



LBHA Airspace Change Proposal ACP-2018-69

Initial Options Appraisal

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Table of Contents

1	Introduction	1
1.1	Introduction	1
1.2	Background	
1.3	CAP 1616 Process	1
1.4	Progress So Far	2
1.5	Step 2A – Options Development	2
1.6	Step 2A - Design Principle Evaluation	2
1.7	Step 2B – Initial Options Appraisal	2
2	Guidance and Methodology for Options Appraisal	3
2.1	CAP 1616 Options Appraisal Requirements	3
2.2	IOA Minimum Requirements	
2.3	CAP 2091 Minimum Standards or Noise Modelling	4
2.4	Full Options Appraisal (FOA) Evidence Capture	6
2.5	High Level Objectives and Assessment Criteria	7
2.6	Method	8
3	Baseline Definition	9
3.1	Baseline Definition	9
3.2	The Do Nothing Option	
3.3	Noise Impact for Communities	11
3.4	Air Quality	12
3.5	Tranquillity	13
3.6	Biodiversity	14
3.7	Emissions	15
3.8	Capacity and Resilience	15
3.9	General Aviation Access	
3.10	Economic Impact: Business Aircraft and GA	
3.11	Fuel Burn: Business Aircraft and GA	
3.12	Infrastructure Costs	
3.13	Operational Costs	
3.14	Training Costs	
3.15	Other Costs	
3.16	Deployment Costs	
3.17	Safety Assessment	17
4	Design Options Shortlist	18
4.1	Shortlist of Options Taken Forward	
4.2	Next Step - Route Development	
4.3	Next Step - Full Options Appraisal	20
A1	Initial Options Appraisal (Full Table Analysis)	1-1
A1.1	Initial Options Appraisal Table	1-1



Table of Figures

Figure 1 – Biggin Hill Airport Local Area	9
Figure 2 – Current Radar Vector Swathe	11
Figure 3 – Local Air Quality Management Areas	13
Figure 4 – LBHA Location relative to AONB	
Figure 5 – SSSI Locations relative to LBHA	
Figure 6 – Illustrative Example of Combined Arrivals and Departures	
Table of Tables	
Table 1 – Thresholds for Noise Modelling Categories	4
Table 2 – Summary of Noise Modelling Categories	5
Table 3 – Assessment Criteria for Level 1 Change	8
Table 4 – Shortlist of options carried forward to Stage 3	



1 Introduction

1.1 Introduction

The London Biggin Hill Airport (LBHA) Redesign of Departure and Arrival Routes and Procedures project is currently at Stage 2 – Develop and Assess – of the Civil Aviation Publication (CAP) 1616 Airspace Change process. Step 2B requires the change sponsor to carry out an 'Initial Options Appraisal' of the impacts of each of the options identified in Step 2A.

This document provides a narrative explanation of steps taken in Step 2B. The full analysis of the options is contained in the Initial Options Appraisal Table Issue 1, that can be found alongside this document on the Civil Aviation Authority (CAA) airspace portal:

https://airspacechange.caa.co.uk/PublicProposalArea?pID=95

1.2 Background

Over the coming years, a national programme of airspace modernisation will result in the redesign the airspace above London and the South East of England. In June 2018, the Aviation Minister, Baroness Sugg, wrote LBHA, setting out the need for an Airspace Modernisation Programme to facilitate the future needs of UK airspace users and asking for our commitment to the development and delivery of this programme. As part of this modernisation process, LBHA is required to redesign the portion of the arrival and departure routes at the airport up to a height of 7,000 ft above mean sea level (amsl), where those routes must join and integrate with a new overarching route structure to be designed entirely by National Air Traffic Services (NATS), the UK's en-route air traffic service provider.

As part of this redesign, LBHA must follow the guidance provided by the CAA and successfully complete the first 6 stages of CAP 1616 – Airspace Change.

1.3 CAP 1616 Process

The implementation of any changes to UK airspace is subject to the guidance contained in CAP 1616. CAP 1616 is a seven-stage process published by the CAA that provides guidance on the steps to follow when seeking to change the way airspace is used. The seven stages of the process are as follows:

- Stage 1 Define
- Stage 2 Develop and Assess (current stage)
- Stage 3 Consultation
- Stage 4 Update and Submit
- Stage 5 Decide
- Stage 6 Implement
- Stage 7 Post-Implementation Review



The project is currently at Stage 2 which requires the development of options that seek to meet the original Statement of Need. The options are required to align, where practicable, with the Design Principles generated in Stage 1. These options are then assessed to understand the positive/negative impacts before progressing to the Stage 2 Gateway.

1.4 Progress So Far

In October 2018, LBHA submitted a Statement of Need to the CAA. This is the formal explanation as to why the Airport wishes to make changes within the airspace surrounding the Airport. The CAA indicated that an airspace change was an appropriate mechanism to achieve the objectives in the Statement of Need. A copy of the Statement of Need and other associated documentation can be viewed on the Civil Aviation Authority (CAA) airspace portal.

At the end of July 2019, the first stage in the change process was successfully completed when the Airport's submission passed through the CAA's Stage 1 DEFINE Gateway.

The work undertaken during Stage 1 helped to establish a prioritised shortlist of Design Principles to act as a framework against which Design Options have been drawn up. The prioritised list of Design Principles can be found in the documents uploaded at Stage 1B on the portal.

1.5 Step 2A – Options Development

During Step 2A, LBHA developed a list of design options for the new procedures that seek to meet the original the Statement of Need and are aligned with the Design Principles.

1.6 Step 2A – Design Principle Evaluation

Each of the options developed have been assessed against the prioritised list of Design Principles developed in Stage 1. The Design Principles Evaluation shows to what extent the options meet the Design Principles. Due to the nature of the swathes developed, unless there were overriding safety issues identified, all of the design swathes were carried forward to Step 2B for assessment. The Design Principles Evaluation document can be found at Step 2A on the CAA airspace portal.

1.7 Step 2B – Initial Options Appraisal

At Step 2B, the long list of options has been tested against the criteria contained in CAP 1616, Appendix E, Table E2 ,with the addition of a Qualitative Safety Assessment as required for a Level 1 change at this stage.

The methodology used for the Initial Options Appraisal is discussed in Section 2.

The Initial Options Appraisal resulted in a shortlist of options to be taken forward to Stage 3 for detailed technical design and consultation. The shortlist, together with a summary of the Initial Options Appraisal, is contained in Section 4.



2 Guidance and Methodology for Options Appraisal

2.1 CAP 1616 Options Appraisal Requirements

The Options Appraisal process was carried out in accordance with the guidance in CAP 1616, and in conjunction with The Green Book¹ and the Department of Transport's Transport Analysis Guidance (TAG) toolkit², which constitute best practice in options appraisal.

Options Appraisal is used as an iterative tool throughout the CAP 1616 process to help refine the options from an initial long list, down to a short list and a final set of preferred options.

The appraisal process typically consists of the following elements:

- High-level objective and assessment criteria
- Baseline definition current operations
- Long list of options (including a do-nothing/minimum option)
- Shortlist of options
- Preferred or final option(s)

The Options Appraisal requirement of CAP 1616 evolves through three iterations with the CAA reviewing at each phase of the ACP process as follows:

- 1. 'Initial' Options Appraisal at Step 2B with the CAA review at the Stage 2 Develop and Assess Gateway.
- 2. 'Full' Options Appraisal at Step 3A with the CAA review at Step 3B and the subsequent Consult Gateway.
- 3. 'Final' Options Appraisal at Step 4A, with the CAA review after the formal submission of the Airspace Change Proposal at the end of Stage 4.

Iteration 1, Initial Options Appraisal, is the subject of this document, to be submitted to the CAA as part of Step 2B. The remainder of this section of the document focusses on the definition of the 'high-level objective and assessment criteria' and the assessment methodology.

2.2 IOA Minimum Requirements

CAP 1616 prescribes that the following should be included within an IOA as a minimum:

¹ The Green Book: Appraisal and Evaluation in Central Government; https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-government

² DfT transport analysis guidance WebTAG: https://www.gov.uk/guidance/transport-analysis-guidance-webtag



- A Comprehensive List of Viable Options (including the 'Do Nothing/Minimum' option which will act as a baseline for analysis).
 - A description of the change proposal.
 - o An indicator of likely noise impacts.
 - o A high-level assessment of benefits and costs involved.
- The criteria for assessing the list of options and the application of these criteria to determine a shortlist of options.
- What evidence the change sponsor will collect, and how it will be collected in order to fill in its evidence gaps and to develop the FOA, during Stage 3 (See Section 2.3).

There is a minimum requirement within CAP 1616 to conduct qualitative analysis within the IOA. However, change sponsors can choose to supplement this with quantitative analysis if they so choose. For this ACP, LBHA will conduct qualitative analysis only for the Initial Options Appraisal. Quantitative analysis will be conducted at Stage 3 of the process.

2.3 CAP 2091 Minimum Standards or Noise Modelling

CAP 2091 – CAA Policy on Minimum Standards for Noise Modelling states that where some noise calculation is required, then the minimum level of sophistication of the modelling process should depend on the size of the current or proposed noise effect of an airport on its local community. CAP 2091 defines the thresholds of population exposed, which will require the use of the more sophisticated categories of noise modelling; once the likely number of residents reaches the minimum recommended threshold, a stakeholder should consider upgrading its noise modelling to that Category. The thresholds for noise modelling categories are shown in Table 1 below:

Category	Lower Threshold	Recommended Minimum Threshold	inimum Minimum	
A	0	400,000	500,000	none
В	0	160,000	200,000	500,000
С	0	20,000	25,000	200,000
D	0	1,600	2,000	25,000
Е	0	0	0	2,000

Table 1 – Thresholds for Noise Modelling Categories

The same thresholds have been set for population in the day and night contours for each of the noise Categories since the different Lowest Observed Adverse Effect Levels for day and night already capture the difference in noise perception between day and night noise.



As part of Gateway 2 for ACPs, CAP 2091 requires the change sponsor to justify to the CAA which Category its noise modelling methodology is required to fall into from the definitions contained in CAP 2091 and summarised in Table 2 below, and which Category it currently falls into.

	Aircraft noise		Aircraft tracks (arrival and departure routes)			
Category	Noise data	Noise data Flight profiles		Dispersion (variation around centreline)	Usage (allocation of traffic to routes)	
A	ICAO dataset modified for local noise monitor data for all aircraft types	Local track- keeping data	Local track- keeping data	Local track- keeping data	Local track- keeping data	
В	ICAO dataset validated by local noise monitor data for major aircraft types	Local track- keeping data	Local track- keeping data	Local track- keeping data	Local track- keeping data	
С	ICAO dataset	Local track- keeping data	Local track- keeping data	Local track- keeping data	Local track- keeping data	
D	ICAO dataset	ICAO dataset	Local data from airport	ECAC guidance or data from airport	Local data from airport	
Е	ICAO dataset	ICAO dataset	Local data from airport	ECAC guidance or data from airport	Local data from airport	

Table 2 – Summary of Noise Modelling Categories

The CAA consider that a stakeholder's noise modelling can only be declared to be in a particular Category if it meets *all* the criteria in the table for that Category.

The population within the 51dB noise contour means that LBHA will conduct quantitative noise modelling analysis in accordance with Category D standards, based on the criteria set out in CAP 2091. Category D standards of modelling are yet to be defined and as such, Category D is the same as category E. Category E noise modelling as defined in CAP 2091 is shown below:

• Category E – There is no adaptation of the noise model and standardised reference values only are used. The standard ICAO dataset is used (flight profiles, noise data), with no amendments for local effects. Data reported from the modelled airport (rather than track-keeping data) is used to identify the usage of arrival and departure routes for a typical day. The track over the ground for each arrival and departure route is derived from the published coordinates in the UK AIP or as advised by the airport. Dispersion



around the nominal track of each such route is based on the dispersion guidance contained in the latest version of ECAC Doc. 29.

2.4 Full Options Appraisal (FOA) Evidence Capture

Consistent with the requirements of CAP 1616, the IOA is a qualitative analysis of each option against a defined baseline. This is expanded on within the FOA, which is conducted at Stage 3, to include quantitative analysis. The FOA, requires change sponsors to assess each of the design options against each other in relation to the criteria defined in CAP 1616, Appendix E using primarily quantitative metrics. These metrics include the assessment of the environmental impacts of the proposed change.

As defined in CAP 1616a, the FOA requires change sponsors to collect quantitative environmental metrics that describe the baseline scenario and conduct a series of modelling activities for each of the design options, to enable an environmental comparison. The required metrics include:

- 10-year traffic forecasts.
- Standard noise metrics (to Category E standards):
 - LAeq noise contours
 - o 100% noise mode contours
 - Nx contours
 - o Difference contours
 - Lmax spot point levels
- Operational diagrams.
- Overflight (based on the CAA definition of overflight found in CAP 1498 Definition of Overflight.
- Fuel/CO₂ modelling analysis using the most recent appropriate version of Eurocontrol's Base of Aircraft Data (BADA) as the data source.

Data for the modelling will be provided by LBHA and will be based on 2022's air traffic data since this is the most recent 'typical' year for air traffic.

The results will be subsequently assessed using the Government's transport analysis tools to provide a monetised output; these are known as TAG.

The modelling is intended to provide a comparison between today's operation (the baseline), in order to show the impact of the proposed change at the point of implementation and also 10 years post-implementation. Modelling is also required to show the situation at the proposed implementation date and 10 years post-implementation without applying the proposed change. More information regarding these metrics shall be provided during the FOA at Stage 3.

A cost-benefit analysis will be performed, and a preferred option (or combination of options) will be stated. Compromises and trade-offs may be necessary between airports taking part in the FASI-S regional airspace change. These will be guided by the advice and tools provided by the Airspace Change Organising Group (ACOG), the independent team tasked with coordinating the redesign of the UK's airspace.



2.5 High Level Objectives and Assessment Criteria

For a Level 1 Airspace Change, the criteria against which the appraisal options must be assessed are contained in Table E2 of CAP 1616. Table 1 below describes these with the addition of the Safety Assessment Criteria at the bottom.

Affected Group	Impact	Description
Communities	Noise impact on health and quality of life	Requires consideration of noise impact on communities including residents, schools, hospitals, parks and other sensitive areas.
Communities	Air Quality	Any change in air quality is to be considered.
Wider Society	Greenhouse Gas impact	Assessment of changes in greenhouse gas levels in accordance with WebTAG is required.
Wider Society	Capacity and resilience	A qualitative assessment of the impact on overall UK airspace structure. Quantitative methodologies may be required that allows monetisation of the impact.
General Aviation	Access	A qualitative assessment of the effect of the proposal on the access to airspace for GA users. Quantitative methodologies may be required that allows monetisation of the impact.
General Aviation / commercial airlines	Economic impact from increased effective capacity	Forecast increase in air transport movements and estimated passenger numbers or cargo tonnage carried.
General Aviation / commercial airlines	Fuel burn	The change sponsor must assess fuel costs based on its assumptions of the fleets in operation.
Commercial airlines	Training costs	An assessment of the need for training associated with the proposal.
Commercial airlines	Other costs	Where there are likely to be other costs imposed on commercial aviation, these should be described.



Airport / Air navigation service provider	Infrastructure costs	Where a proposal requires a change in infrastructure, the associated costs should be assessed.
Airport / Air navigation service provider	Operational costs	Where a proposal would lead to a change in operational costs, these should be assessed.
Airport / Air navigation service provider	Deployment costs	Where a proposal would lead to a requirement for retraining and other deployment, the costs of these should be assessed.
Safety Assessment	Safety Assessment	CAP 1616 requires a safety assessment of the proposal to be undertaken in accordance with CAP 760.

Table 3 – Assessment Criteria for Level 1 Change

2.6 Method

2.6.1 Overview

The Initial Options Appraisal was carried out by comparing all of the options side by side against the CAP 1616 criteria in tabular form. The Appraisal also included the results of a Qualitative Safety Assessment. The assessment is based around a qualitative assessment at this stage of the CAP 1616 process, with a Full quantitative appraisal being conducted during Stage 3. At this point, for the purpose of the economic assessment required for the Full Options Appraisal, each of the procedure designs will be considered in combination with other procedures to assess the holistic options that deliver the operational requirement at London Biggin Hill Airport. Each option will include arrival and departure procedures that work for each runway direction.

The Initial Options Appraisal compared the implementation of each of the proposed procedures against the Do Nothing Option, defined in Section 3, which represents the current-day scenario. The full analysis of all the options is described in Appendix A1 and included as a separate MS Excel spreadsheet.

2.6.2 Shortlisting

Once all the options had been assessed against the criteria, the list of options was refined to identify the shortlist of options that would be taken forward to Stage 3. The shortlist is contained in Section 4.



3 Baseline Definition

3.1 Baseline Definition

In accordance with CAP 1616, a baseline will be required for all environmental assessments. This will allow the change sponsor to conduct an assessment to understand the current impacts so that a comparison can be made with the impacts of the options. In most cases, the baseline will be the 'Do Nothing' option and will largely reflect the current-day scenario.

3.2 The Do Nothing Option

The Do Nothing option represents the current situation at Biggin Hill Airport and will be used as the baseline against which all other options are measured. LBHA is situated in Class G, uncontrolled airspace; the only regulated airspace currently at LBHA is the Aerodrome Traffic Zone (ATZ) established to protect the airport's operations and all en-route traffic is required to avoid it unless permission has been granted to enter by LBHA. The LBHA ATZ is the airspace extending from the surface to a height of 2,000 ft above the level of the aerodrome within the area bounded by a circle centred on the mid-point of the runway and having a radius of 2.5 nm. Figure 1 below shows the location of LBHA in relation to the current surrounding airspace profile.



Figure 1 - Biggin Hill Airport Local Area

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Aerodrome and Approach Control functions are provided at LBHA. Aerodrome Control is responsible for Ground Control, Tower Control, and Clearance Delivery. Aerodrome Control co-ordinates with Approach Control for:

- Departing Instrument Flight Rules (IFR) flights.
- Departing Visual Flight Rules (VFR) flights.
- Arriving aircraft which make their first call on the Tower frequency (unless they are transferred to Approach Control).



LBHA Approach Control provides the following Air Traffic service (ATS):

- Procedural Service (only available to IFR aircraft).
- Basic Service.
- Alerting Service.

NATS Ltd through Terminal Control (TC) Thames Director, are contracted to provide radar services to IFR flights arriving or departing from LBHA, regardless of the service requested by the pilot.

Before any IFR flight departs, or immediately before an inbound or transit IFR flight contacts LBHA Approach, co-ordination must be affected with TC Thames Director regardless of the type of ATS being provided.

LBHA has published Noise Sensitive Areas (NSA) and Noise Preferential Routes (NPR). The NSAs are detailed in the Noise & Airspace section of the airport website (https://biggin-yourairport.co.uk/noise-airspace/). The NPRs are published in the UK AIP EGKB AD 2.21.

LBHA has a voluntary Noise Abatement Procedure agreed as part of the Deed of Variation, agreed in 2016 with the London Borough of Bromley. Any changes through that Deed of Variation, have to be agreed mutually between both parties. As such, there is a means by which NSAs and NPRs can be amended to meet AMS or FASI requirements, if required.

There are no conventional departure Instrument Flight Procedures published for LBHA. Departing aircraft are to follow the procedures published in the Aeronautical Information Publication (AIP), which includes noise abatement procedures for aircraft departing under both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR). There are Standard Departure Routes via the ATS route network published in the AIP. All Standard Departure Routes currently route aircraft to the Detling (DET) Doppler Very High Frequency Omni Range (VOR/DME) ground-based electronic beacon.

Aircraft arriving from the ATS en-route network will either be cleared to follow the RNAV1 Arrival Transition procedure, published in the AIP, or will be radar vectored by Thames Director prior to transfer to Biggin Hill Approach for the appropriate approach procedure. The baseline operational environment includes the following list of conventional Instrument Approach Procedures (IAP):

- ILS/DME/VOR to Runway 21
- LOC/DME/VOR to Runway 21
- VOR/DME to Runway 21

There are currently no IAP's for Runway 03. If Runway 03 is in use due to the prevailing wind, the pilot will break off the Runway 21 Instrument Approach at approximately 2nm from the airfield, to position visually for Runway 03.

Changes to the IAPs is out of scope of this ACP.

Runway 21 is the dominant runway, used approximately 78% of the time, due to aircraft normally taking-off and landing into the prevailing south westerly wind.

LBHA handled 36,763 aircraft movements in 2021, all of which were noncommercial operations, comprising Business Jets, Light Aircraft, military aircraft



and helicopters. LBHA does not support Commercial Air Transport (CAT) operations providing scheduled and charter services. This figure is expected to increase to approximately 50,000 annual movements in 2023 and 51,000 movements in 2024, the expected year of implementation. LBHA expect the business to continue to grow, with an anticipated growth in aircraft movements of 1,000 aircraft per annum for the period of 10 years from the intended year of implementation. The anticipated annual movements for 2034, 10 years after implementation, is expected to be 61,000. Figures have been provided by LBHA Management.

3.3 Noise Impact for Communities

The aircraft forecast predicts a gradual increase in aircraft movements for the period of 10 years from the intended year of implementation. This would lead to an increase in aircraft noise over time from the current position of no noise impact.

The IFR departure from LBHA is always flown out to the east of the airfield, irrespective of the runway in use. This means that the same communities are being overflown no matter what the required departure direction of the aircraft is. All IFR arrivals will either be cleared to follow the RNAV1 Arrival Transition procedure, published in the AIP, or will be radar vectored by ATC prior to conducting an Instrument Approach. The current radar vector swathe for arriving aircraft is shown in Figure 2 below, showing the extent of communities overflown under today's operations.

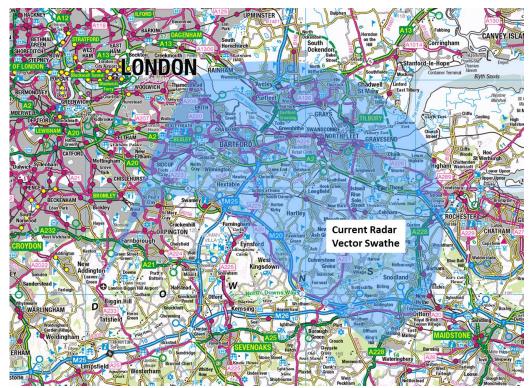


Figure 2 - Current Radar Vector Swathe

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Aircraft will be transferred to Biggin Hill Approach for the appropriate approach procedure to Runway 21. If Runway 03 is in use, aircraft will break off the Runway 21 approach to conduct a circling visual approach to Runway 03. Therefore, the same communities will be overflown by aircraft on final approach, regardless of the runway in use.

3.4 Air Quality

Government guidance states that aircraft flying higher than 1,000ft are unlikely to have a significant impact on local air quality. Today, arriving aircraft descend through 1,000ft at approximately 3 nm (about 6 km) on approach to the runway. This is in the very final stages of the approach and close to the critical stage of landing, Aircraft circling to land on Runway 03 will also remain at or below 1,000 ft within 3 nm of the runway. Departing aircraft will generally climb above 1,000 ft within 1-2 nm of the airport before turning to follow the Standard Departure Routes. Any impact on local air quality below 1,000ft is therefore likely to be within 3 nm of the airport.

The Air Quality Management Area's (AQMA) local to the airport are:

- Croydon AQMA, covering the road transport network across the borough.
- Bromley AQMA, covering the road transport network across the whole of the northwest corner of the borough.
- Bexley AQMA, covering transport and industrial sources across the whole borough.
- Sevenoaks District Council, multiple small areas relating to the road transport network.

It is assessed that there is no impact on the Bromley, Bexley and Sevenoaks District Council AQMAs due to their location relative to the airport.

Although the Croydon AQMA, shown in Figure 3 below, is within 3 nm of the airport, it is considered there would be little or no impact due to aircraft emissions on the AQMA as aircraft are likely to be at or above 1,000 ft following take-off from Runway 21 or circling to land on Runway 03.



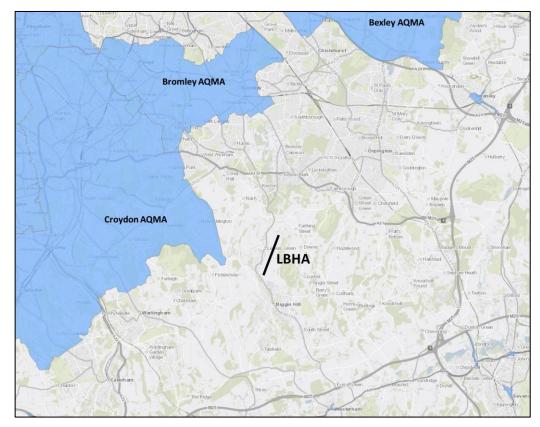


Figure 3 – Local Air Quality Management Areas

Source: DEFRA

3.5 Tranquillity

For the purposes of airspace change proposals, the impact upon tranquillity need only be considered with specific reference to Areas of Outstanding Natural Beauty (AONB) and National Parks as well as local areas identified through community engagement.

The location of LBHA, means that it is close to the Kent Downs AONB, Surrey Hills AONB and the High Weald AONB, as shown in Figure 4 below.



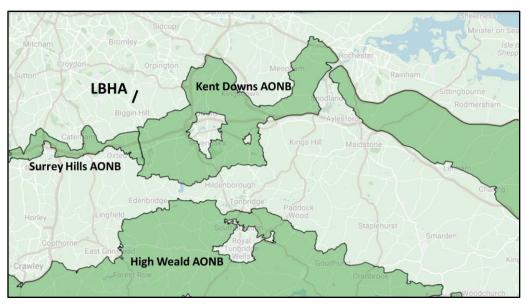


Figure 4 - LBHA Location relative to AONB

Source: Landscapesforlife.org.uk

All IFR departures route to the east of the airport and overfly the Kent Downs AONB. Similarly, IFR arrivals are vectored by Thames Director to conduct an Instrument Approach to Runway 21, which would position aircraft also over the Kent Downs AONB. Some arrivals from the south may overfly the High Weald AONB whilst under the control of Thames Director. Aircraft are likely to be above 4,000 ft so the impact is expected to be minimal.

3.6 Biodiversity

Airspace changes are unlikely to have an impact on biodiversity because they do not normally involve changes to ground based infrastructure (habitat disturbance).

Air pollutants such as soot, dust, ammonia, or carbon dioxide can also directly and indirectly influence biodiversity at designated sites such as RAMSAR Sites, Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC) and Special Protection Areas (SPA). The only areas in the vicinity of LBHA are SSSI's, as shown in Figure 5 below. These are likely to be affected only by aircraft flying below 1,000 ft due to the effects of mixing and dispersion. LBHA considers that, due to the size and location of the sites, there is minimal impact on the biodiversity of these sites due to aircraft pollution.



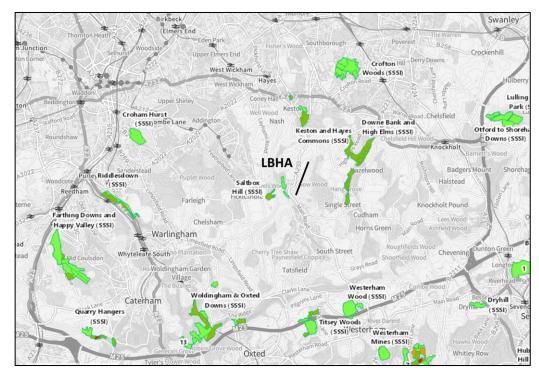


Figure 5 - SSSI Locations relative to LBHA

Source: DEFRA

Maintaining the current airspace and operating procedures of the Do Nothing option is therefore not predicted to have any impact on biodiversity.

3.7 Emissions

The lack of approved procedures do not support optimum aircraft performance. Aircraft are unlikely to be able to perform continuous climb or descent operations and departing aircraft in particular are likely to be restricted in altitude whilst waiting for a positive clearance to join the en-route airways structure. This could mean higher engine power settings and greater track miles, which will have an overall impact on fuel burn and emissions. Whilst awaiting airways joining clearance, there is also the likelihood of avoiding action turns being provided in relation to other airspace users operating in Class G airspace. This represents a significant increase over the Do Nothing option.

3.8 Capacity and Resilience

The Do Nothing option is an ineffective way of managing airspace. The predominant arrival swathes of traffic to LBHA would remain vectored from the same direction and therefore capacity and resilience impacts would not change. There is an over reliance on one direction for departures. This would put pressure on the network, add to congestion in the airspace and lead to a lack of resilience. LBHA would not be able to meet the priorities of the Airspace Modernisation Strategy priorities, including the coordination with other airspace users as part of the FASI-S programme.



3.9 General Aviation Access

The Do Nothing option is not proposing any changes to the parameters of the current airspace structure around LBHA and therefore no change to airspace access is predicted.

3.10 Economic Impact: Business Aircraft and GA

By doing nothing, there is a risk that the airport will not 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 effect on users which may mean other airports become more favourable. The predominant broad swathes of arrivals traffic to LBHA from the east will remain the same which may stifle growth if/when demand increases as expected over time.

3.11 Fuel Burn: Business Aircraft and GA

The Do Nothing option is an ineffective in terms of fuel burn due to:

- extended track miles by having all departures and arrivals to/from the east, regardless of en-route requirements.
- protracted level flight at lower altitudes before entry into CAS and the LTMA.
- Aircraft unable to perform continuous climb or descent operations

3.12 Infrastructure Costs

The existing infrastructure will remain in place and will incur no additional costs apart from routine maintenance. No additional infrastructure is required to maintain extant operational procedures.

3.13 Operational Costs

No changes to operational costs are attributable to maintaining the extant operational procedures except where linked to maintenance of infrastructure.

3.14 Training Costs

There will be no additional training costs associated with the Do Nothing option.

3.15 Other Costs

There will be no other costs associated with the Do Nothing option.

3.16 Deployment Costs

There will be no additional deployment costs associated with the Do Nothing option.



3.17 Safety Assessment

This current baseline operates within a set of safety standards that are adhered to and maintained and there is no expected change by remaining with the current baseline.



4 Design Options Shortlist

4.1 Shortlist of Options Taken Forward

Table 5 presents the shortlist of options carried forward to Stage 3 along with a summary of the Initial Appraisal Outcome for that option. The original options were reduced to fifteen preferred options and four less attractive but viable options.

Shortlist Option	Initial Appraisal Outcome
D3 – Runway 21 East 1	Preferred Option
	Concerns regarding the proximity to the Gatwick CTA. Design work will need to be cognisant of Kenley Airfield. This option is similar to current operations and is a viable option for Runway 21 departures to the east or north.
D4 – Runway 21 East 2	Alternate Option
	Concerns regarding the proximity to the Gatwick CTA and overflight of the AONB. Suggestion to extend the swathe further south (subject to coordination with Gatwick Airport) to increase flexibility, although this would increase AONB overflight.
D5 – Runway 21 South 1	Preferred Option
	Concerns regarding the proximity to the Gatwick CTA, overflight of the AONB and the impact of noise caused by overflight. Design work will need to be cognisant of Kenley Airfield.
D8 – Runway 21 West 1	Preferred Option
	Concerns regarding the impact of noise on the local communities and overflight of the AONB. Design work will need to be cognisant of Kenley Airfield but LBHA considers that there is scope to develop a suitable procedure within this swathe.



Shortlist Option	Initial Appraisal Outcome
D9 – Runway 21 West 2	Alternate Option Design work will need to be cognisant of Kenley Airfield. Safety concerns regarding cockpit workload due to the circling nature of the procedure at the southern extreme of the swathe. Consideration required of the preference of RAF Kenley for routes to the south of the airfield together with the safety concerns relating to the circling procedure.
D11 – Runway 03 East 1	Preferred Option Concerns regarding the impact of noise, specifically the densely populated area to the north of the airport. Will consider utilising the southern extreme of the swathe only, similar to current operations.
D12 - Runway 03 East 2	Alternate Option Concerns regarding the impact of noise, 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 on the AONB. Design work will need to be cognisant of Kenley Airfield.
D13 - Runway 03 South 1	Preferred Option Concerns regarding the impact of noise, specifically the densely populated area to the north of the airport if aircraft extend before turning left. Design work will need to be cognisant of Kenley Airfield.
D14 – Runway 03 South 2	Alternate Option Concerns regarding the impact of noise, specifically the densely populated area to the north of the airport if aircraft extend before turning right, and overflight of the AONB. Design work will need to be cognisant of Kenley Airfield.
D15 - Runway 03 West 1	Preferred Option Concerns regarding the impact of noise, specifically the densely populated area to the north of the airport if aircraft extend before turning left, and overflight of the AONB. Design work will need to be cognisant of Kenley Airfield.



Shortlist Option	Initial Appraisal Outcome
D16 - Runway 03 West 2	Alternate Option Stakeholder concerns regarding the impact of noise and overflight of the AONB.
A1 – Transition East	Preferred Option Similar to current arrival procedures; avoids densely populated areas and avoids the AONB.
A2 – Transition South	Preferred Option Concerns regarding the overflight of the AONB. LBHA considers that the height of the aircraft on the procedure and further design work would minimise the impact on the AONB
A3 – Transition West	Preferred Option Concerns regarding the impact of noise and overflight of the AONB. Suggestion to extend the western swathe further into the Heathrow CTA to facilitate flexibility for both the positioning of the specific route and tactical options available to appropriately manage the traffic.
A4 – Transition North	Preferred Option Over some densely populated areas to the north of the airport, but LBHA considers that the height of the aircraft on the procedure would minimise the impact of noise.

Table 4 – Shortlist of options carried forward to Stage 3

4.2 Next Step – Route Development

Once the exact entry and exit points into and out of the airspace network (above 7,000 ft amsl) have been finalised by NERL, the swathe options presented at Stage 2 will be developed into actual routes. As the routes are developed, there will be many interdependencies between various stakeholders involved in FASI(S) and compromises and trade-offs may be necessary; these will be guided by ACOG.

4.3 Next Step - Full Options Appraisal

4.3.1 CAP 1616 Requirement

A Full Options Appraisal of each of the options is required during preparation for consultation in Stage 3 to provide a fully developed quantitative assessment of the relevant costs and benefits associated with each option. This analysis will inform



the selection of the Preferred Option(s) and form part of the consultation materials.

4.3.2 Proposed Method Overview

The Initial Options Appraisal (this document) will be developed into a quantitative assessment i.e. the costs and benefits of each option e.g. in terms of greenhouse gasses, noise, fuel burn etc. will be monetised using quantitative estimates from the Department for Transport's (DfT) appraisal guidance³ for health impacts associated with noise, and for the other impacts where this is possible. The DfT's Transport Analysis Guidance (TAG) toolkit will be used to quantify and analyse the costs and benefits of each **combined** shortlist option (see 4.3.3 below).

4.3.3 Combining the Procedures for the Full Options Appraisal

For the purpose of the assessment required for the Full Options Appraisal, we will consider each of the procedure designs in combination with other procedures to assess the holistic options that deliver the operational requirement at LBHA. Each option will include arrival and departure procedures that are operationally viable for each runway direction.

The Instrument Departures, Transitions and Approach IFPs are combined in various ways to create an 'operational picture' of where aircraft arriving and departing LBHA will fly. Figure 6 below illustrates an example 'option' of a viable option that includes arrivals (Transitions and Approaches) and departures for each runway that work together. Figure 6 is an example for illustrative purposes only, and does not represent any of the actual proposed procedure options.

Although only one runway direction will be used at any given time, each combined option will need to reflect anticipated operating times for both runway directions, for periods representative of local meteorological conditions. The proposed methodology for assessment and combination of options will be discussed with the CAA prior to completing the Full Options Appraisal during Stage 3.

³ https://www.gov.uk/guidance/ transport-analysis-guidance-webtag



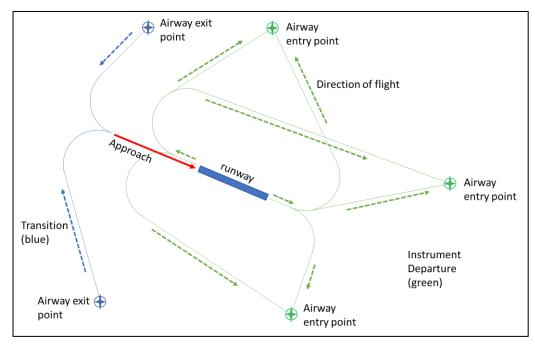


Figure 6 – Illustrative Example of Combined Arrivals and Departures



A1 Initial Options Appraisal (Full Table Analysis)

A1.1 Initial Options Appraisal Table

This Appendix is delivered as a separate MS Excel-based file with the format as shown in the extract below. The Appendix contains the full analysis carried out on the list of options, as considered during CAP 1616 Stage 2 – Develop and Assess. The full analysis of the options is contained in the Initial Options Appraisal Table Issue 1, that can be found in PDF format alongside this document on the CAA airspace portal.



INITIAL	OPTIONS AP	PRAISAL										
	A	Summary of Analysis	Stakeholder concerns regarding the proximity to the	Stakeholder concerns regarding the proximity to the	Stakeholder concerns regarding the proximity to the	Stakeholder concerns regarding the impact of noise	Design work will need to be cognisant of Kenley	Stakeholder concerns regarding the impact of noise,	Stakeholder concerns regarding the impact of noise,	Stakeholder concerns regarding the impact of noise,	This option was supported by some stakeholders as it	Stakeholder concerns regarding the impact of noise
			Gatwick CTA and the impact of noise, including the densely populated area to the north of the airport.	Gatwick CTA. Design work will need to be cognisant of Kenley Airfield. This option is similar to current	Gatwick CTA and overflight of the AONB. One stakeholder suggested extending the swathe further	on the local communities and overflight of the AONB. One stakeholder suggested this option should be	Airfield. Safety concerns regarding cockpit workload due to the circling nature of the procedure at the	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 of the airport if aircraft extend before turning right, and	specifically the densely populated area to the north o the airport, and overflight of the ADNB. Due to the	avoids densely populated areas and avoids the AONB. One stakeholder suggested extending the swathe to	and overflight of the AONB. One stakeholder suggested extending the western swathe further int
			Discounting areas of the swathe directly north to	operations and is a viable option for Runway 21	south (subject to coordination with Gatwick Airport)	dismissed, but without giving any reason. Design work	southern extreme of the swathe. This option will be	swathe only, similar to current operations, this option	overflight of the ADNB. Design work will need to be	likely adverse noise impact on the densely populated	the north east to facilitate a shorter route into ATPEV	the Heathrow CTA to facilitate flexibility for both to
			avoid overflight of these populations would result in	departures to the east or north. This option will be	to increase flexibility, although this would increase	will need to be cognisant of Kenley Airfield but LBHA	taken forward for further development at Stage 3,	will be taken forward for further development at	cognisant of Kenley Airfield. This option will be taken	areas, it is considered that Option D16 would have	from the north. This option will be taken forward for	positioning of the specific route and tactical option
			this option being similar to Option D4 (Runway 21 Eas	taken forward for further development at Stage 3 as	AONB overflight. This option will be taken forward for	considers that there is scope to develop a suitable	cognisant of the preference of RAF Kenley for routes	Stage 3 as the preferred option as the impacts are likely to be similar to todays operations. This is a	forward for further development at Stage 3 as an	less of an impact for aircraft departing to the west,	further development at Stage 3 as the preferred	available to appropriately manage the traffic. This
			therefore this option will not be taken forward.	the preferred option as the impacts are likely to be similar to todays operations. This is a viable option for	further development at Stage 3 as an alternate to the	procedure within this swathe. This option will be taken forward for further development at Stage 3 as	to the south of the airfield. This is an alternate to the	likely to be similar to todays operations. This is a viable option for departures to the east or north.	alternate to the preferred option due to the impact	hence this option will not be taken forward.	option.	option will be taken forward for further development at Stage 3 as the preferred option.
				departures to the east or north.	proximity to the Gatwick CTA and overflight of the	the preferred option. There are concerns regarding	to the circline procedure.	value option for department to the east or north	on the Adrea and proximity to the dataset CTA			at stage 3 as the preferred option.
					AONB.	the impact of noise but there is scope to develop a	7					
						suitable procedure within the swathe.						
oup		Level of Analysis Initial Options Appraisal:	Runway 21 North 1 (D1) The left hand turn out from Runway 21 could	Runway 21 East 1 (D3) Noise impacts are likely to be better or broadly simila	Runway 21 East 2 (D4) The left hand turn out from Runway 21 could	Runway 21 West 1 (D8) This large swathe will introduce new populations to	Runway 21 West 2 (D9) The left hand turn out from Runway 21 could	Runway 03 East 1 (D11) Noise impacts are likely to be better or broadly similar	Runway 03 South 2 (D14) Noise impacts are likely to be better or broadly similar	Runway 03 West 3 (D17) Noise impacts are likely to be better or broadly simila	Transition East (A1) This swathe is situated within the current arrival	Transition West (A3) New populations are likely to be affected by arrival
J		Qualitative	introduce new populations to noise, including densely	to today, although new populations could be	introduce new populations to noise. Improved vertical	noise impact, including more densely populated areas	introduce new populations to noise. Improved vertica	to today, although new populations could be	to today, although new populations could be	to today, although new populations could be	profile for Biggin Hill for both runways, as Runway 03	
	of life		populated areas to the north of the airport. Improved	overflown, depending on the final design chosen.	profile has the potential to improve the impact of	to the west of the airport. Improved vertical profile	profile has the potential to improve the impact of	overflown, including densely populated areas to the	overflown, including densely populated areas to the	overflown, including densely populated areas to the	includes a final visual circling approach. There is likely	are likely to result in the impacts being better or
			vertical profile has the potential to improve the impact of noise overall	Improved vertical profile has the potential to improve the impact of poise overall	noise overall.	has the potential to improve the impact of noise	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.	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	broadly similar to today.
					The Surrey Hills and Kent Downs AONB would be		The Surrey Hills and Kent Downs AONB would be					This route could impact the Surrey Hills and Kent
			The Surrey Hills and Kent Downs AONB would be	This right hand turn out could impact the Surrey Hills	overflown below 7,000 ft.	The Surrey Hills and Kent Downs AONB would likely be	overflown below 7,000 ft.	The southern portion of the departure swathe could	This route could impact the Surrey Hills and Kent	This route would not impact the Surrey Hills and Kent	There is no impact on any AONB.	Downs ADNB, depending on the final route design.
			overflown below 7,000 ft.	AONB between Woldingham and Caterham for the late turn out portion of the option. The early turnout		impacted by designs that route straight toward the M25. The early right turn is likely to reduce the impact		impact the Kent Downs AONB.	Downs AONB, depending on the final route design.	Downs AONB.		
				path should not impact the AONB.		on the AONB.						
mmunities	Air Quality	Initial Options Appraisal:	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	Unlikely to be any significant change to current	Unlikely to be any significant change to current	Unlikely to be any significant change to current	Aircraft remain above 1,000 ft throughout this	Aircraft remain above 1.000 ft throughout this
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Qualitative	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	procedures.	procedures.	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	procedure hence there will be no impact on local Air	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 a	affected by departing aircraft below 1,000 ft. Aircraft	affected by departing aircraft below 1,000 ft. Aircraft s are likely to be below 1,000 ft in the same locations a	s Local Air Chality is likely to be affected by departing	I neal Air Quality is likely to be affected by departing	affected by departing aircraft below 1,000 ft. Aircraft	affected by departing aircraft below 1,000 ft. Aircraft are likely to be below 1,000 ft in the same locations ar	affected by departing aircraft below 1,000 ft. Aircraft	Quality or local AQMAs.	Quality or local AQMAs.
			are likely to be below 1,000 ft in the same locations a todays operations.	are likely to be below 1,000 ft in the same locations a todays operations.	s are likely to be below 1,000 ft in the same locations a todays operations.	aircraft until above 1,000 ft. Aircraft departing within	aircraft until above 1,000 ft. Aircraft departing within	are likely to be below 1,000 ft in the same locations as todays operations.	s are likely to be below 1,000 ft in the same locations as todays operations.	s are likely to be below 1,000 ft in the same locations a todays operations.	This option is not expected to result in any changes to	This option is not expected to result in any changes t
						the swathe depending on their height may impact	the swathe depending on their height may impact				biodiversity given that the implementation will not	biodiversity given that the implementation will not
			Aircraft departing within the swathe depending on	Aircraft departing within the swathe depending on	Aircraft departing within the swathe depending on	local AQMAs. These departure swathes are unlikely to	local AQMAs. These departure swathes are unlikely to	Aircraft departing within the swathe depending on	Aircraft departing within the swathe depending on	Aircraft departing within the swathe depending on	require any ground works to support implementation.	require any ground works to support implementatio
			their height may impact local AQMAs. These departure swathes do not impact the AQMA of the	their height may impact local AQMAs. These departure swathes are unlikely to impact the AQMA	their height may impact local AQMAs. These departure swather are unlikely to impact the AQMA	impact the AQMA of the London Borough of Croydon.	impact the AQMA of the London Borough of Croydon or the Sevennaks District Council by the M2S	their height may impact local AQMAs. These departure swathes are unlikely to impact any AQMA	their height may impact local AQMAs. These departure swathes are unlikely to impact any AQMA	their height may impact local AQMAs. These departure swathes are unlikely to impact any AQMA	1	I
			London Boroughs of Croydon or Besley.	of the London Borough of Croydon.	of Sevenoaks District Council Ivo the M25.	This option is not expected to result in any changes to		boundary.	boundary.	boundary.	1	I
			This option is not expected to result in any changes to	This option is not expected to result in any changes to	This option is not expected to result in any changes to	biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not	This option is not expected to result in any changes to	This option is not expected to result in any changes to	This option is not expected to result in any changes to	1	I
			biodiversity given that the implementation will not	biodiversity given that the implementation will not	biodiversity given that the implementation will not	require any ground works to support implementation.	require any ground works to support implementation	biodiversity given that the implementation will not	biodiversity given that the implementation will not	biodiversity given that the implementation will not		
			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		require any ground works to support implementation		
der Society	Greenhouse Gas	Initial Options Appraisal:	Could represent a more direct track resulting in fewer track miles and less emissions. A high performance	A high performance and uninterrupted climb direct to	A high performance and uninterrupted climb direct to 7,000 ft is available, and therefore this could decrease	Would represent a more direct track resulting in fewer track miles and less emissions. A high performance	Would represent a more direct track resulting in fewe track miles and less emissions. A high performance	A high performance and uninterrupted climb direct to 7000ft is available, and therefore this could decrease	Could represent a more direct track resulting in fewer track miles and less emissions. A high performance	Could represent a more direct track resulting in fewer track miles and less emissions. A high performance	Unlikely to be any change to current levels as this is the standard inbound routing to Biggin Hill at the	Current greenhouse gas levels could reduce overall with this profile as it makes more efficient use of
	- inpact	Quantable	and uninterrupted climb direct to 7,000 ft is available,	the greenhouse gas impact and contribution.	the greenhouse gas impact and contribution.	and uninterrupted climb direct to 7,000 ft is available,	and uninterrupted climb direct to 7,000 ft is available,	the greenhouse gas impact and contribution.	and uninterrupted climb direct to 7,000 ft is available,	and uninterrupted climb direct to 7,000 ft is available,	moment. A CDA could lessen the impact of	airspace for a/s arriving from the West and results in
			and therefore this could decrease the greenhouse gas impact and contribution.			and therefore this could decrease the greenhouse gas impact and contribution.	and therefore this could decrease the greenhouse gas impact and contribution.		and therefore this could decrease the greenhouse gas impact and contribution.	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
			impact and contribution.			impact and contribution.	impact and contribution.		impact and contribution.	impact and contribution.		option. A CDA could lessen the impact of greenhouse gases.
ieneral	Access	Initial Options Appraisal: Qualitative	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the grocedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	May require CAS to be introduced to protect the procedure, whilst this will be the minimum amount	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
matton		Quantative	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.	throughout the procedure so no impact would not	throughout the procedure so no impact would not
											impact GA access to the airspace anymore than is	impact GA access to the airspace anymore than is
ieneral	Fuel burn	Initial Options Appraisal:	Could represent a more direct route than current	Early turnouts to proceed to direct route similar to	Direct route which is similar to current procedures	Direct route reduces the overall track distance and	A more direct route than current operations which	Similar to current operations so likely to keep fuel	A more direct route than current operations which	A more direct route than current operations which	currently the case. This procedure is similar to the current do nothing	currently the case. This procedure would significantly reduce the fuel
viation /		Qualitative	procedures which could reduce fuel burn. Fuel burn	current operations so unlikely to have any benefit in	and may not introduce any extra benefit. Fuel burn	could have a significant reduction in fuel burn for	should reduce the overall track distance and could	burn largely as it is today with no increased benefits.	should reduce the overall track distance and could	should reduce the overall track distance and could	option and therefore there will be little to no impact	burn and flying time of the aircraft and would
rlines			could be reduced as continuous climbs possible to 7,000 ft.	miles and therefore fuel burn over current operations	could be reduced as continuous climbs 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	Fuel burn could be reduced as continuous climbs oossible 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	on fuel burn. This will only however to flights arriving from the East as the current do nothing option	therefore would provide a improvement over the current do nothing option.
			7,000 11.	Fuel burn could be reduced as continuous climbs	7,000 11.	Cilitas possible to 7,000 II.	possible to 7,000 ft.	position to 7,000 ft.	possible to 7,000 ft.	possible to 7,000 ft.	actually increases fuel burn by the requirement to fly	Content do Indoning Opcort.
				possible to 7,000 ft.							more track miles to intercept the inbound procedure.	
irport / Air avigation	Infrastructure costs	Initial Options Appraisal: Qualitative	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.	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.	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.
ervice rovider												
irport / Air	Operational costs	Initial Options Appraisal:	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation	Operational costs associated with implementing the new procedures relate to IFP design, validation
ervice			(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	(ground and airborne), safety assessment, airspace	(ground and airborne), safety assessment, airspace
rovider			change and consultation, certification and publication	change and consultation, certification and publication	change and consultation, certification and publication	change and consultation, certification and publication	change and consultation, certification and publication	change and consultation, certification and publication		change and consultation, certification and publication	change and consultation, certification and publication	change and consultation, certification and publicatio
			are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring	are anticipated. Once implemented, the costs of ownership of these procedures is very low, requiring
			maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.	maintenance of the procedure on a five yearly basis.
			More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent	More detail would be expected to become apparent
			during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.	during Stage 3 of the ACP process.
irport / Air	Deployment costs	Initial Options Appraisal:	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 pronocal 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
navigation covine		Quantative	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 Biesin Hill Airport and	proposal for air traffic controller training for controllers and assistants at Biegin 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
rovider			NATS Swanwick. More detail would be expected to	NATS Swarrwick. More detail would be expected to	NATS Swanwick. More detail would be expected to	NATS Swarrwick. More detail would be expected to	NATS Swanwick. More detail would be expected to	NATS Swarrwick. More detail would be expected to	NATS Swarwick. More detail would be expected to	NATS Swanwick. More detail would be expected to	NATS Swarrwick. More detail would be expected to	NATS Swanwick. 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.	become apparent during Stage 3 of the ACP process.	become apparent during Stage 3 of the ACP process.
fety	Safety Assessment	Initial Options Appraisal:	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 Heathrow
sessment		Qualitative	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	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-S coordination
			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.	assessment could be conducted before design	and development.
			Potential for infringement of Gatwick Airport CTA	Potential for infringement of Gatwick Airport CTA	Potential for infringement of Gatwick Airport CTA	Potential for infringement of Gatwick Airport CTA	Potential for infringement of Gatwick Airport CTA	Procedure conflicts with Runway 21 IAP, including	Procedure conflicts with Runway 21 IAP, including	Procedure conflicts with Runway 21 IAP, including	implementation.	I
			which may increase ATC workload to monitor;	which may increase ATC workload to monitor;	which may increase ATC workload to monitor; procedure design should maximise separation from	which may increase ATC workload to monitor; procedure design should maximise separation from	which may increase ATC workload to monitor; procedure design should maximise separation from	MAP. There is currently no IAP for Runway 03; aircraft announce husing 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 then circle to	MAP. There is currently no IAP for Runway 03; aircraft approach using the Runway 21 IAP and then circle to	1	I
			ornoredure design should maximise senaration from				the Gatwick CTA.	land on Runway 03. Hazard exists currently and is	land on Runway 03. Hazard exists currently and is	land on Runway 03. Hazard exists currently and is	1	1
			procedure design should maximise separation from the Gatwick CTA.	procedure design should maximise separation from the Gatwick CTA.	the Gatwick CTA.	the Gatwick CTA.						
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City	the Gatwick CTA. Possible conflict with Heathrow and London City	Possible conflict with Heathrow and London City	Possible conflict with Heathrow procedures;	Possible conflict with Heathrow and London City	managed by ATC scheduling of arriving and departing	managed by ATC scheduling of arriving and departing	managed by ATC scheduling of arriving and departing		
			procedure design should maximise separation from the Gatwick CTA. 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 and London City procedures; resolution to interactions would be	Possible conflict with Heathrow procedures; resolution to interactions would be determined	procedures; resolution to interactions would be	aircraft.	aircraft.	aircraft.		
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City	the Gatwick CTA. Possible conflict with Heathrow and London City	Possible conflict with Heathrow and London City	Possible conflict with Heathrow procedures;	Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination and development.	managed by ATC scheduling of arriving and departing aircraft. Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to	managed by ATC scheduling of arriving and departing aircraft. Possible conflict with Gatwick, Heathrow, London City and Southend procedures; resolution to interactions	aircraft.		
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	the Gatwick CTA. Possible conflict with Healthrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Southern extent of design swathe potentially in	Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	Possible conflict with Heathrow procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swaths potentially in conflict with gliders	procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swathe potentially in conflict with gliders	aircraft. Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to interactions would be determined through continued.	aircraft. Possible conflict with Gatwick, Heathrow, London City and Southend procedures; resolution to interactions would be determined through continued FASI-S	aircraft. Possible conflict with Gatwick, Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination		
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	the Gatwick CTA. Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued RASI-5 coordination and development. Southern extent of design swathe potentially in conflict with gliders operating from Kenley Affield;	Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	Possible conflict with Heathrow procedures; resolution to interactions would be determined through confined FASI-S coordination and development. Design swatch potentially in conflict with gliders operating from Kenley Alfrield; procedure design	procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swathe potentially in conflict with gliders operating from Kenley Airfield; procedure design	aircraft. Possible conflict with Heathrow, London City, Starsted and Southend procedures; resolution to	aircraft. Possible conflict with Gatwick, Heathrow, London City and Southend procedures; resolution to interactions would be determined through continued FASI-S coordination and development.	aircraft. Possible conflict with Gatwick, Heathrow and London City procedures; resolution to interactions would be		
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	the Gatwick CTA. Possible conflict with Healthrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Southern extent of design swathe potentially in	Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	Possible conflict with Heathrow procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swaths potentially in conflict with gliders	procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swathe potentially in conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield, preferably to the south of the airfield.	aircraft. Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to interactions would be determined through continued.	aircraft. Rossible conflict with Gatwick, Heathrow, London City and Southend procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Western extent of design swaths potentially in conflict with gliders operating from Kenfely Affield;	aircraft. Possible conflict with Gatwick, Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination		
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	the Gatwick CTA. Possible conflict with Healthrow and London City procedure; resolution to interactions would be determined through continued FASI-S coordination and development. Southern extent of design swathe potentially in conflict with gliders operating from Kenley Artifield; procedure design should maximize separation from procedure design should maximize separation from	Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	Possible coeffict with Healthow procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swathe potentially in conflict with glides operating from Kanley Afrilekt, procedure design should maximise separation from Kanley Afrilatd,	procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Dasign swaths potentially in conflict with gliders poperating from Kenniey Airfield; procedure design should maximise separation from Kenley Airfield, partier ably to the south of the airfield. Possible increased or cligit workshop leading to FMS	aircraft. Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to interactions would be determined through continued.	aircraft Rossible conflict with Gatwick, Heathrow, London City and Southend procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Western extent of design swathe potentially in conflict with gliders operating from Kenley Airfield, procedure design should maximize separation from	aircraft. Possible conflict with Gatwick, Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination		
			procedure design should maximise separation from the Gatwick CTA. Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	the Gatwick CTA. Possible conflict with Healthrow and London City procedure; resolution to interactions would be determined through continued FASI-S coordination and development. Southern extent of design swathe potentially in conflict with gliders operating from Kenley Artifield; procedure design should maximize separation from procedure design should maximize separation from	Possible conflict with Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination	Possible coeffict with Healthow procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swathe potentially in conflict with glides operating from Kanley Afrilekt, procedure design should maximise separation from Kanley Afrilatd,	procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Design swathe potentially in conflict with gliders operating from Kenley Airfield; procedure design should maximise separation from Kenley Airfield, preferably to the south of the airfield.	aircraft. Possible conflict with Heathrow, London City, Stansted and Southend procedures; resolution to interactions would be determined through continued.	aircraft. Rossible conflict with Gatwick, Heathrow, London City and Southend procedures; resolution to interactions would be determined through continued FASI-S coordination and development. Western extent of design swaths potentially in conflict with gliders operating from Kenfely Affield;	aircraft. Possible conflict with Gatwick, Heathrow and London City procedures; resolution to interactions would be determined through continued FASI-S coordination		