Stakeholder concerns regarding the impact of noise, specifically the densely populated area to the north
					densely populated area to the north of the airport.	including the densely populated area to the north of the airport. Discounting areas of the swathe directly	of Kenley Airfield. This option is similar to current	Gatwick CTA and overflight of the AONS. One stakeholder suggested extending the swathe further	Gatwick CTA, overflight of the AONE and the impact of noise caused by overflight. Design work will need	of Kenley Airfield. Safety concerns regarding cockpit	Safety concerns regarding cockpit workload due to	One stakeholder suggested this option should be	<ul> <li>Airfield. Safety concerns regarding cockpit workload due to the circling nature of the procedure at the</li> </ul>	specifically the densely populated area to the north of the airport. Discounting areas of the swathe
					Discounting areas of the swathe directly north to avoid overflight of these populations would result in	the airport. Discounting areas of the swathe directly north to avoid overflight of these populations would result in this option being similar to Option D3	operations and is a viable option for Rurway 21 departures to the east or north. This option will be	south (subject to coordination with Gatwick Airport) to increase flexibility, although this would increase	of noise caused by overflight. Design work will need to be cognisant of Keeley Arried. This option will be taken forward for further development at Stage 3.	workload due to the circling nature of the procedure therefore this option will not be taken forward.	the circling nature of the procedure therefore this option will not be taken forward.	dismissed, but without giving any reason. Design work will need to be cognisant of Kenley Airfield but	southern extreme of the swathe. This option will be taken forward for further development at Stage 3,	of the airport. Discounting areas of the swathe directly north to avoid overflight of these populations would result in this option being similar
					this option being similar to Option D4 (Runway 21 East 2) therefore this option will not be taken	(Runway 21 East 1) therefore this option will not be taken forward.	taken forward for further development at Stage 3.	AONS overflight. This option will be taken forward for further development at Stage 3.				LBMA considers that there is scope to develop a suitable procedure within this swathe. This potion	cognisant of the preference of RAF Kenley for routes to the south of the airfield when considered togethe	to Option D11 (Runway 03 East 1) therefore this potion will not be taken forward.
					forward.							will be taken forward for further development at Stare 3.	with the safety concerns relating to the circling procedure.	
Group I	mpact	Level of Analysis	Do Nothing (Arrival Routes)	Do Nothing (Departure Routes)	Runway 21 North 1 (D1)	Runway 21 North 2 (D2)	Runway 21 East 1 (D3)	Runway 21 East 2 (D4)	Runway 21 South 1 (DS)	Runway 21 South 2 (DS)	Runway 21 South 3 (07)	Rumway 21 West 1 (08)	Rumway 21 West 2 (09)	Runway 03 North 1 (D10)
Communities	Voise impact on nealth and quality	Initial Options Appraisal:	The same set of communities would continue to be overflown befow 7,000ft, resulting in concentration of overflight at low altitudes. There would be no opportunities to provide respite or to otherwise alter flightpaths. If this baseline was retained, the noise impact would not change.	The departure from Biggin Hill is always out to the	The left hand turn out from Runway 21 could	New population areas may be introduced with this	Noise impacts are likely to be better or broadly	The left hand turn out from Runway 21 could	This large swathe will introduce new populations to	The left hand turn out from Runway 21 could	Notice impacts are likely to be better or broadly similar to nodey, although new populations could be overflown, depending on the final design chosen. Th notice impact could be concentrated due to the circling design profile. However, improved vertical profile has the potential to improve the impact of notice overall.	This large swathe will introduce new populations to	The left hand turn out from Runway 21 could	This large swathe will encompass new populations
	seatch and quarty of life	Qualitative	overflight at low altitudes. There would be no	that the same communities are being overflown no	introduce new populations to noise, including densely populated areas to the north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	departure profile, including densely populated areas to the north of the airport. Improved vertical profile	similar to today, although new populations could be overflown, depending on the final design chosen.	introduce new populations to noise. Improved vertical profile has the potential to improve the	noise impact, including more densely populated areas to the west of the airport. Improved vertical	introduce new populations to noise, which could be concentrated due to the circling design profile.	overflown, depending on the final design chosen. The	noise impact, including more densely populated a areas to the west of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	introduce new populations to noise. Improved vertical profile has the potential to improve the	being overflown below 7,000 ft, including densely populated areas to the north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.
			opportunities to provide respite or to otherwise after flightpaths. If this baseline was retained, the noise	matter what the required departure direction of the aircraft is. Noise impact will remain high if a do	Improved vertical profile has the potential to improve the impact of noise overall.	has the potential to improve the impact of noise overall.	Improved vertical profile has the potential to improve the impact of noise overall.	impact of noise overall.	profile has the potential to improve the impact of noise overall.	However, improved vertical profile has the potential to improve the impact of noise overall.	noise impact could be concentrated due to the circling design profile. However, improved vertical	profile has the potential to improve the impact of noise overall.	Impact of noise overall.	Improved vertical profile has the potential to improve the impact of noise overall.
			impact would not change.	nothing approach is maintained.	The Surrey Hills and Kent Downs AONB would be overflown below 7,000 ft.	This right hand turn out could impact the Surrey Hills	s This right hand turn out could impact the Surrey Hills	The Surrey Hills and Kent Downs AONS would be overflown below 7,000 ft.	The Surrey Hills and Kent Downs ACINE would likely	The Surrey Hills and Kent Downs ACINE would be	profile has the potential to improve the impact of noise overall.	The Surrey Hills and Kent Downs AONS would likely	The Surrey Hills and Kent Downs AONB would be overflown below 7,000 ft.	This route would not impact the Surrey Hills and Kent
					overflown below 7,000 ft.	ACNE between Woldingham and Caterham for the	s This right hand turn out could impact the Surrey Hill AONB between Woldingham and Caterham for the st late turn out portion of the option. The early turnou path should not impact the AONB.		be impacted by designs that route straight toward the M25. The early right turn is likely to reduce the	overflown below 7,000 ft.	This right hand turn out could impact the Surrey Hills	be impacted by designs that route straight toward the M25. The early right turn is likely to reduce the		Downs AONE.
						path should not impact the AONB.	path should not impact the AONE.		impact on the AONS.		ACINE between Woldingham and Caterham for the late turn out portion of the option. The early turnou	impact on the AONS.		
	Nr Quality	Initial Options Appraisal:	The same flightpaths would be flown below 1,000ft.	The same flight paths will be used irrespective of	Unlikely to be any significant change to current	Unlikely to be any significant change to current	Unlikely to be any significant change to current		Unlikely to be any significant change to current	Unlikely to be any significant change to current	path should not impact the ACNS. Unlikely to be any significant change to current	Unlikely to be any significant change to current	Unlikely to be any significant change to current	Unlikely to be any significant change to current
Commontes	en equanty	Qualitative	None of the new options after this portion of the	runway in use or final required heading for	procedures. Local Air Quality is only likely to be	procedures. Local Air Quality is only likely to be	procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	procedures. Local Air Quality is only likely to be	procedures.	procedures.	procedures.	procedures.	procedures. Local Air Quality is only likely to be
			approach to Biggin Hill and as such is not within the scope of the ACP.	departure. The same local areas will be impacted below 1000ft with the do nothing approach.	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	Local Air Quality is likely to be affected by departing	Local Air Quality is likely to be affected by departing	Local Air Quality is likely to be affected by departing	Local Air Quality is likely to be affected by departing	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations
					as todays operations.	as todays operations.	as todays operations.	as todays operations.	as todays operations.	aircraft until above 1,000 ft. Aircraft departing within the swathe depending on their height may impact local AQMAs. These departure swathes are unlikely	aircraft until above 1,000 ft. Aircraft departing within the swathe depending on their height may impact	aircraft until above 1,000 ft. Aircraft departing within the swathe depending on their height may impact local AQMAs. These departure swathes are unlikely	aircraft until above 1,000 ft. Aircraft departing within the swathe depending on their height may impact	as todays operations.
					Aircraft departing within the swathe depending on their height may impact local AGMAs. These	Aircraft departing within the swathe depending on their height may impact local AGMAs. These	Aircraft departing within the swathe depending on their height may impact local AQMAs. These	Aircraft departing within the swathe depending on their height may impact local ADMAs. These	Aircraft departing within the swathe depending on their height may impact local AOMAs. These	to impact the AOMA of Sevenous's District Council Ivo	local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	local AOMAs. These departure swathes are unlikely to impact the AOMA of the London Borough of Croydon.	local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of	Aircraft departing within the swathe depending on their height may impact local AQMAs. These
					their height may impact local AQMAs. These departure swathes do not impact the AQMA of the London Boroughs of Croydon or Besley.	their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of Sevenous District Council ho the M25.	their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	the M25.	Croydon.	Croydon.	Croydon or the Sevenouks District Council Ivo the M25.	their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Scrough of Sexies.
					This option is not expected to result in any changes	This option is not expected to result in any changes	This option is not expected to result in any changes	This option is not expected to result in any changes	This option is not expected to result in any changes	This option is not expected to result in any changes to biodiversity eiven that the implementation will not	This option is not expected to result in any changes to biodiversity given that the implementation will no	This option is not expected to result in any changes t to biodiversity given that the implementation will no	t This option is not expected to result in any changes	This potion is not expected to result in any changes
					to biodiversity given that the implementation will no require any ground works to support	to biodiversity given that the implementation will no require any ground works to support	ot to biodiversity given that the implementation will no require any ground works to support	t to biodiversity given that the implementation will no	to biodiversity given that the implementation will not	require any ground works to support	require any ground works to support	require any ground works to support	to biodiversity given that the implementation will no require any ground works to support	t to biodiversity given that the implementation will not require any ground works to support
					implementation.	implementation.	implementation.	require any ground works to support implementation.	require any ground works to support implementation.	implementation.	implementation.	Implementation.	implementation.	implementation.
Wider Society	Greenhouse Gas	Initial Options Appraisal:	The same route lengths would be flown, and the same typical altitudes would be attained along the track. If this baseline vistem was retained.	By doing nothing, there is a potential for an increase in greenhouse gases as aircraft are vectored/depart in the same direction irrespective of final required heading for destination. This increases track distance and in turn by doing nothing does nothing to help reduce greenhouse gases impact.	Could represent a more direct track resulting in fewer	Could represent a more direct track resulting in fewer	A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	A high performance and uninterrupted climb direct	Would represent a more direct track resulting in	Could represent a more direct track resulting in fewer	Could represent a more direct track resulting in fewer	Would represent a more direct track resulting in	Would represent a more direct track resulting in	Would represent a more direct track resulting in fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000
1	mpact	Qualitative	same typical altitudes would be attained along the track. If this baseline system was retained,	in greenhouse gases as aircraft are vectored/depart in the same direction irrespective of final required	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is	to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and	A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is	track miles and less emissions. A high performance and uninterrupted dimb direct to 7,000 ft is	fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000	fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000	fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000
			track lengths could not be shortened, and greenhouse gas impacts would not change.	heading for destination. This increases track distance and in turn by doing nothing does nothing to help	Could represent a more direct track resulting in fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could discrease the greenhouse gas impact and contribution.	Could represent a more direct track resulting in few track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	contribution.	contribution.	Would represent a more direct track resulting in fewer track miles and less emissions. A high performance and uninterrupted distrib direct to 7,000 it is available, and therefore this could discrease the greenhouse gas impact and contribution.	Could represent a more direct track resulting in fewer track relies and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is walfable, and therefore this could decrease the greenhouse gas impact and contribution.	Could represent a more direct track resulting in fewer track miles and less ensisters. A high performance and uninterrupted dimb direct to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	Would represent a more direct track resulting in fewer track miles and less emissions. A high performance and unisterrupted climb direct to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	i performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	ft is available, and therefore this could decrease the greenhouse gas impact and contribution.
				reduce greenhouse gases impact.										
Wider Society	Capacity and	Initial Options Appraisal:	There would be no opportunity to improve airspace	By doing nothing, there is an over reliance on one	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate	This design option would be systemised and aligned with the new network route structure. This will have	This design option would be systemised and aligned with the new network route structure. This will have	This design option would introduce an alternate	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which
	esilence	cqualitative	capacity or resilience. If this baseline system was retained, the predominant swathes of traffic to Diggin	precoon for departures. This puts pressure on the network, adds to congestion in the airspace and	will be systemised and aligned with the new network	departure direction over current procedures which will be systemised and aligned with the new network	k the potential to improve capacity and resilience and	the potential to improve capacity and resilience and	departure direction over current procedures which will be systemised and aligned with the new network	will be systemised and aligned with the new network	will be systemised and aligned with the new network	departure direction over current procedures which will be systemised and aligned with the new network	will be systemised and aligned with the new network	will be systemised and aligned with the new network
			Hill would remain vectored from the same direction and therefore capacity and resilience impacts would	leads to a lack of resilience.	route structure. This will have the potential to improve capacity and resilience and associated	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	associated impacts over the Do Nothing option.	associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated	route structure. This will have the potential to improve capacity and resilience and associated	route structure. This will have the potential to improve capacity and resilience and associated	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated	route structure. This will have the potential to improve capacity and resilience and associated
			not change.		impacts over the Do Nothing option.	impacts over the Do Nothing option.			impacts over the Do Nothing option.	impacts over the Do Nothing option.	impacts over the Do Nothing option.	Impacts over the Do Nothing option.	Impacts over the Do Nothing option.	Impacts over the Do Nothing option.
General	Access	Initial Options Appraisal:	GA access to Biggin Hill and the surrounding Greater	Access would remain the same as currently available	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the	May require CAS to be introduced to protect the
Aviation		Qualitative	London Area would continue in the areas currently observed. If this baseline system was retained, GA	as the departure profiles from Biggin Hill wouldn't alter.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.	procedure, whilst this will be the minimum amount required this may impact access for GA.
			would continue to access the same areas in a similar manner and access impacts would not change.											
General Aviation /	conomic impact rom increased	Initial Options Appraisal: Qualitative	meaning and access invested one sold not change.  There would be no opportunity to improve airpace capacity. If this baseline system was retained, the prederinant broad sustables of traffic to Biggin Hill from the east will remain the same. Capacity Hill would not change, and there would be no change in	By doing nothing, there is a risk that the airport doesn't grow due to capacity issues. By having all	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a	This option has the potential to contribute to increased effective capacity, which would have a possitive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	This option has the potential to contribute to increased effective capacity, which would have a
commercial airlines	effective capacity		predominant broad swathes of traffic to Biggin Hill from the east will remain the same. Capacity impacts	doesn't grow due to capacity issues. By having all departures in one direction, this could add track miles to aircraft which will have a negative economic	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1626 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 2616 process.	positive economic impact compared with the baseline Do Nothing option. This will be further	positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.
			would not change, and there would be no change in	effect on users which may mean other airports become more favourable.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 1636 process.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 2616 process.	assessed during Stage 3 of the CAP 1616 process.	assessed during Stage 3 of the CAP 1616 process.
			economic impact, however this would stifle growth if/when demand increases as espected over time.											
General Aviation /	Fuel burn	Initial Options Appraisal: Qualitative	The same route lengths would be flown, and the same typical altitudes would be attained along the	By doing nothing, fuel burn would remain the same for users; however just because it remains the same doesn't mean it is effective use of fuel.	Could represent a more direct route than current procedures which could reduce fuel burn. Fuel burn could be reduced as continuous dimbs possible to	Early turnouts to proceed to direct route could reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	Early turnouts to proceed to direct route similar to current operations so unlikely to have any benefit in terms of track miles. A later turn would increase track miles and therefore fuel burn over current	Direct route which is similar to current procedures and may not introduce any extra benefit. Fuel burn could be reduced as continuous climbs possible to	Direct route reduces the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	A more direct route than current operations which should reduce the overall track distance and could have a significant reduction in feet burn for airlines. feet burn could be reduced as continuous climbs possible to 7,000 ft.	A more direct route than current operations which should reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs	Direct route reduces the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous dimbs possible to 7,000 ft.	A more direct route than current operations which should reduce the overall track distance and could	Direct route reduces the overall track distance and could have a significant reduction in fuel burn for
airlines			same typical altitudes would be attained along the track. If this baseline system was retained, track lengths could not be shortened, altitudes could not	doesn't mean it is effective use of fuel.	could be reduced as continuous dimbs possible to 7,000 ft.	significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs possible	terms of track miles. A later turn would increase track miles and therefore fuel burn over current	could be reduced as continuous dimbs possible to 7,000 ft.	airlines. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs	have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs	airlines. Fuel burn could be reduced as continuous dimbs possible to 7,000 ft.	should reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous dimbs possible to 7,000 ft.	could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.
			increase, and fuel burn impacts would not change.			to 7,000 ft.	operations. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.			possible to 7,000 ft.	possible to 7,000 ft.		possible to 7,000 ft.	
Commercial	Training costs	Initial Options Appraisal:	Flight procedures change worldwide with each ARAC	As nothing is changing there will therefore be no	Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide		Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide	Qualitatively, flight procedures change worldwide
airlines		Qualitative	Flight procedures change worldwide with each ARRAC cycle and airlines would update their procedures accordingly, training if required. If this baseline system was retained, the same flight procedures would be used and training cost impacts would not	added training costs.	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No additional training costs are anticipated.	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No additional training costs are anticipated.	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No	Qualitatively, flight procedures change worldwide with each ARRAC cycle and airlines would update their procedures accordingly, training if required. No additional training costs are anticipated.	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No additional training costs are anticipated.	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No additional training costs are anticipated.	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No
			system was retained, the same flight procedures would be used and training root impacts would not		additional training costs are anticipated.	additional training costs are anticipated.	additional training costs are anticipated.	their procedures accordingly, training if required. No additional training costs are anticipated.	additional training costs are anticipated.	additional training costs are anticipated.	their procedures accordingly, training if required. No additional training costs are anticipated.	additional training costs are anticipated.	additional training costs are anticipated.	additional training costs are anticipated.
			change.		Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any charges made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.
aidines	Other costs	Initial Options Appraisal: Qualitative		No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.
Airport / Air I navigation	nfrastructure costs	Initial Options Appraisal: Qualitative	The infrastructure in place is used daily. If this baseline system was retained, the same	The infrastructure in place is used daily. If this baseline system was retained, the same	No additional infrastructure costs associated with the introduction of this routes or procedures.	No additional infrastructure costs associated with the introduction of this routes or procedures.	No additional infrastructure costs associated with th introduction of this routes or procedures.	No additional infrastructure costs associated with the introduction of this routes or procedures.	No additional infrastructure costs associated with the introduction of this routes or procedures.	No additional infrastructure costs associated with the introduction of this routes or procedures.	No additional infrastructure costs associated with the introduction of this routes or procedures.	<ul> <li>No additional infrastructure costs associated with the introduction of this routes or procedures.</li> </ul>	<ul> <li>No additional infrastructure costs associated with the introduction of this routes or procedures.</li> </ul>	<ul> <li>No additional infrastructure costs associated with the introduction of this routes or procedures.</li> </ul>
service provider			infrastructure would continue to be used in the same way, with no additional costs beyond typical	baseline system was retained, the same infrastructure would continue to be used in the same way, with no additional costs beyond typical	1	Ī			i .	i .				
Airport / Air	Operational costs	Initial Options Appraisal:	maintenance.  The operation is used daily, if this baseline system	maintenance.  The operation is used daily. If this baseline system	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing the	Operational costs associated with implementing that	Operational costs associated with implementing the
navigation		Qualitative	was retained, the same operation would continue in the same way, with no additional operational costs.	was retained, the same operation would continue in the same way, with no additional operational costs.	new procedures relate to IFP design, validation (enough and sinhome), safety assessment airpoint	Operational costs associated with implementing the new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace change and consultation, certification and	new procedures relate to IFP design, validation (ground and airbonne), safety assessment, airspace	Operational costs associated with implementing the new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace	new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace	new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace	new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace	new procedures relate to IFP design, validation	new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace	new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace
provider					change and consultation, certification and	drange and consultation, certification and	change and consultation, certification and	change and consultation, certification and			change and consultation, certification and	ignound and anticorney, savery assessment, arripace change and consultation, certification and publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	shower and consultation, multiplication and	change and consultation, certification and
					padication are anotipared. Once impense set, one	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	publication are anticipated. Once impremented, the	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	change and consultation, certification and publication are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	publication are anticipated. Once implemented, the costs of ownership of these proordures is very low, requiring maintenance of the procedure on a five	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a flow.
					costs of ownership of these procedure is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	change and consultation, certification and publication are artidipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	change and consistation, certification and publication are articipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.
Airport / Air	Deployment costs	Initial Options Appraisal:	If this baseline system was retained, there would be no deployment, hence no associated costs.	If this baseline system was retained, there would be	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin HIII Airport and NATS Swarnick. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin HIB Arport and NATS Swarmick. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Swarnick More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Swarnick. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Seasonick. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Swannick. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Alsport and NATS Swamsick, More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Swamsick. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Swamelok. More detail would be expected to become apparent during Stage 3 of the ACP process.	Deployment costs would be expected for this
navigation service		quantative	no deproyment, hence no associated costs.	no deproyment, hence no associated costs.	proposar for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and	Deployment costs would be expected for this proposal for air traffic controller training for controllers and assistants at Biggin Hill Airport and NATS Swarwick. More detail would be expected to
provider					NATS Swamwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swarwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swarrwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swarnwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swanwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swanwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swanwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swannick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swanwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	NATS Swarwick. More detail would be expected to become apparent during Stage 3 of the ACP process.
Safety	lafety Assessment	Initial Options Appraisal:	This current baseline operates within a set of safety	This current baseline operates within a set of safety	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a
Assessment		Qualitative	standards that are adhered to and maintained and there is no expected change by remaining with the	standards that are adhered to and maintained and there is no expected change by remaining with the	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument that is in operation today.	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument
			current baseline.	current baseline.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.	that is in operation today.
					Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Possible conflict with Heathrow and London City procedures; resolution to interactions would be	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	Potential for infringement of Gatwick Airport CTA which may increase ATC workload to monitor;	MAP. There is currently no IAP for Runway 03; aircraft
					procedure design should maximise separation from	procedure design should maximise separation from	procedure design should maximise separation from	procedure design should maximise separation from	procedure design should maximise separation from	procedure design should maximise separation from	determined through continued FASI-5 coordination and development.	procedure design should maximise separation from	procedure design should maximise separation from the Gatwick CTA	land on Runway 03. Hazard exists currently and is
					Possible conflict with Heathrow and London City procedures; resolution to interactions would be	Possible conflict with Heathrow and London City procedures; resolution to interactions would be	Possible conflict with Heathrow and London City procedures; resolution to interactions would be	the Gatwick CTA.  Possible conflict with Heathrow and London City procedures; resolution to interactions would be	Possible conflict with Heathrow procedures; resolution to interactions would be determined	Possible conflict with Heathrow procedures; resolution to interactions would be determined	and development. Southern extent of design swathe potentially in conflict with gliders operating from Kenley Airlield;	the Gatwick CTA.  Possible conflict with Heathrow procedures; resolution to interactions would be determined	Possible conflict with Heathrow and London City procedures; resolution to interactions would be	managed by ATC scheduling of arriving and departing
					determined through continued FASI-5 coordination and development.	determined through continued FASI-5 coordination and development.	determined through continued FASI-5 coordination and development.	determined through continued FASI-5 coordination and development.	through continued FASI-5 coordination and development.	through continued FASI-5 coordination and development.	procedure design should maximise separation from	through continued FASI-5 coordination and	determined through continued FASI-5 coordination and development.	Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to
					and unversely (TMITE.	Southern extent of design swaths notentially in	Southern extent of design swaths notentially in	and development.	Northern extent of design swathe potentially in	Increased cockpit workload leading to FMS confusion	Increased cockpit workload leading to FMS confusion	Design swathe potentially in conflict with gliders	Design swathe potentially in conflict with eliders	interactions would be determined through continued
					1	conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from	conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from		conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield	or errors due to circling nature of the procedure.	or errors due to circling nature of the procedure.	Design swathe potentially in conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield,	operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield,	FASI-5 coordination and development.
						Kenley Airfield.	Kenley Airfield.		Kenley Airfield.			preferably to the south of the airfield.	preferably to the south of the airfield. Possible increased cockpit workload leading to FMS	
					1	1				1			confusion or errors due to circling nature of the procedure at southern extreme of the swathe.	

Town substitution and could bly solling our Collins	Face stabilities and read Online 100 and the	Parks balder conserve considerable beautiful factor	Parks below as a second section the learner of sector	Parkshalder assessment consider the broad of actor	Database and the second of the	The banks of the land of the l	Part de de la companya de la company	Participation commence consider the terror of color	*		Particulation commence considers the impact of only	Miles of the second of the sec
Some stakeholders preferred this option over Option 208 as, in their opinion, it was over a less densely	option as, in their opinion, it was over a less densely populated area. However, some stakeholders did	specifically the densely populated area to the north of the airport. Utilising the southern extreme of the	specifically the densely populated area to the north	specifically the densely populated area to the north	specifically the densely populated area to the north	specifically the densely populated area to the north	Stakeholder concerns regarding the impact of noise and overflight of the AONS. This option will be taken forward for further development at Stage 3.	Stakeholder concerns regarding the impact of noise, specifically the densely populated area to the north	avoids densely populated areas and avoids the	ACNE. LEHA considers that the height of the aircraft	and overflight of the AONS. One stakeholder suggested extending the western swatte further into	populated areas to the north of the airport, LSHA
preferred Option 108. Preferences appeared to be based on stakeholders residential locations. Safety	prefer this option. Preferences appeared to be based on stakeholders residential locations. Safety concerns	of the airport. Utilising the southern extreme of the swathe only, similar to current operations, this	This option was considered to have the least impact	of the airport if aircraft extend before turning left.  Design work will need to be cognitant of Kenley  Airfield. This option will be taken forward for further	of the airport if aircraft extend before turning right, and overflight of the AONS. Design work will need to be cognisant of Kenley Airfield. This option will be	of the airport if aircraft extend before turning left, to and overlight of the AONS. Design work will need to be cognisent of Kenley Airfield. This option will be taken forward for further development at Stage 3.	to war or to the development at stage 2.	of the airport, and overflight of the AONE. Due to the likely advense noise impact on the densely populated areas, it is considered that Option D16	AONB. One stakeholder suggested extending the wathe to the north east to facilitate a shorter route into ATPEV from the north. This option will be taken	on the procedure and further design work would minimise the impact on the ADNS. This option will b taken forward for further development at Stage 3.	e the Heathrow CTA to facilitate flexibility for both the	considers that the height of the aircraft on the procedure would minimise the impact of noise. This postup will be taken forward for further development.
concerns regarding cockpit workload due to the circling nature of the procedure therefore this optio will not be taken forward.		at Stage 3.	specifically the densely populated area to the north of the airport if aircraft extend before turning left. This option was considered to have the least impact to on the AONS. Design work will need to be cognisant of Kerley Airfield. This option will be taken forward for further development at Stage 3.	development at Stage 3.	taken forward for further development at Stage 3.	taken forward for further development at Stage 3.		would have less of an impact for aircraft departing to	forward for further development at Stage 3.	taken forward for further development at stage 3.	positioning of the specific route and tactical options available to appropriately manage the traffic. This option will be taken forward for further development at Stage 3.	option will be taken forward for further development at Stage 3.
circling nature of the procedure therefore this optio will not be taken forward.	of the procedure therefore this option will not be taken forward.		for further development at Stage 1.					the west, hence this option will not be taken forward			option will be taken forward for further development at Stage 3.	
Runway 03 North 2 (D10A)	Runway 03 North 3 (D108)	Runway 03 East 1 (D11)	Runway 03 East 2 (D12)	Runway 03 South 1 (013)	Rumway 03 South 2 (D14)	Runway 03 West 1 (D15)	Runway 03 West 2 (D16)	Runway 03 West 3 (D17)	Transition East (A1)	Transition South (A2)	Transition West (A3)	Transition North (A4)
Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	Noise impacts are likely to be better or broadly	This swathe is situated within the current arrival	New populations are likely to be affected by arrival	New populations are likely to be affected by arrival	
similar to today, although new populations could be overflown, including densely populated areas to the	e similar to today, although new populations could be overflown, including densely populated areas to the	similar to today, although new populations could be overflown, including densely populated areas to the	similar to today, although new populations could be overflown. Improved vertical profile has the potential	similar to today, although new populations could be overflown, including densely populated areas to the	similar to today, although new populations could be overflown, including densely populated areas to the	similar to today, although new populations could be overflown, including densely populated areas to the	similar to today, although new populations could be overflown, including densely populated areas to the	similar to today, although new populations could be overflown, including densely populated areas to the	profile for Biggin Hill for both runways, as Runway 03 includes a final visual circline approach. There is likely	from the south, however improved descent profiles are likely to result in the impacts being better or	from the west, however improved descent profiles are likely to result in the impacts being better or	New populations are likely to be affected by arrival from the north, however improved descent profiles are likely to result in the impacts being better or
north of the airport. The noise impact could be concentrated due to the circling design profile.	north of the airport. The noise impact could be concentrated due to the circling design profile.	north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	to improve the impact of noise overall.	north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	ne north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	north of the airport. Improved vertical profile has the potential to improve the impact of noise overall.	to be no greater impact to populations than is current practice.	broadly similar to today.	broadly similar to today.	broadly similar to today.
However, improved vertical profile has the potential to improve the impact of noise overall.	However, improved vertical profile has the potential to improve the impact of noise overall.	The southern portion of the departure swathe could	This route would not impact the Surrey Hills and Keni Downs AONE.	This route could impact the Surrey Hills and Kent	This route could impact the Surrey Hills and Kent	This route could impact the Surrey Hills AONB,	This route could impact the Surrey Hills and Kent	This route would not impact the Surrey Hills and Kent		This route could impact the Kent Downs AONS, depending on the final route design.	This route could impact the Surrey Hills and Kent Downs AONB, depending on the final route design.	There is no impact on any ACNS.
This route would not impact the Surrey Hills and Ker	nt This route could impact the Surrey Hills and Kent	impact the Kent Downs ADNS.	DOWNS AUNE.	Downs AONB, depending on the final route design.	Downs AONB, depending on the final route design.	depending on the final route design.	Downs AONB, depending on the final route design.	Downs AONS.	inere is no impact on any Aurea.	depending on the final route design.	Lowns AUNA, depending on the final route design.	
Downs ADNS.	Downs AONS, depending on the final route design.											
Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Unlikely to be any significant change to current procedures. Local Air Quality is only likely to be	Aircraft remain above 1,000 ft throughout this procedure hence there will be no impact on local Air	Aircraft remain above 1,000 ft throughout this procedure hence there will be no impact on local Air	Aircraft remain above 1,000 ft throughout this procedure hence there will be no impact on local Air	Aircraft remain above 1,000 ft throughout this procedure hence there will be no impact on local Air
affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	t affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations	Quality or local AQMAs.	Quality or local AQMAs.	Quality or local AQMAs.	Quality or local AQMAs.
as todays operations.	as todays operations.	as todays operations.	as todays operations.	as todays operations.	as todays operations.	as todays operations.	as todays operations.	as todays operations.	This option is not expected to result in any changes to biodiversity given that the implementation will no	This option is not expected to result in any changes to biodiversity given that the implementation will no	This option is not expected to result in any changes it to biodiversity given that the implementation will no require any ground works to support	This option is not expected to result in any changes to blodiversity given that the implementation will not
Aircraft departing within the swathe depending on their height may impact local AQMAs. These	Aircraft departing within the swathe depending on their height may impact local AQMAs. These	Aircraft departing within the swathe depending on their height may impact local AOMAs. These departure yeather are unlikely to impact any AOMA	Aircraft departing within the swathe depending on their height may impact local AQMAs. These	Aircraft departing within the swathe depending on their height may impact local AQMAs. These	Aircraft departing within the swathe depending on their height may impact local AQMAs. These departure swathes are unlikely to impact any AQM	Aircraft departing within the swathe depending on their height may impact local AQMAs. These	Aircraft departing within the swathe depending on their height may impact local AQMAs. These departure swathes are unlikely to impact any AQMA	Aircraft departing within the swathe depending on their height may impact local AQMAs. These departure swathes are unlikely to impact any AQMA	require any ground works to support implementation.	require any ground works to support implementation.	require any ground works to support implementation.	require any ground works to support implementation.
their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	Aircraft departing within the swathe depending on their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	departure swathes are unlikely to impact any AQMA boundary.	their height may impact local ADMAs. These departure swathes are unlikely to impact the AQMA of the London Borough of Croydon.	their height may impact local AGMAs. These departure swathes are unlikely to impact the AGMA of the London Boroughs of Croydon or Besley.	departure swathes are unlikely to impact any AQM/ boundary.	Aiscraft departing within the swatche depending on their height may impact local AQMAs. These departure swatches are unlikely to impact the AQMA of the London Boroughs of Croydon or Bromley.	departure swathes are unlikely to impact any AQMA boundary.	departure swathes are unlikely to impact any AQMA boundary.				
This option is not expected to result in any changes.	This option is not expected to result in any changes	This option is not expected to result in any changes	This potion is not expected to result in any changes	This option is not expected to result in any changes	This potion is not expected to result in any changes	This option is not expected to result in any changes	This option is not expected to result in any changes	This option is not expected to result in any changes				
to biodiversity given that the implementation will no require any ground works to support	of to biodiversity given that the implementation will not require any ground works to support	to biodiversity given that the implementation will no require any ground works to support	to blodiversity given that the implementation will no require any ground works to support	to biodiversity given that the implementation will no require any ground works to support	t to biodiversity given that the implementation will n require any ground works to support	ot to biodiversity given that the implementation will no require any ground works to support	t to biodiversity given that the implementation will no require any ground works to support	to biodiversity given that the implementation will no require any ground works to support				
implementation.	implementation.	implementation.	implementation.	Implementation.	Implementation.	implementation.	Implementation.	implementation.				
Could represent a more direct track resulting in few	er Could represent a more direct track resulting in fewer	A high performance and uninterrupted climb direct	Would represent an increase in track miles resulting	Could represent a more direct track resulting in fewer	Could represent a more direct track resulting in few	er Would represent a more direct track resulting in	Could represent a more direct track resulting in fewer	Could represent a more direct track resulting in fewer	Unlikely to be any change to current levels as this is	Current greenhouse gas levels could reduce overall	Current greenhouse gas levels could reduce overall	Current greenhouse gas levels could reduce overall
track miles and less emissions. A high performance and uninterrupted dimb direct to 7,000 ft is	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the	to 7000ft is available, and therefore this could decrease the greenhouse gas impact and	in an increase in emissions. However, a high performance and uninterrupted climb direct to 7000ft is available, and therefore this could decrease	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the	fewer track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the	track miles and less emissions. A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease the	the standard inbound routing to Siggin Hill at the moment. A CDA could lessen the impact of	with this profile as it makes more efficient use of airspace for a/s arriving from the South and results in	with this profile as it makes more efficient use of a airspace for a/s arriving from the West and results in less track miles flown against the current do nothing	with this profile as it makes more efficient use of airspace for a/s arriving from the North and results in
available, and therefore this could decrease the greenhouse gas impact and contribution.	available, and therefore this could decrease the greenhouse gas impact and contribution.	contribution.	7000ft is available, and therefore this could decrease the overall greenhouse gas impact and contribution.	available, and therefore this could decrease the greenhouse gas impact and contribution.	available, and therefore this could decrease the greenhouse gas impact and contribution.	ft is available, and therefore this could decrease the greenhouse gas impact and contribution.	available, and therefore this could decrease the greenhouse gas impact and contribution.	available, and therefore this could decrease the greenhouse gas impact and contribution.	greenhouse gases.	less track miles flown against the current do nothing option. A CDA could lessen the impact of greenhouse	less track miles flown against the current do nothing option. A CDA could lessen the impact of greenhouse	less track miles flown against the current do nothing option. A CDA could lessen the impact of greenhouse
										gases.	gases.	gases.
This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which	This design option would be systemised and aligned with the new network route structure. This	This design option would be systemised and aligned with the new network route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which	This design option would introduce an alternate departure direction over current procedures which	This procedure is very similar to the do nothing approach, and would leave capacity issues on a par	This procedure would increase capacity and resilienc within the network, as flights arriving from the South would give back capacity to the airspace that is currently utilised for all current approaches to Biggin	This procedure would increase capacity and resilience within the network, as flights activing from the West	This procedure would increase capacity and resilience within the network, as flights actions from the Month.
departure direction over current procedures which will be systemised and aligned with the new network route structure. This will have the potential to	departure direction over current procedures which is will be systemised and aligned with the new network route structure. This will have the potential to	the potential to improve capacity and resilience and	the potential to improve capacity and resilience and	departure direction over current procedures which will be systemised and aligned with the new network route structure. This will have the potential to	departure direction over current procedures which will be systemised and aligned with the new networn route structure. This will have the potential to	departure direction over current procedures which k will be systemised and aligned with the new network route structure. This will have the potential to	departure direction over current procedures which will be systemised and aligned with the new network route structure. This will have the potential to	departure direction over current procedures which will be systemised and aligned with the new network route structure. This will have the potential to	approach, and would leave capacity issues on a par with what is experienced at present. Having all tracks arrive from any direction to join the current	would give back capacity to the airspace that is	would give back capacity to the airspace that is	within the network, as flights arriving from the North could proceed on a more general track to Biggin Hill and not need to be vectored more than required by
route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	associated impacts over the up nothing option.	manuscription over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	route structure. This will have the potential to improve capacity and resilience and associated impacts over the Do Nothing option.	arrive from any direction to join the current procedure may reduce capacity within the network a the airspace becomes more congested.	Hill. This routing would also increase resilience with	currently utilised for all current approaches to Biggin MBIL. This routing would also increase resilience within the network as more arrival options could be utilised of in case of the shutdown of any airspace to the East o	ATC which would reduce complexity and increase
impacts over the Do Notring option.	impacts over the Do Nothing option.			impacts over the Do Nooning option.	impacts over the Lo Nothing option.	impacts over the Do Nothing option.	impacts over the Do Nothing option.	impacts over the up nothing option.	the airspace becomes more congestees.	in case of the shutdown of any airspace to the East of	f in case of the shutdown of any airspace to the East o	capacity within the network.
										London City airport.	London City airport.	
May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact acress for GA	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount required this may impact access for GA.	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS
required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	required this may impact access for GA.	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS throughout the procedure so no impact would not impact GA access to the airspace anymore than is	throughout the procedure so no impact would not impact GA access to the airspace anymore than is	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS throughout the procedure so no impact would not impact GA access to the airspace anymore than is	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS throughout the procedure so no impact would not impact GA access to the airspace anymore than is
This option has the potential to contribute to	This potion has the potential to contribute to	This option has the potential to contribute to	This option has the potential to contribute to	This option has the potential to contribute to	This option has the potential to contribute to	This option has the potential to contribute to	This option has the potential to contribute to	This option has the potential to contribute to	This potion is not unlike the Do Nothing action, and	This arrival procedure would be similar to the do nothing option. Aircraft would remain in CAS throughout the procedure so to impact would not impact GA access to the airspace arymore than is currently the case. As this option reduces the current reliance on all		
increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further	increased effective capacity, which would have a positive economic impact compared with the baseline Do Nothing option. This will be further	for aircraft approaching from the East will unlikely provide any added economic benefit than is currently	As this option reduces the current reliance on all tracks routing in with the tast if them so prapacity within the sector that can now be utilised by controllers and aircraft as required. This could provide a positive economic benefit as aircpace use becomes less clustered and could allow more efficier use of the aircraft particular to a section of provide economic benefit to Biggin Mill and the wide UKFEC as more boulens is the voold the able to utilise.	As this option reduces the current relaxons on all tracks routing to with East in feree up capacity within the sector that can now be utilised by controllen and sizerd a required. This could provide a positive economic benefit as aimpase use of the decimal sizer of the sizerd and could about more efficient sectors have been decimal could also growde economic benefit to gray and the aimpase. These new routes could also growde economic benefit to gray and that the unitarity of the sizerd sizerd and the sizerd sizerd and the sizerd sizerd and the sizerd sizer	tracks routing in via the East it frees up capacity within the sector that can now be utilized by
baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	baseline Do Nothing option. This will be further	baseline Do Nothing option. This will be further	baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 3616 process.	baseline Do Nothing option. This will be further	baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	baseline Do Nothing option. This will be further assessed during Stage 3 of the CAP 1616 process.	the case.	controllers and aircraft as required. This could	controllers and aircraft as required. This could	controllers and aircraft as required. This could
assessed during stage 3 of the COV 1010 process.	assessed during stage 3 or one CAV 2020 process.	assessed during stage 2 of the CAP 2020 process.	assessed during stage 3 of the CAY 2020 process.	assessed during stage 2 or the CAP 2210 process.	assessed during Judge 3 of the CAP 1010 process.	assessed using stage 2 or the CAP 2020 process.	annual dating stage 3 or the Cov 2010 process.	assessed during stage 3 of the Cov 2020 process.		becomes less cluttered and could allow more efficier	t becomes less cluttered and could allow more efficien	becomes less cluttered and could allow more efficient
										provide economic benefit to Biggin Hill and the wide	provide economic benefit to Diggin Hill and the wider	provide economic benefit to Biggin Hill and the wider
										provide economic behavit to aggin reli and the wide UKFC as more business jets would be able to utilise the route due to the reduction in flight times, makin, it a much more appealing aerodrome.	UK PLC as more business jets would be able to utilise the route due to the reduction in flight times, making	UK PLC as more business jets would be able to utilise the route due to the reduction in flight times, making
										It a much more appealing aerodrome.	it a much more appealing aerodrome.	it a much more appealing aerodrome.
The turnback toward Biggin Hill adds track miles	The turnback toward Biggin Hill adds track miles	Similar to current operations so likely to keep fuel	Represents an increased track distance over current	A more direct route than current operations which	A more direct route than current operations which	A more direct route than current operations which	A more direct route than current operations which	A more direct route than current operations which should reduce the overall track distance and could have a significant reduction in fuel burn for aritimes. Feel burn could be reduced as continuous climbs possible to 7,000 ft.	This procedure is similar to the current do nothing option and therefore there will be little to no inspale on fusel burn. This will only however to flight an instruction from the East as the current do nothing option actually increases fuel burn by the requirement to fly more track miles to intercept the inhound procedure.	This procedure would significantly reduce the fuel	This procedure would significantly reduce the fuel	This procedure would significantly reduce the fuel
before it intercepts with direct route options and may keep fuel burn largely as it is today with no increased benefits. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	The turnback toward Biggin Hill adds track rolles before it intercepts with direct route options and may keep fael burn largely as it is today with no increased benefits. Fuel burn could be reduced as continuous direbs possible to 7,000 ft.	Smiler to current operations so likely to keep fuel burn largely as it is today with no increased benefits. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	Represents an increased track distance over current operations that could have a significant impact on fuel burn. However, overall fuel burn could be reduced as continuous climbs possible to 7,000 ft.	A more direct route than current operations which should reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Feel burn could be reduced as continuous climbs possibile to 7,000 ft.	A more direct route than current operations which should reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	should reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	A more direct route than current operations which should reduce the overall track distance and could have a significant reduction in fuel burn for airlines. Fuel burn could be reduced as continuous climbs	should reduce the overall track distance and could have a significant reduction in fuel burn for airlines.	option and therefore there will be little to no impact on fuel burn. This will only however to flights arriving	This procedure would significantly reduce the fuel burn and flying time of the aircraft and would therefore would provide a improvement over the current do nothing option.	This procedure would significantly reduce the fuel burn and flying time of the aircraft and would therefore would provide a improvement over the	This procedure would significantly reduce the fuel burn and flying time of the aircraft and would therefore would provide a improvement over the current do nothing option.
increased benefits. Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	increased benefits. Fuel burn could be reduced as continuous dimbs possible to 7,000 ft.	possible to 7,000 ft.	reduced as continuous climbs possible to 7,000 ft.	Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	Fuel burn could be reduced as continuous dimbs possible to 7,000 ft.	Fuel burn could be reduced as continuous climbs possible to 7,000 ft.	Puel burn could be reduced as continuous climbs possible to 7,000 ft.	from the East as the current do nothing option actually increases fuel burn by the requirement to fix	current do nothing option.	current do nothing option.	current do nothing option.
									more track miles to intercept the inbound procedure	-		
Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update	Qualitatively, flight procedures charge worldwide with each AIRAC cycle and airlines would update	Qualitatively, flight procedures change worldwide with each ARRAC cycle and airlines would update	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update their procedures accordingly, training if required. No	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update	Qualitatively, flight procedures change worldwide with each AIRAC cycle and airlines would update	This new procedure will not incur training costs. The procedures for the inbound portion of the approach	This new procedure will not incur training costs. The procedures for the inbound portion of the approach from OSVEV, ALKIN or TUNEL would remain the same	This new procedure will not incur training costs. The procedures for the inbound portion of the approach from OSVEV, ALRIN or TUNEL would remain the same	This new procedure will not incur training costs. The procedures for the inbound portion of the approach from OSVEV, AUXIN or TUNEL would remain the same.
their procedures accordingly, training if required. No additional training costs are anticipated.	<ul> <li>their procedures accordingly, training if required. No additional training costs are anticipated.</li> </ul>	their procedures accordingly, training if required. No	their procedures accordingly, training if required. No additional training costs are anticipated.	their procedures accordingly, training if required. No additional training costs are anticipated.	their procedures accordingly, training if required. No	their procedures accordingly, training if required. No additional training costs are anticipated.	their procedures accordingly, training if required. No	their procedures accordingly, training if required. No additional training costs are anticipated.	from OSVEV, AUON or TUNEL would remain the same	from OSVEV, ALKIN or TUNEL would remain the same	from OSVEV, ALKIN or TUNEL would remain the same	from OSVEV, AUXIN or TUNEL would remain the same.
additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply.	additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply	additional training costs are anticipated.  Any changes made should where possible comply		The change in approach to these beacons from the South is the only change.	The change in approach to these beacons from the West is the only change.	The change in approach to these beacons from the North is the only change.
Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	Any changes made should where possible comply with ICAO PANS Ops internationally agreed criteria.	1			
No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.	No other costs are foreseen.
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introduction of this routes or procedures.	Introduction of this routes or procedures.	introduction of this routes or procedures.	Introduction of this routes or procedures.	introduction of this routes or procedures.	introduction of this routes or procedures.	introduction of this routes or procedures.	introduction of this routes or procedures.	introduction of this routes or procedures.	introduction of this routes or procedures.	Introduction of this routes or procedures.	introduction of this routes or procedures.	introduction of this routes or procedures.
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Operational costs associated with implementing the new procedures relate to EP design, validation (ground and airborne), safety assessment, airspace change and consultation, certification and	(ground and airborne), safety assessment, airspace	iground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace	www.procedures resate to IFP design, validation (ground and airborne), safety assessment, airspace	Operational costs associated with implementing the new procedures relate to IFP design, validation (ground and airborne), safety assessment, airspace change and consultation, certification and
change and consultation, certification and publication are anticipated. Once implemented, the	Operational costs associated with implementing the new procedures relate to IPP design, validation (ground and airborne), safety assessment, airspace change and consultation, certification and publication are anticipated. Once implemented, the costs of ownership of these procedures is very low,	Operational costs associated with implementing the new proordures relate to FF design, validation (ground and airbown, justey assument, simpare change and consultation, certification and publication are amongsted. Once implemented, the soils of ownership of these proodures is very low, qualify ministerance of the procedure on a few yearly basis. More detail would be regulated in Geomes apparent fusing Stays 3 of the ACT process.	Operational costs associated with implementing the new procedures relate to FF design, wild advo- (ground and abbrane), sofety assessment, simpare change and consultation, certification and publication are associated. Once implemented, the costs of comercing of these procedures is very low, requiring maintenance of the procedure on a few yearly tasks. More detail would be regreated in Accomm apparent found page 3 of the ACP process.	Operational costs associated with implementing the new procedures relate to IFF design, validation (ground and airborne), safety assessment, simpare change and consultation, certification and publication are ambiguisted. One implemented, the costs of ownership of these procedures is very low, requiring maintainness of the procedure on a few yearly bass. More detail would be expected to become spapered from 2 face 3 of the AG process.	Operational costs associated with implementing the new procedures relate to IFF design, validation (ground and advanced, safety assument, airspace change and consultation, certification and publication are adviograted. One implemented, the costs of ownership of these procedures is very low, requiring materiarcean of the procedure on a few yearly basis. More detailed be expected to the ACP process where the procedures of the ACP process.	change and consultation, certification and publication are anticipated. Once implemented, the	Operational costs associated with implementing the new procedures relate to IFF design, validation [ground and absomed, sofety assessment, simpace change and consultation, certification and publication are subtopsied. One implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly tasks. More detail covid be expected to the come apparent during Stags 3 of the AD process.	Operational costs associated with implementing the new procedures relies to IFI design, validation ignored and absociate, justific passessment, simpace change and consultation, certification and publication are anticipated. Ones implemented, the costs of ownership of these procedures is very low, quering assistances of the procedure on a few yearly tass. More dead would be regreated to source apparent fully Stays 3 of the ACP process.	Operational costs associated with implementing the new procedures relate to PP design, validation (ground and afformel), safely seasoment, sinspace change and consultation, certification and publication are artificipated. Once implemented, the costs of coverning of these procedure is new ylow, requiring maintenance of the procedure on a five warn't basis. More detail would be expected to	change and consultation, certification and publication are anticipated. Once implemented, the	Operational costs associated with implementing the new procedures relate to IIP design, validation (ground and alromen), safety assessment, atespace change and consultation, certification and publication are articipated. One implemented, the costs of ownership of these procedures is very low.	change and consultation, certification and publication are articipated. Once implemented, the
publication are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five	publication are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.	publication are artificipated. Once implemented, the costs of ownership of these procedures is very low, requiring maintenance of the procedure on a five yearly basis. More detail would be expected to become apparent during Stage 3 of the ACP process.
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Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for	Deployment costs would be expected for this proposal for air traffic controller training for
controllers and assistants at Biggin Hill Airport and NATS Swarwick, More detail would be expected to	controllers and assistants at Biggin Nill Airport and NATS Swarwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	controllers and assistants at Biggin Hill Airport and NATS Swanwick. More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Seanwick. More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Swanwick, More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Swansick. More detail would be expected to become apparent during Stage 3 of the ACP process	controllers and assistants at Biggin Hill Airport and NATS Swamaick. More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Swarwick. More detail would be expected to become apparent during Stage 3 of the ACP process.	controllers and assistants at Biggin Hill Airport and NATS Swanwick. More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Swarwick. More detail would be expected to	controllers and assistants at Biggin Mil Airport and NATS Swarwick. More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Swanwick. More detail would be expected to	controllers and assistants at Biggin Hill Airport and NATS Saranwick. More detail would be expected to become apparent during Stage 3 of the ACP process.
become apparent during Stage 3 of the ACP process.			become apparent during Stage 3 of the ACP process.	become apparent during Stage 3 of the ACP process.				become apparent during Stage 3 of the ACP process.	become apparent during Stage 3 of the ACP process.	become apparent during Stage 3 of the ACP process.	become apparent during Stage 3 of the ACP process.	
CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	CAS to contain the new procedures would require a	As with the current do nothing option the new	Possible conflict with Gatwick and Southend	Possible conflict with Gatwick and Heathrow	Possible conflict with Gatwick, Heathrow, Stansted
safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which to would then produce a more robust safety argument.	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	safety case to overcome the issues identified which would then produce a more robust safety argument	procedure is unlikely to produce any areas where safety would be compromised but a full safety	procedures; resolution to interactions would be determined through continued FASI-5 coordination	procedures; resolution to interactions would be determined through continued FASI-5 coordination	and Southend procedures; resolution to interactions would be determined through continued FASI-S
that is in operation today.  Procedure conflicts with Runway 21 IAP, including MAP. There is currently no IAP for Runway 01; aircra	that is in operation today.  Procedure conflicts with Runway 21 IAP, including	that is in operation today.  Procedure conflicts with Runway 21 IAP, including MAP. There is currently no IAP for Runway 01; aircraft	that is in operation today.  Procedure conflicts with Runway 21 IAP, including the MAP. There is currently no IAP for Runway 03; aircraft	that is in operation today.  Procedure conflicts with Runway 21 IAP, including	that is in operation today.  Procedure conflicts with Runway 21 IAP, including t MAP. There is currently no IAP for Runway 03; aircra	that is in operation today.  Procedure conflicts with Runway 21 IAP, including	that is in operation today. Procedure conflicts with Runway 21 IAP, including	that is in operation today.  Procedure conflicts with Runway 21 IAP, including	assessment could be conducted before design implementation.	and development.	and development.	coordination and development.
MAP. There is currently no IAP for Runway 03; aircra approach using the Runway 21 IAP and then risn's to	oft MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and then circle to	MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and they rive to	t MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and then rivrie to	Procedure conflicts with Runway 21 IAP, including MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and then circle to	t MAP. There is currently no IAP for Runway 03; aircra approach using the Runway 21 IAP and then rivrie h	of MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and then rivola to	MAP. There is currently no IAP for Runway 03; aircraf approach using the Runway 21 IAP and then rivola to	Procedure conflicts with Runway 21 IAP, including t MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and then circle to	1			
approach using the Runway 21 IAP and then circle to land on Runway 03. Hazard exists currently and is managed by ATC scheduling of arriving and departin	ift MAP. There is currently no IAP for Rusway (3); aircraft of approach using the Rusway 21 IAP and then circle to land on Rusway (3). Hazard exists currently and is managed by ATC scheduling of arriving and departing	MAP. There is currently no LAP for Runway 03; alroraf approach using the Runway 21 LAP and then circle to land on Runway 03. Hazard exists currently and is managed by ATC scheduling of arriving and departing	t MAP. There is currently no IAP for Russway IQI, altorat approach using the Russway 22 IAP and then circle to land on Russway QI. Hazard exists currently and is managed by ATC scheduling of arriving and departing aircraft.  Possible conflict with Heathrow procedures; resolution to interactions would be determined through continued FASI-5 coordination and development.	MAP. There is currently no LNP for Runswy OIZ, abroad approach using the Runswy 21 LNP and then circle to land on Runswy OIZ. Hazard exists currently and is managed by ATC scheduling of a riving and departing aircraft. Possible conflict with Gabwick, Meathrow and London CRy procedures; resolution to interactions would be determined through continued PASI-5 coordination and drawloomers.	approach using the Rumway 21 IAP and then circle to land on Rumway 03. Hazard exists currently and is g managed by ATC scheduling of arriving and departir	M.M.P. There is currently no IAP for Ramway (02, alread to approach united Ramway (21 Man there norche to land on Rumway (03. Hazard solists currently and is gramaged by ATs scheduling of arriving and departing aircraft. 17 Possible conflict with Catwick, Heathrow and London S. Cily procedurer, resolution to interactions would be determined through continued FAS-5 coordination and descined and conformation and descined areas.	NAM-7. There is currently no NAP for Rumway 05, abraid approach using the Rumway 21 Man of them crited to land on Rumway 03, Hazard exists currently and is managed by ATC stheduling of arriving and departin, abraid.  Possible conflict with Gabaick and Heasthrow procedurery, resolution to Interactions would be determined through continued FASS-5 coordination and development.	approach using the Runway 21 IAP and then circle to land on Runway 03. Hazard exists currently and is managed by ATC scheduling of arriving and departing				
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Possible conflict with Gatwick, Heathrow and Londor City procedures; resolution to interactions would be determined through continued FASI-5 coordination and development.	n Possible conflict with Gatwick, Heathrow and London City procedures; resolution to interactions would be	Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to interactions would be determined through continued	resolution to interactions would be determined	rossiore conflict with Gatwick, Neathrow and London City procedures; resolution to interactions would be	Possible conflict with Gatwick, Heathrow, London Ci and Southend procedures; resolution to interaction	ry Possible conflict with Gatwick, Heathrow and London s City procedures; resolution to interactions would be	Proside conflict with Gatwick and Heathrow procedures; resolution to interactions would be	account.  Possible conflict with Gatwick, Heathrow and London Oty procedures; resolution to interactions would be determined through continued FASI-5 coordination				
determined through continued FASI-5 coordination and development.	determined through continued FASI-5 coordination and development.	interactions would be determined through continued FASI-5 coordination and development.	through continued FASI-5 coordination and development.	determined through continued FASI-S coordination and development.	would be determined through continued FASI-S	determined through continued FASI-5 coordination and development.	determined through continued FASI-5 coordination and development.	determined through continued FASI-S coordination and development.				
and development. Increased cockpit workload leading to FMS confusion or errors due to circling nature of the procedure.	and development.  Increased cockpit workload leading to FMS confusion or errors due to circling nature of the procedure.	1		Southern extent of design swaths not entially in	coordination and development.  Western extent of design swathe potentially in conflict with eliders operating from Kenley Airfield:	and development. The extremes of the design swathe do not present a conflict with RAF Kenley. Middle of the design swath potentially in conflict with gliders operating from Kenley Airfield; procedure design should maximise			1			
			soumen asters or design swarrs poonts by a conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield.	conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield.	conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield.	potentially in conflict with gliders operating from Kenley Airfield: procedure resian should manage						
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