Leeds Bradford Airport Future Airspace

Step 2a – Design Option Update Brief – April 23

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Purpose

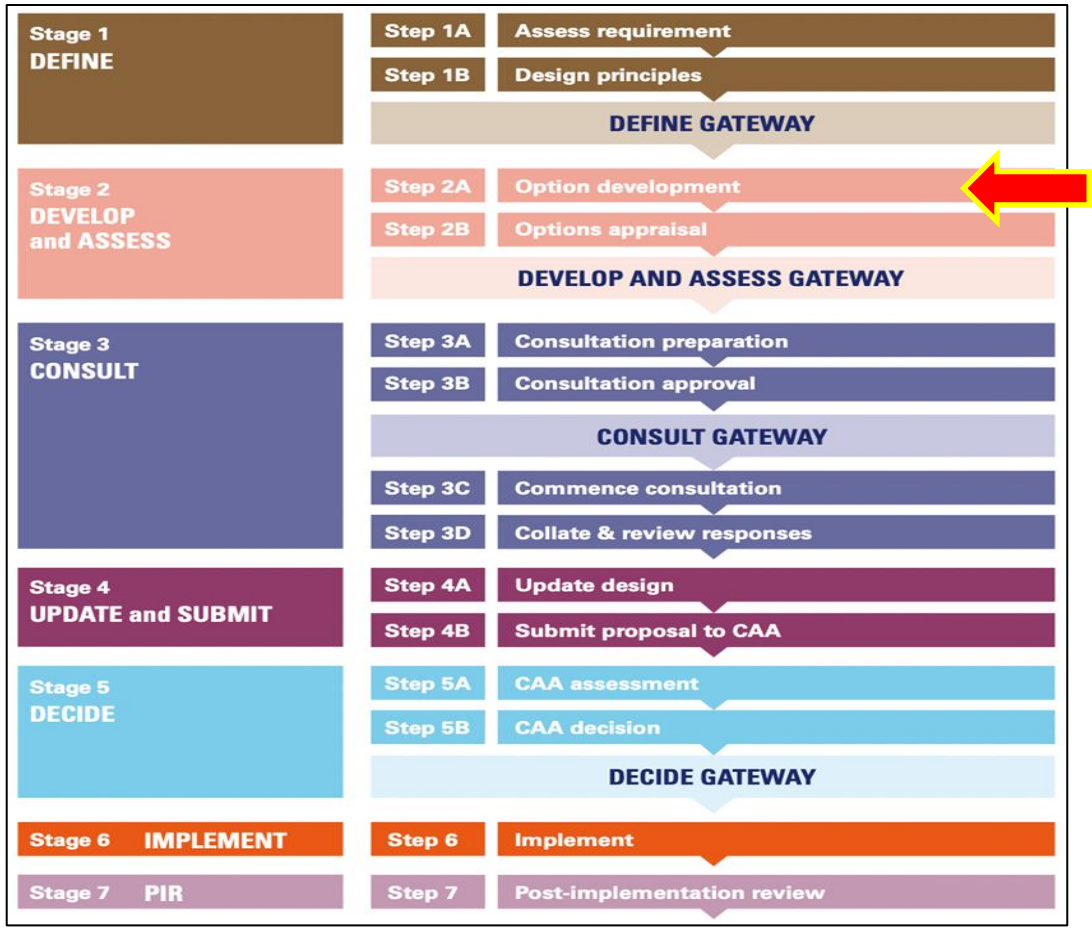
Following a period of reflection, it was deemed necessary to develop some additional Design Options (DOs) to ensure all options had been explored.

These DOs require 'Evaluation' against the agreed Design Principles (DPs) and an Initial Options Appraisal (IOA) before a submission is made to the CAA to progress beyond Stage 2 of the CAP1616 process.

As valued stakeholders in this process, the Airport is now seeking your views on the additional DOs and to what extent they meet the agreed DPs.

Please remember to complete the attached survey by 1700hrs on 28 April 23. If you have any further queries please address them to Airspace Change. We are very grateful for your assistance.

CAP 1616 Process



Abbreviations

ACP	Airspace Change Proposal
AMS	Airspace Modernisation Strategy
ATC	Air Traffic Control
CAA	Civil Aviation Authority
CAS	Controlled Airspace
DfT	Department for Transport
DO	Design Option
DP	Design Principle
DPE	Design Principle Evaluation
FASI(N)	Future Airspace Strategy Implementation (North)
IAP	Initial Approach Procedure
IOA	Initial Options Appraisal
LBA	Leeds Bradford Airport
MAP	Missed Approach Procedure
NATS	National Air Traffic Services
NERL	National Air Traffic Services En-Route Limited
PBN	Performance Based Navigation
RNAV	Area Navigation
RW	Runway
SID	Standard Instrument Departure
STAR	Standard Arrival

Agreed Design Principles (DPs)

DP #	Design Principle
1	**Importance of Safety** – The airspace design and its operation must maintain or where possible, enhance current levels of safety.
2	**Noise** - The design should limit, and where practicable reduce, the number of people overflown, the impact of noise to stakeholders on the ground and where possible periods of built-in respite should be considered.
3	**Tranquillity** - Where practical, route designs should limit effects upon noise sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.
4	**Emissions and Air Quality** – The proposed design should minimise CO2 emissions per flight.
5	**Airspace Dimensions** – The volume and classification of controlled airspace required for LBA should be the minimum necessary to deliver an efficient airspace design, considering the needs of all airspace users.
6	**Airspace Complexity** – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.
7	**Technical Requirements** – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.
8	**Systemisation** – The new procedures will integrate with the en-route network, as per the FASI(N) programme. If required, the arrival transitions shall integrate with the Instrument Approach Procedures (IAPs), deconflict with the departure procedures, reducing the requirement for tactical coordination.
9	**Operational Cost** – Provided it does not have an adverse impact of community disturbance, procedures should be designed to optimise fuel efficiency.
10	**AMS Realisation** – This ACP must serve to further, and not conflict with, the realisation of the AMS.
11	**PBN** – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.

What's New?

Departures

Why? Main driver was need for an option of straight ahead to circa 4.5nm for each direction of travel as it was requested by some Stakeholders during the previous Stage 2 engagement.

What has changed? Some additional departure options conceived off Runway 32 (RW32) to the North-West, West, South and South-East.

May be no requirement for the Option of a Standard Instrument Departure (SID) to the North-East due to minimal demand – may be possible to use the North-West SID and then turn towards GASKO.

Nothing new developed off RW14.

Arrivals

Why? The DOs previously conceived were insufficiently detailed to make an adequate qualitative assessment and they did not 'meet the need' set out in the Statement of Need. The Airport is keen to modernise/systemise (in keeping with the Airspace Modernisation Strategy (AMS)) as opposed to simply sticking with the status quo.

What has changed? Conceived a variety of hold options at the end of the Standard Arrivals (STARs) including some outside of the existing LBA delegated airspace at GOLES and NELSA respectively. These are complemented with Arrival Transitions to various T/Y-Bar options.

The existing Missed Approach Procedure (MAP) does not work well; it needs controller intervention and so something different is required – various options developed.

Departures

Additional DOs for the following:

- RW32 South-East – 2 new options;
- RW32 South & West – 3 new options; and
- RW32 North-West – 1 new option.

Revised Design Principle Evaluation (DPE) taking into account some Stakeholder feedback and new options.

Remainder of the Departure options and associated revised DPE shown for completeness including the options for RW14.

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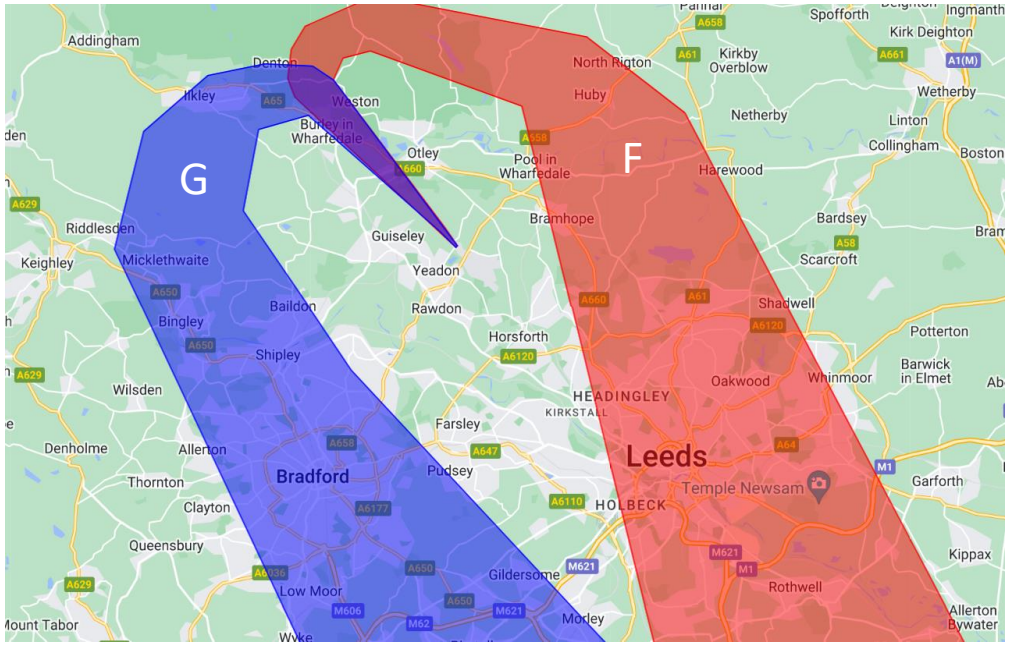
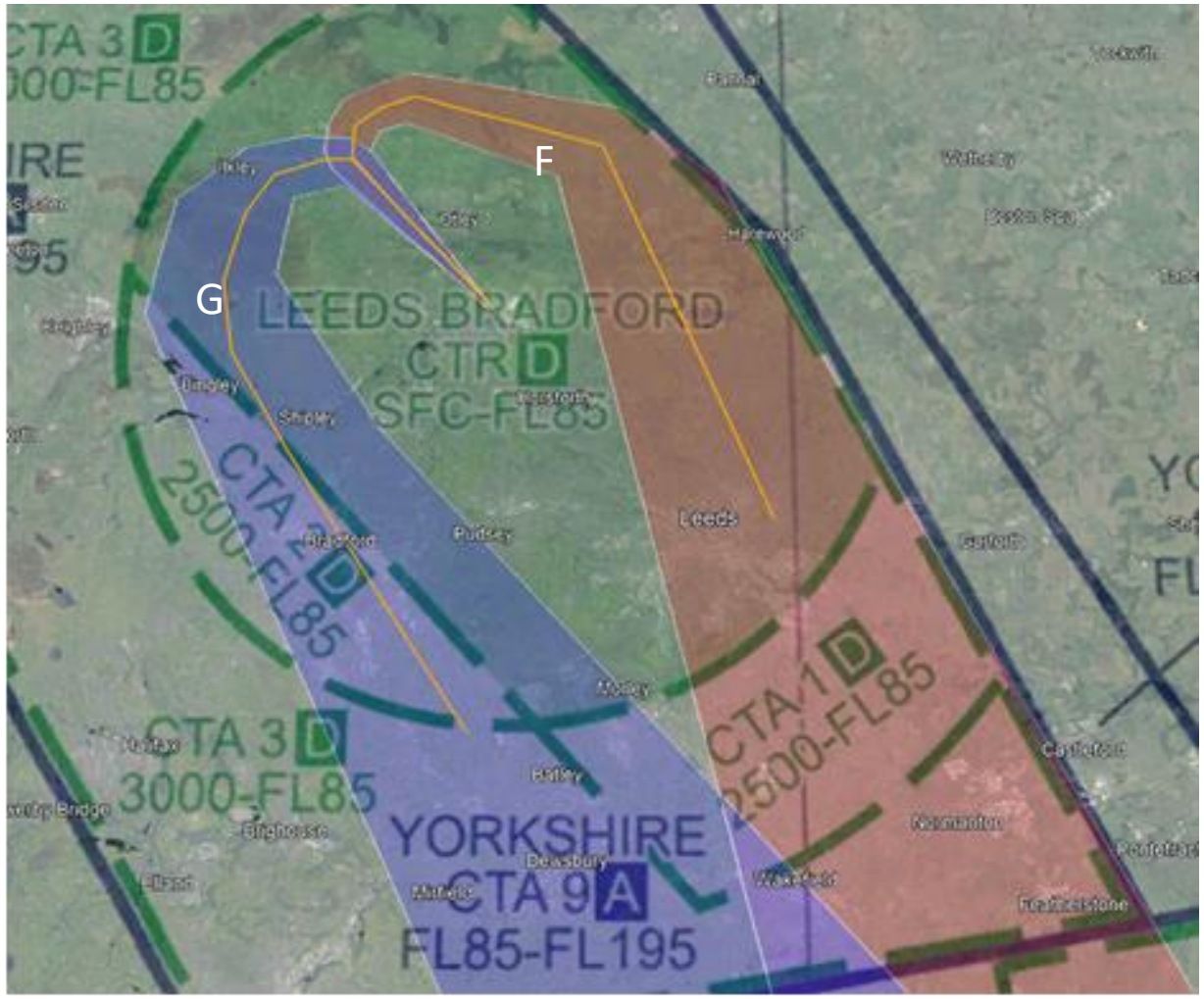
RW32 - South-Easterly Departures - MAMUL

Two new options developed:

- Both turn at circa 4.5nm;
- One left (Option G) and one right (Option F);

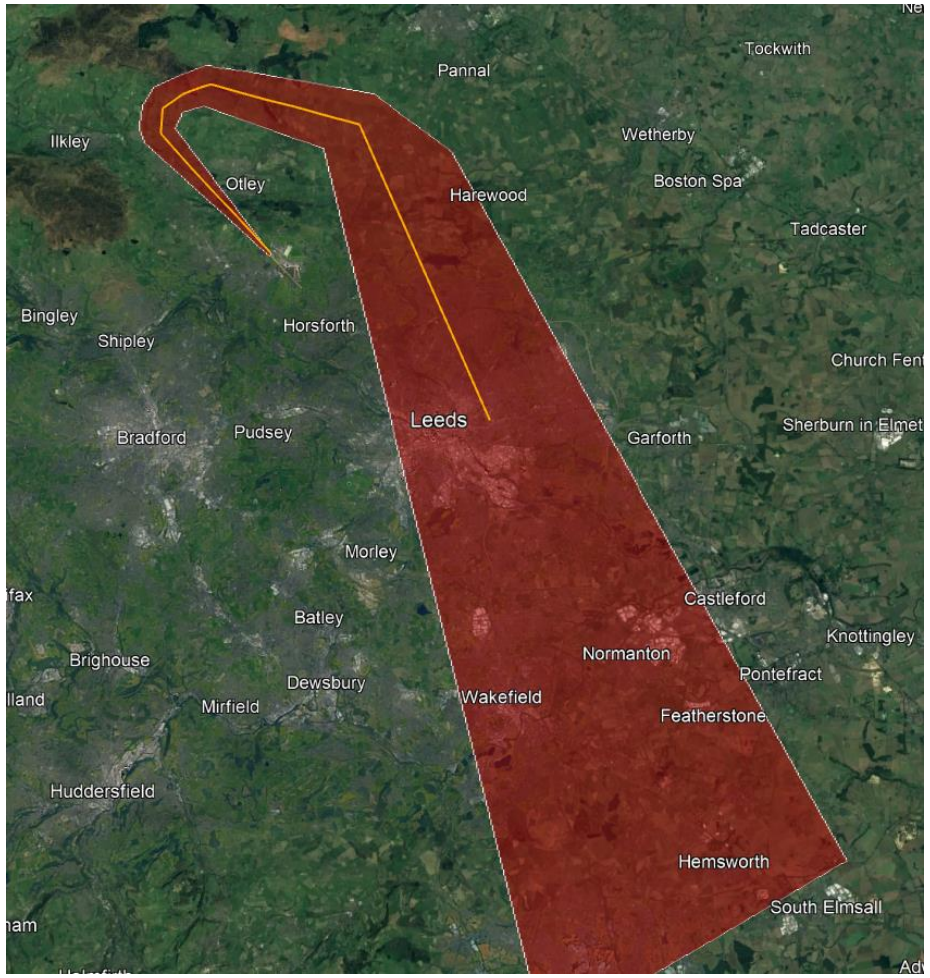




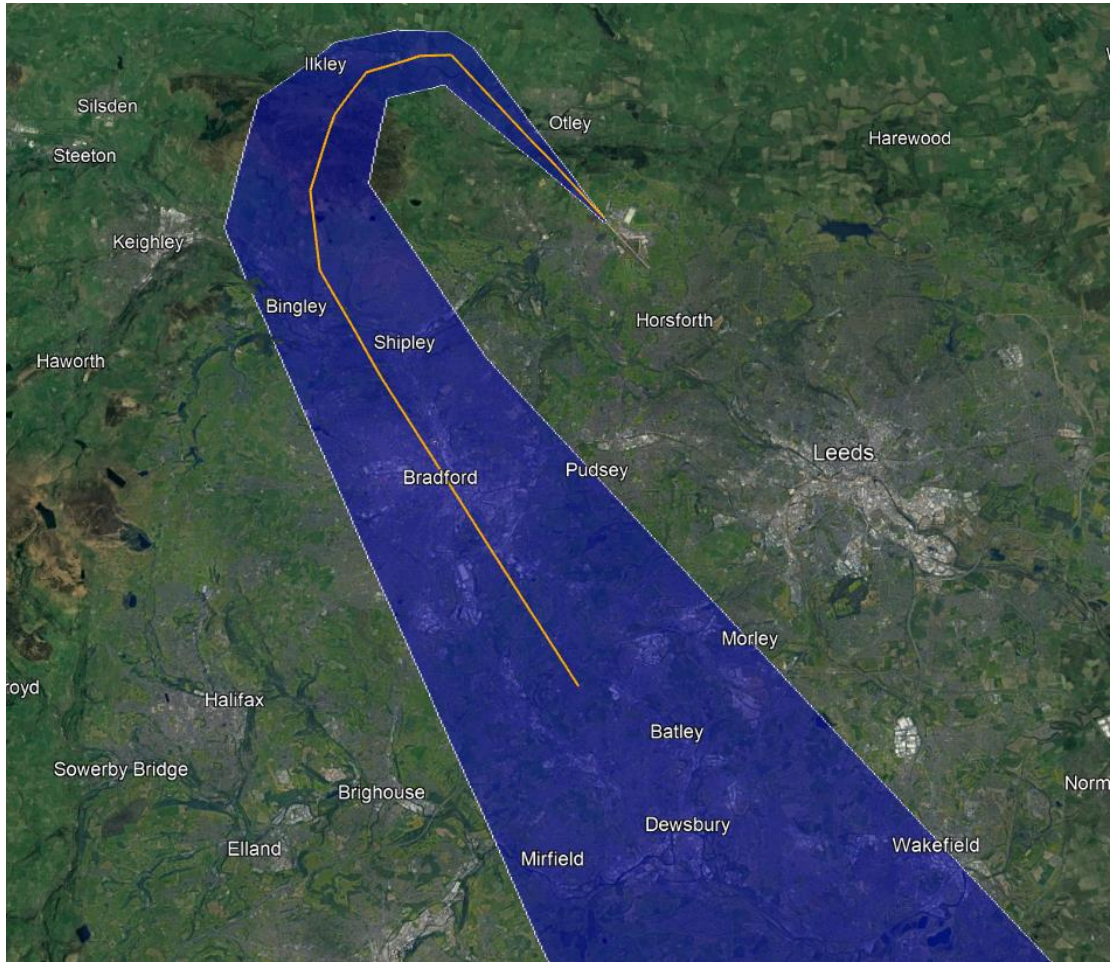
Note: The yellow lines are simply an indicator of where aircraft are likely to reach 7,000ft if climbing on a 6% climb gradient

RW32 - South-Easterly Departures - MAMUL

Option F – 32SEF



Option G – 32SEG



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RW32 - South-Easterly Departures - MAMUL

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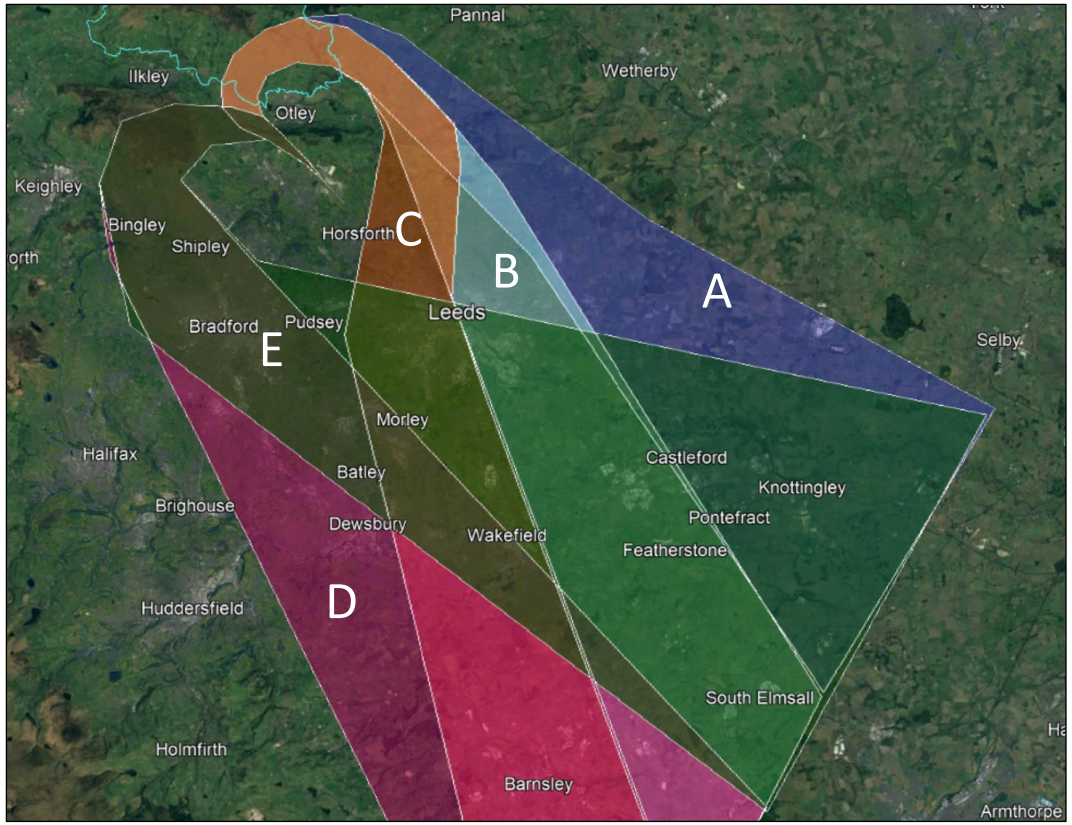
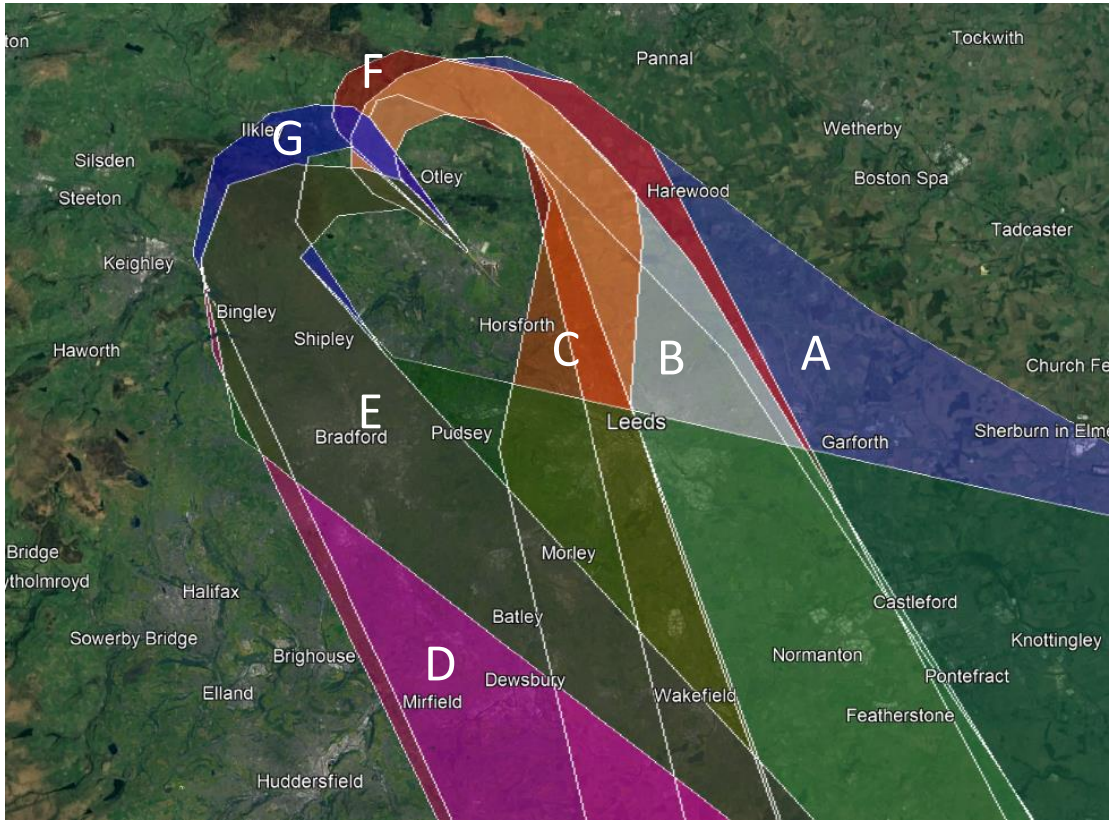
Previous Options



All Options



RW32 - South-Easterly Departures – MAMUL - DPE

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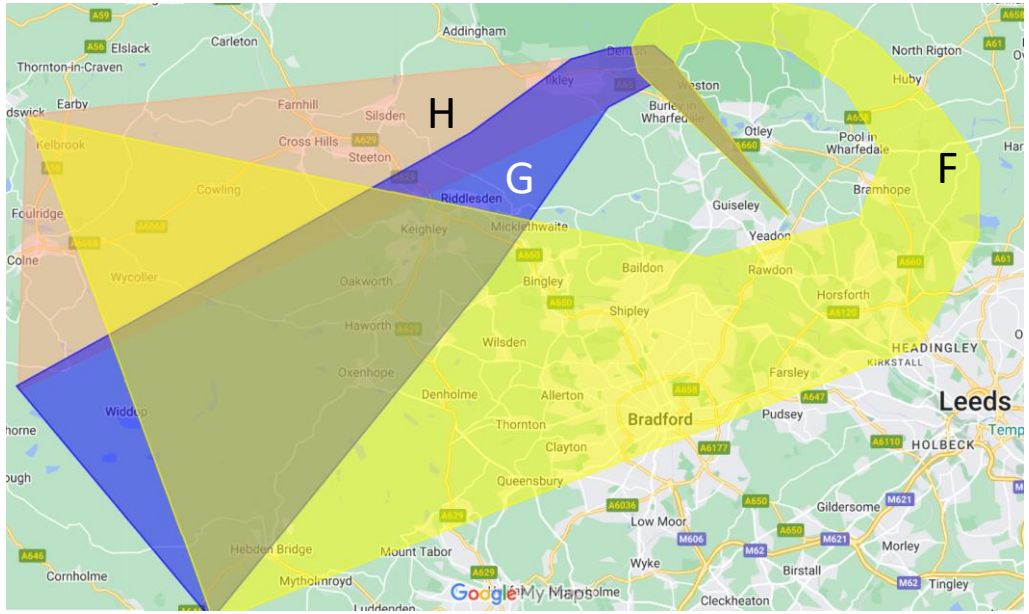
Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
32SEA	Lack of airspace containment and potential conflict with inbounds	May affect different people than baseline at low level	Nidderdale AONB		May require more CAS	Potential conflict with arrivals through GOLES					
32SEB	Lack of airspace containment	May affect different people than baseline at low level	Nidderdale AONB		May require more CAS						
32SEC	Lack of airspace containment	May affect different people than baseline at low level	Nidderdale AONB		May require more CAS						
32SED			Ilkley Moor								
32SEE	Potential conflict with inbounds		Ilkley Moor			Potential conflict with arrivals through GOLES					
32SEF	Lack of airspace containment	May affect different people than baseline at low level	Nidderdale AONB		May require more CAS						
32SEG		Overflies Ilkley	Nidderdale AONB								

RW32 – South & West Departures – POL/NELSA

Three new options developed:

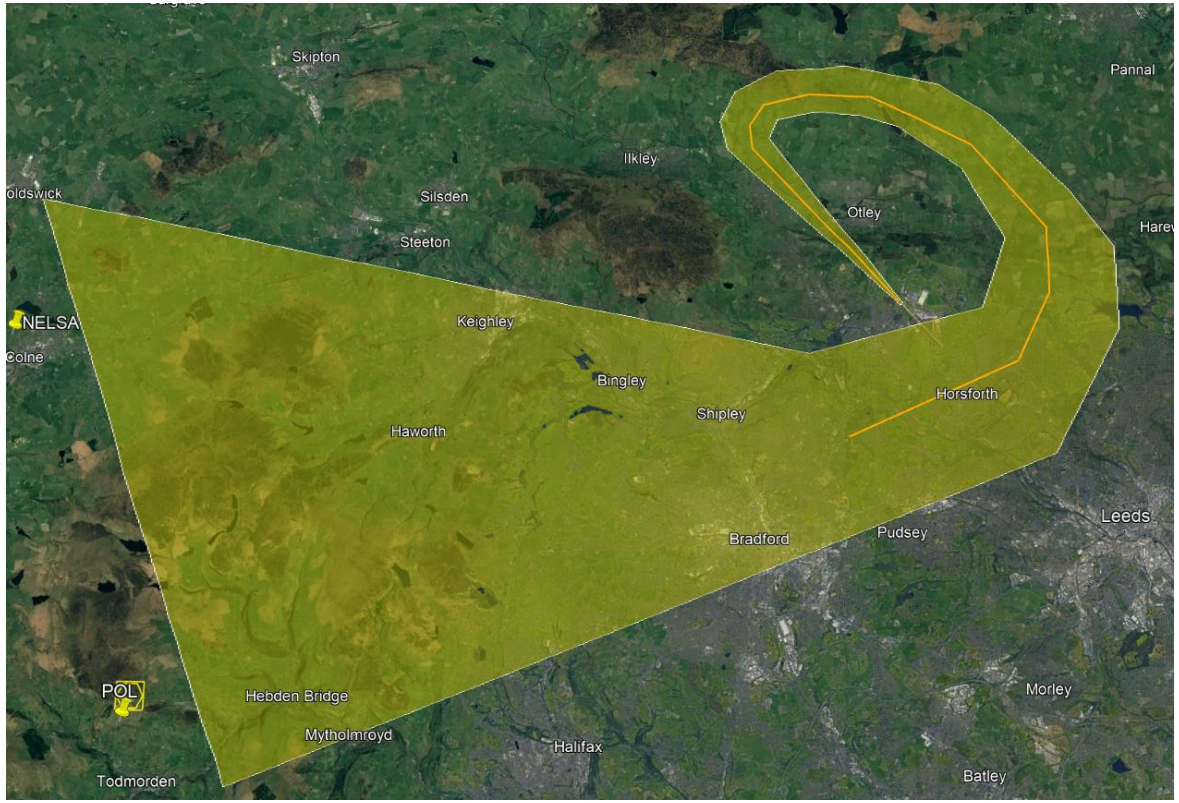
- Options F (Yellow), G (Blue) & H (Peach).
- Option H targets NELSA, Option G targets POL whilst the right-turn out Option F targets either NELSA or POL.



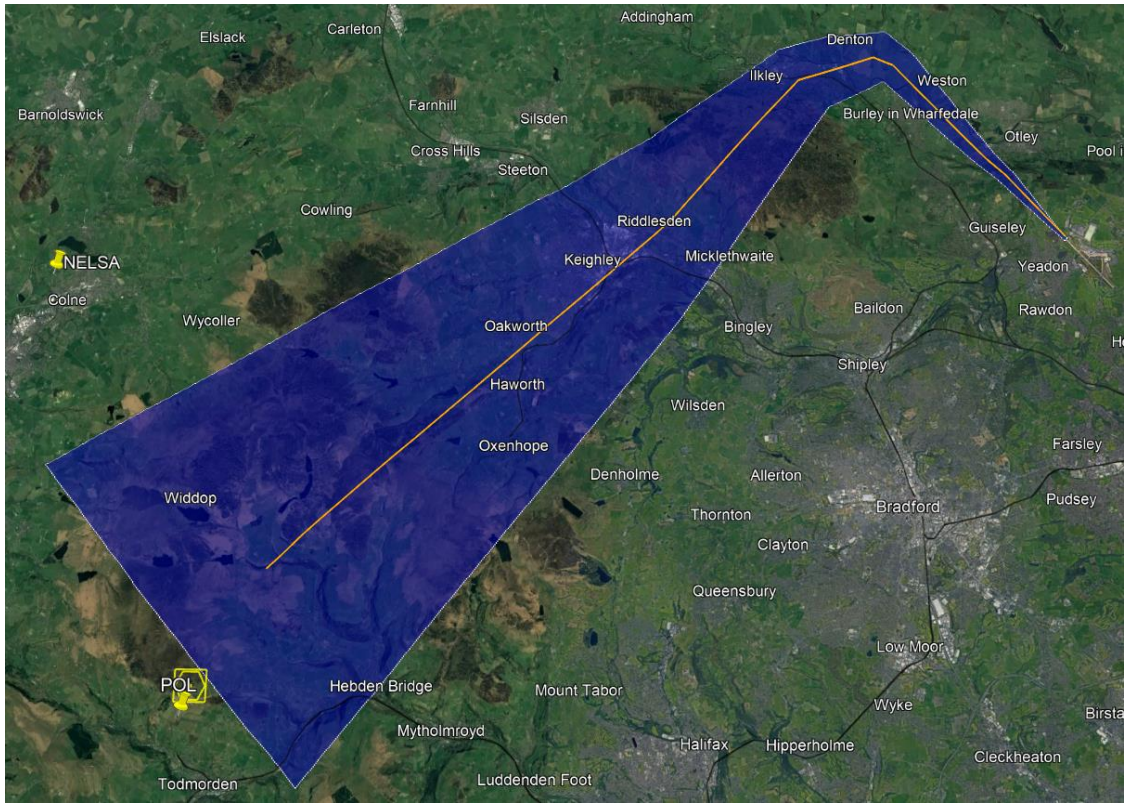
Note: The yellow lines are simply an indicator of where aircraft are likely to reach 7,000ft if climbing on a 6% climb gradient

RW32 – South & West Departures – POL/NELSA

Option F – 32S&WF



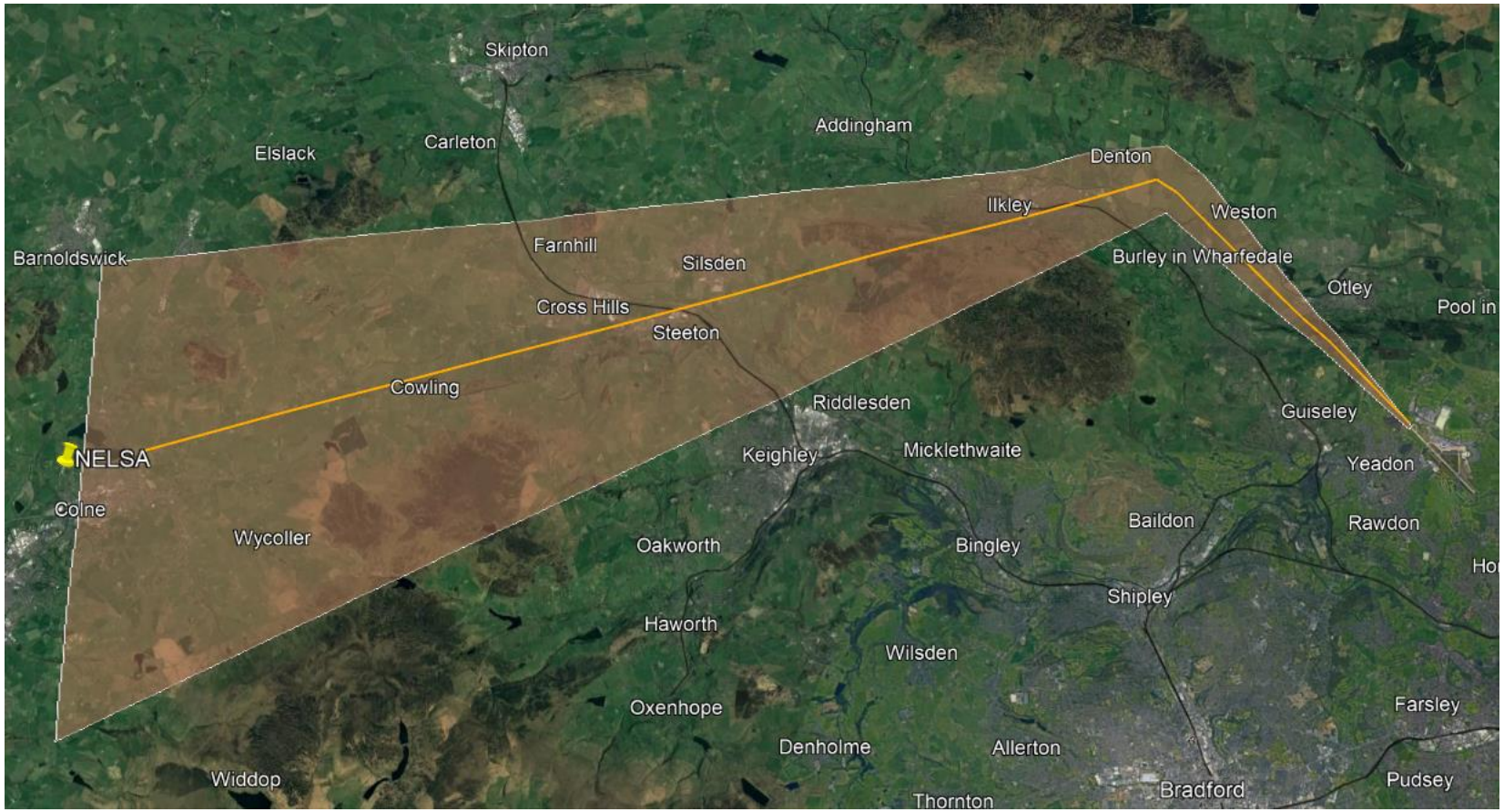
Option G – 32S&WG



Note: The yellow lines are simply an indicator of where aircraft are likely to reach 7,000ft if climbing on a 6% climb gradient

RW32 – South & West Departures – POL/NELSA

Option H – 32S&WH



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RW32 – South & West Departures – POL/NELSA

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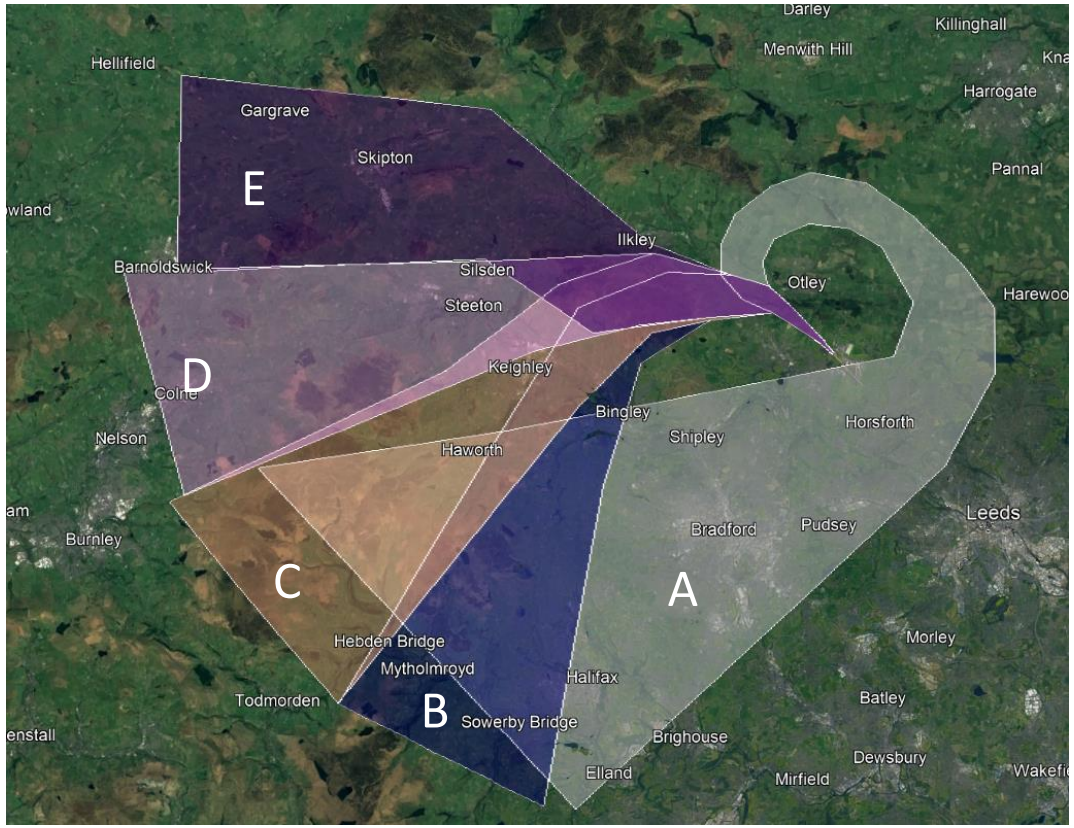
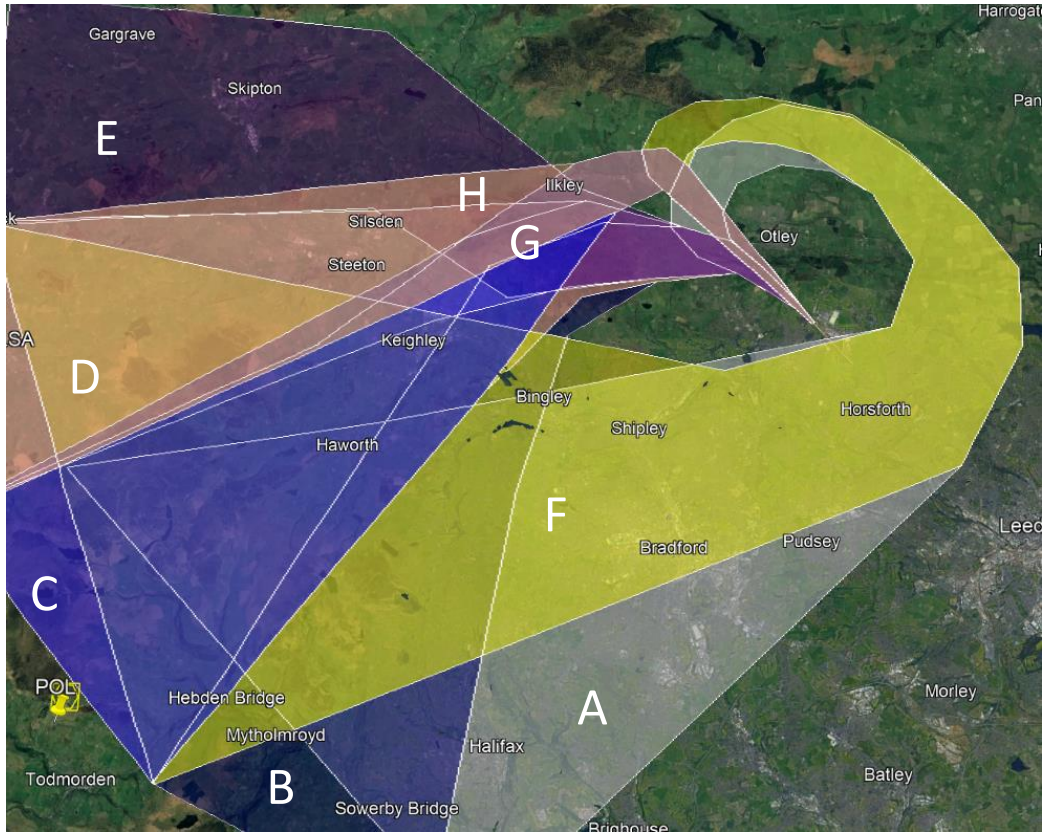
Previous Options



All Options



RW32 – South & West Departures – POL/NELSA - DPE

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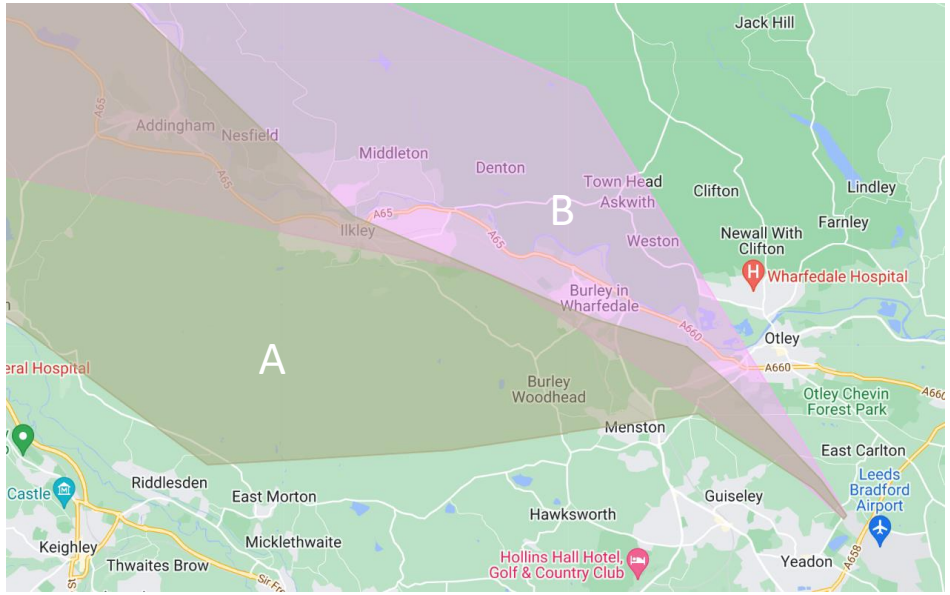
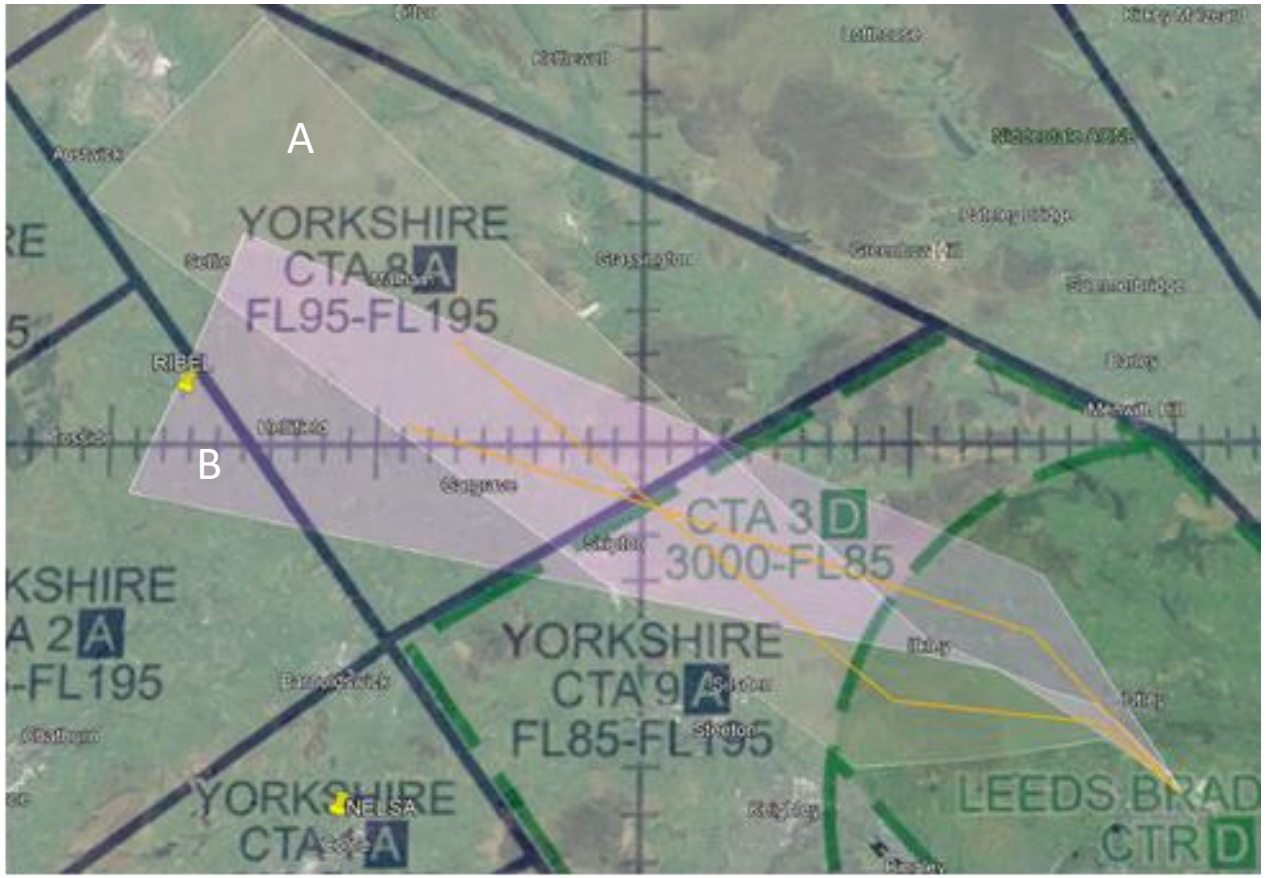
Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
32S&WA	Procedure not contained in existing CAS	May affect different people than baseline at low level	Nidderdale AONB	More track miles	Additional CAS required				Extra track miles flown		
32S&WB			Ilkley Moor								
32S&WC			Ilkley Moor								
32S&WD			Ilkley Moor								
32S&WE	Procedure may not be contained in existing CAS		Ilkley Moor	More track miles	Potential for additional CAS to be required				Extra track miles flown		
32S&WF		May affect different people than baseline at low level	Nidderdale AONB	More track miles					Extra track miles flown		
32S&WG		Overflies Ilkley	Ilkley Moor								
32S&WH		Overflies Ilkley	Ilkley Moor								

RW32 – North-Westerly Departures - RIBEL

Two options:

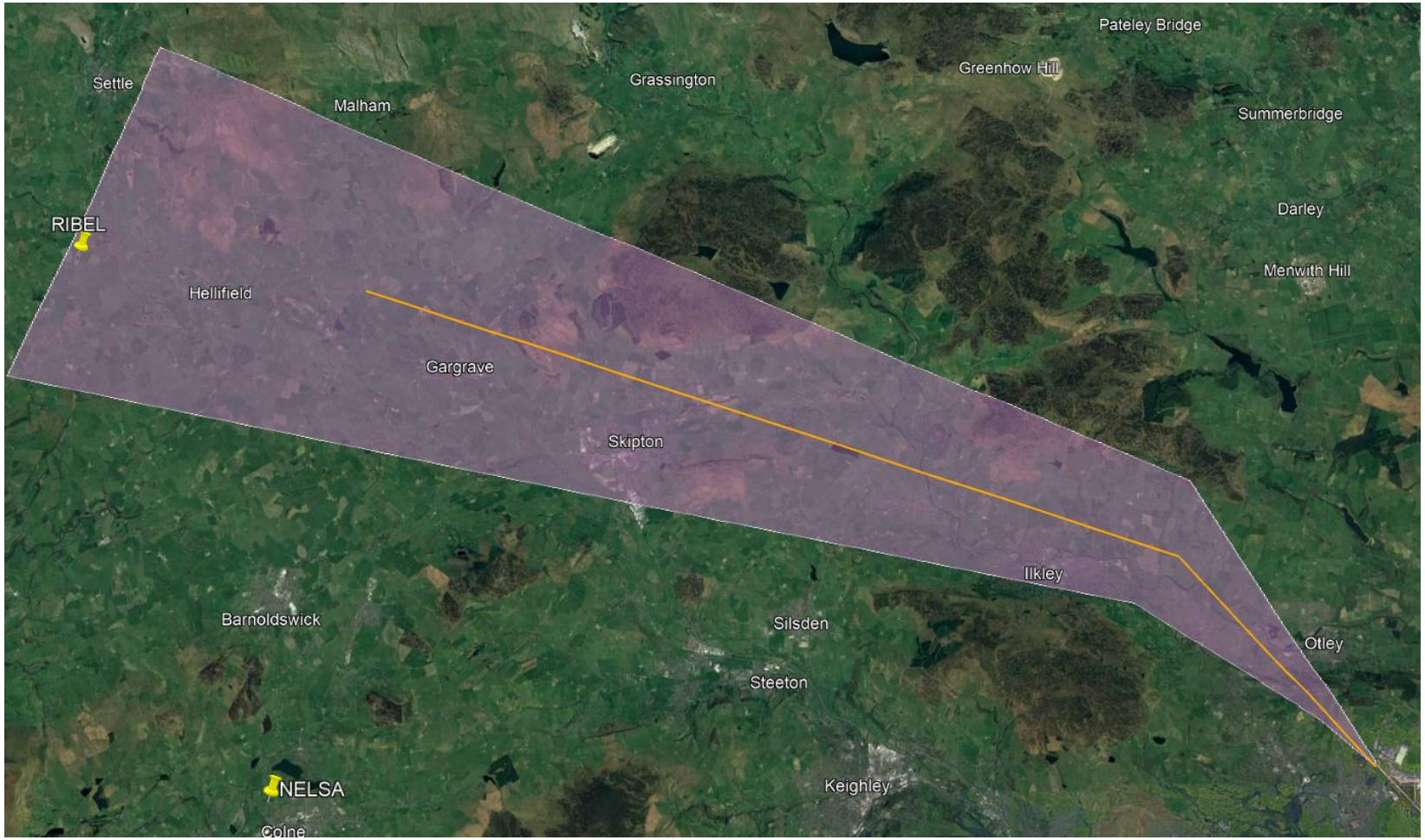
- Options A remains.
- Option B conceived - straight ahead to 4.5nm then left turn towards RIBEL.





RW32 – North-Westerly Departures - RIBEL

Option B – 32NWB



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RW32 – North-Westerly Departures - RIBEL

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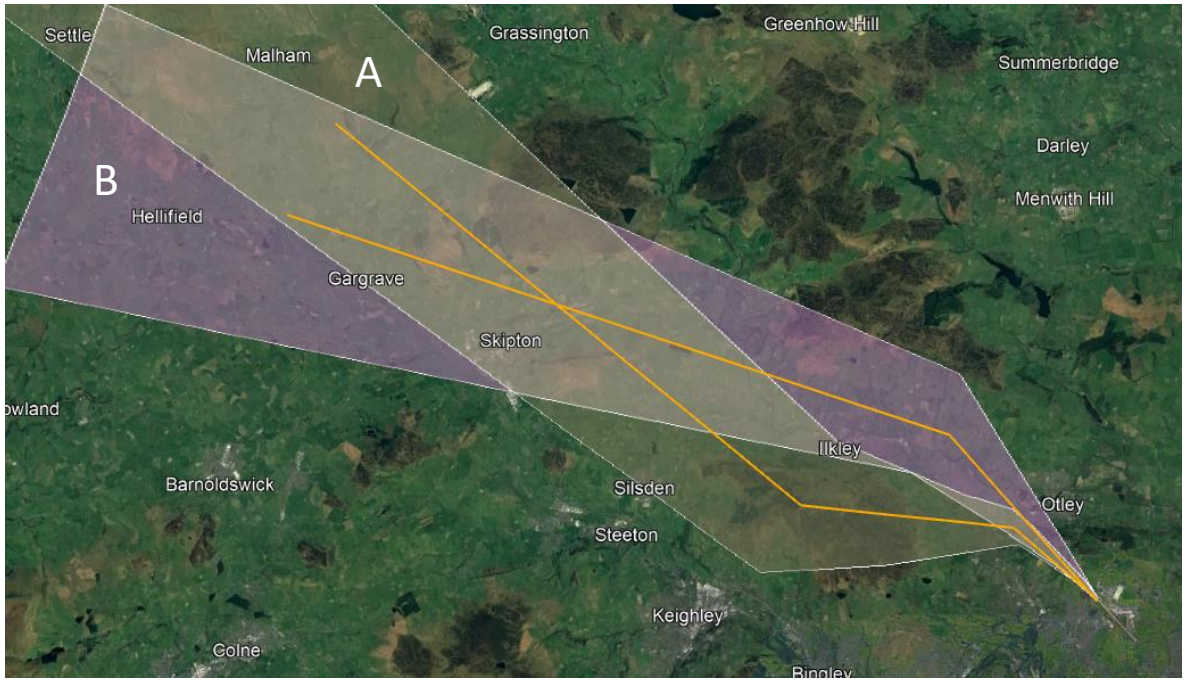
Previous Options

All Options



Note: The yellow lines are simply an indicator of where aircraft are likely to reach 7,000ft if climbing on a 6% climb gradient

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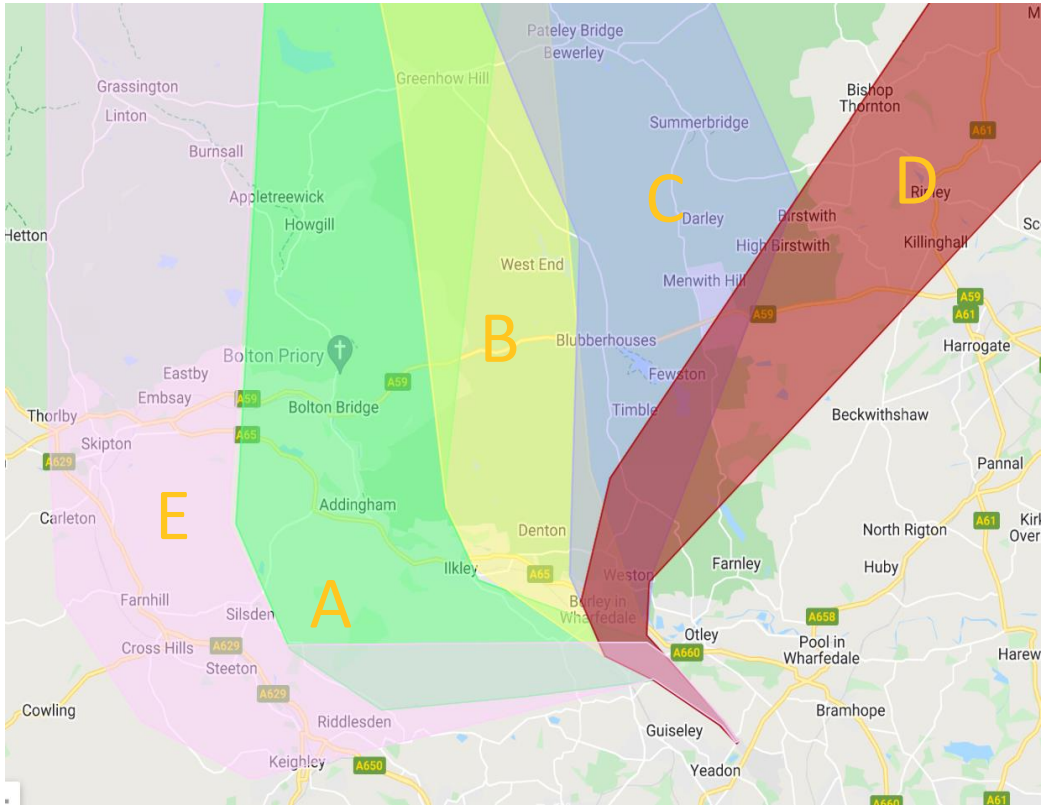
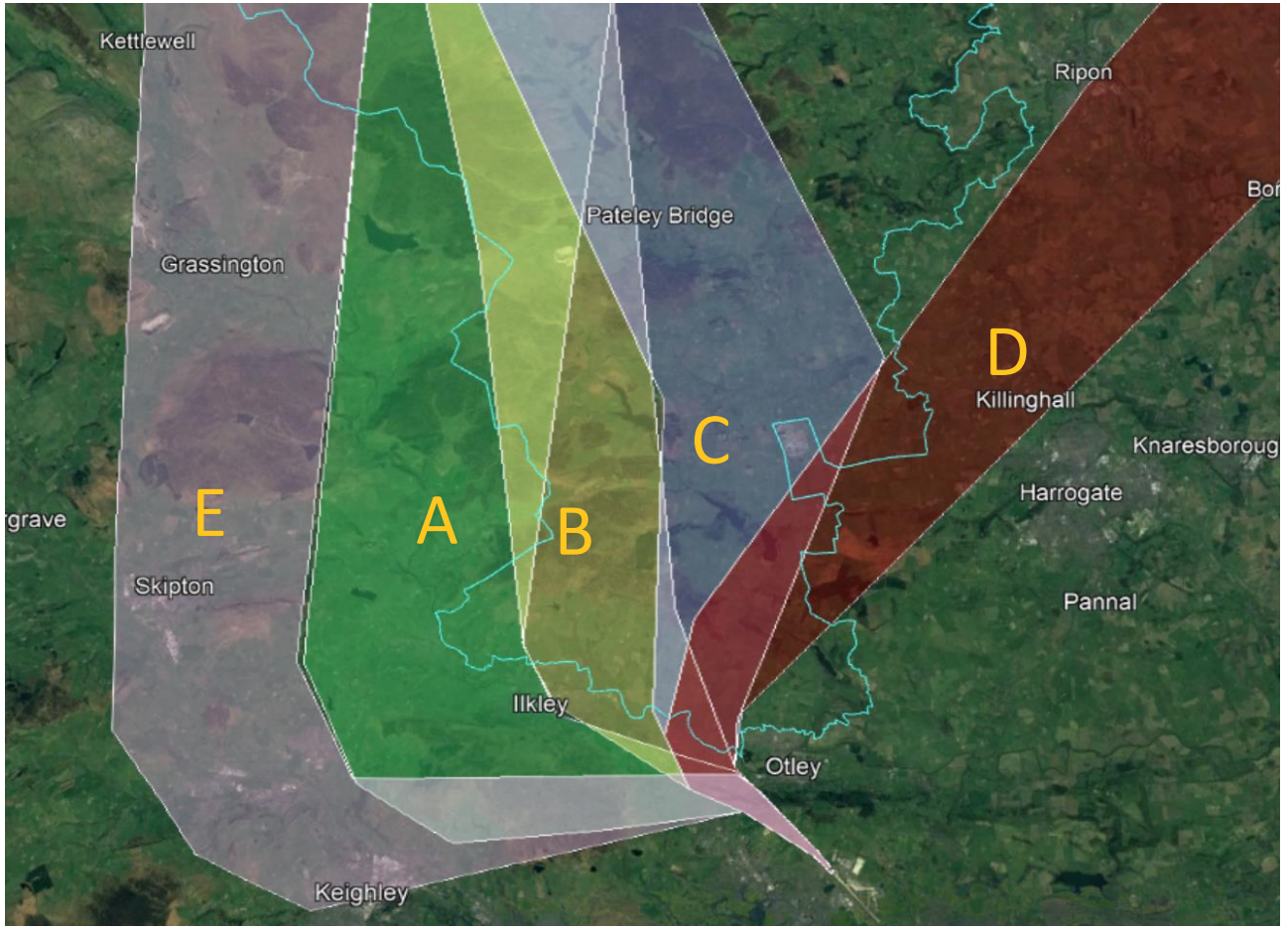
RW32 – North-Westerly Departures – RIBEL - DPE

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
32NWA		Potentially overflies Ilkley	Ilkley Moor								
32NWB		Potentially overflies Ilkley	Nidderdale AONB								

RW32 – North-Easterly Departures - GASKO

No new options and the requirement for a SID in this direction may not be valid





RW32 – North-Easterly Departures - GASKO

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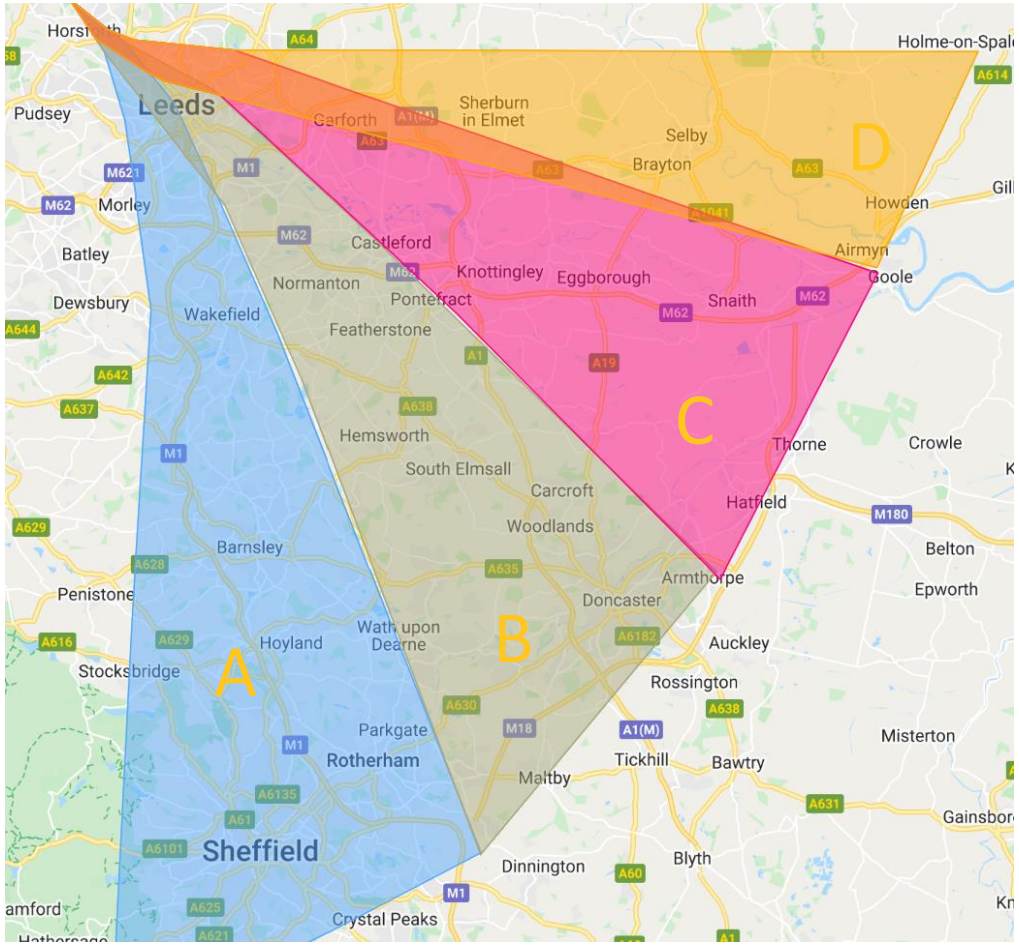
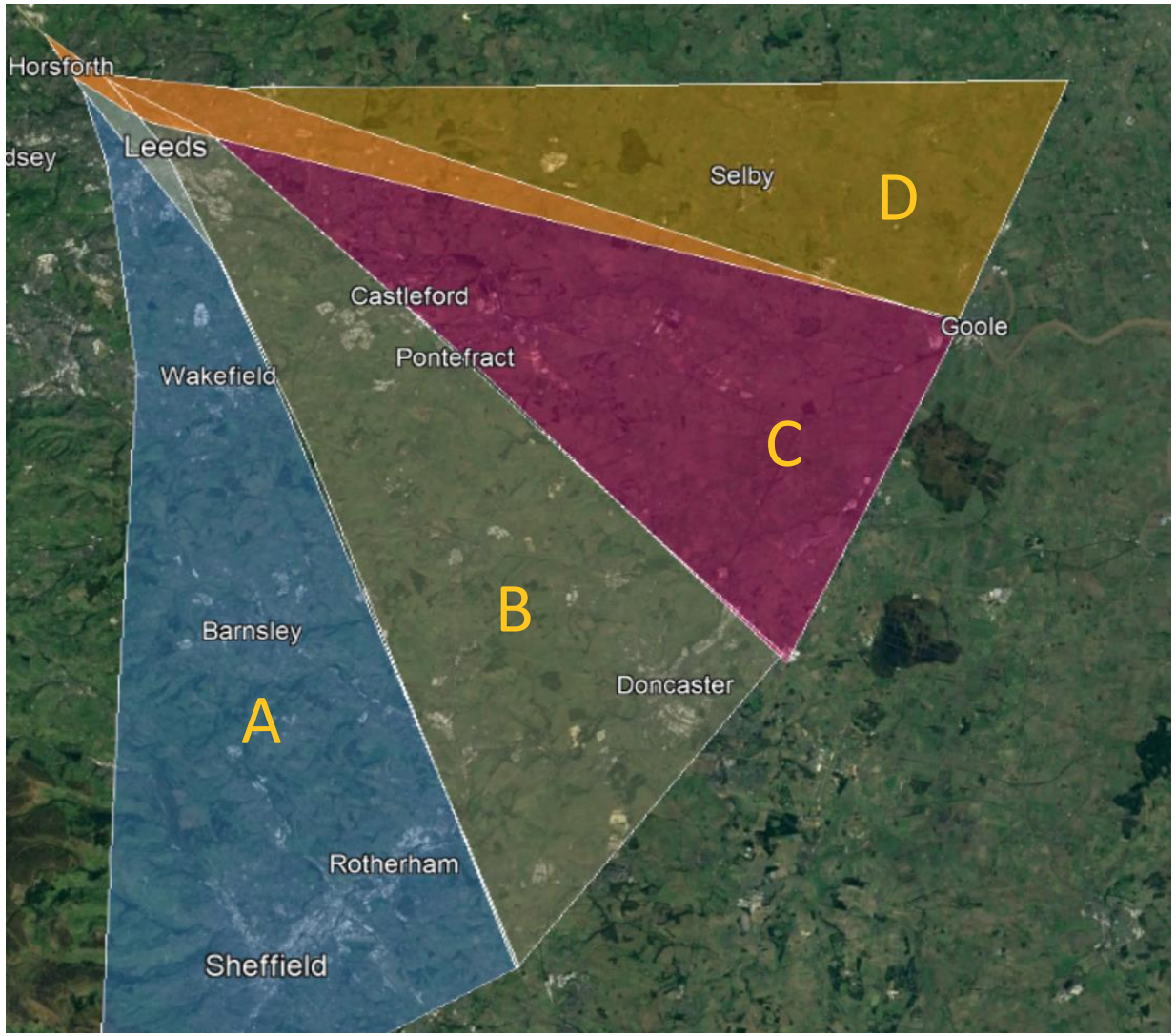
Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
32NEA	Insufficient CAS for containment	May overfly Ilkley	Ilkley Moor		More CAS required						
32NEB	Insufficient CAS for containment	May overfly Ilkley & Burley-in-Wharfedale	Nidderdale AONB		More CAS required						
32NEC	Vale of York AIAA & TRA(G)	May overfly Burley-in-Wharfedale	Nidderdale AONB		Considerably more CAS required	Unnecessarily complicating the Vale of York and TRA (G) area					
32NED	Vale of York AIAA & TRA(G)	May overfly Burley-in-Wharfedale	Nidderdale AONB	Does not point in the correct direction	Considerably more CAS required	Unnecessarily complicating the Vale of York and TRA (G) area			Considerably more miles		
32NEE	Insufficient CAS for containment	May overfly Keighley	Ilkley Moor and Yorkshire Dales NP	More track miles	More CAS required				More track miles		

RW14 – South-Easterly Departures - MAMUL

No new options



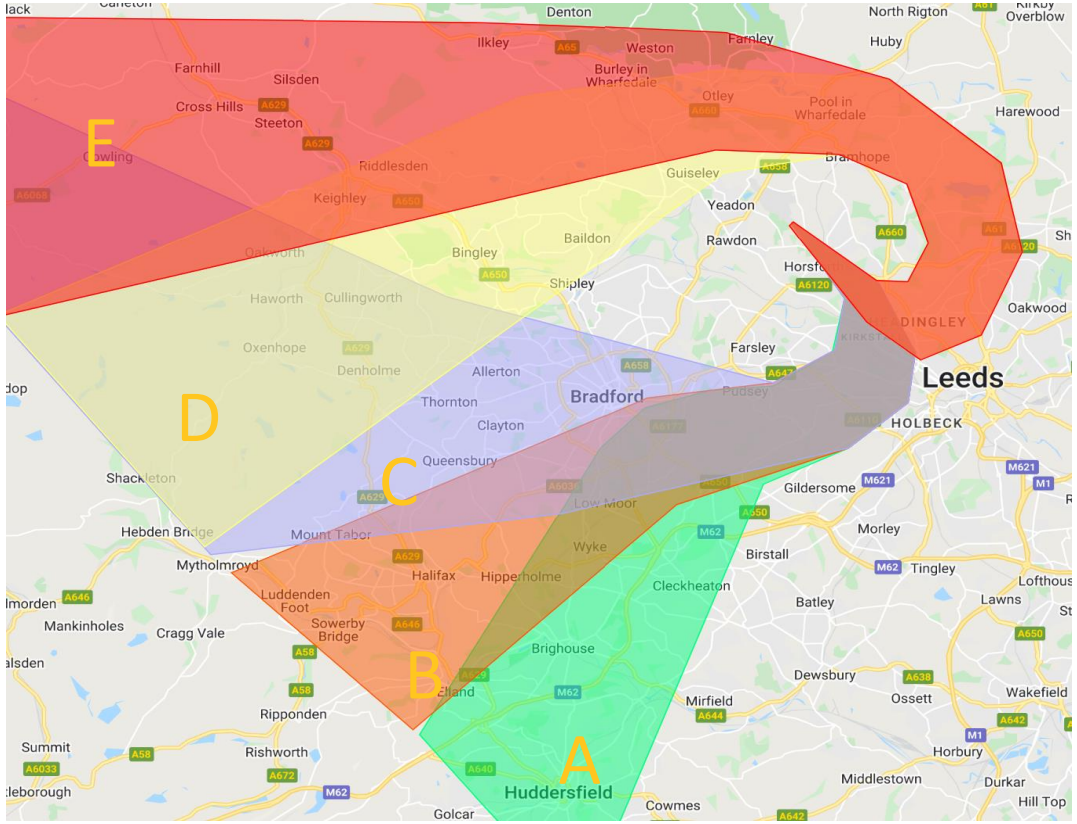


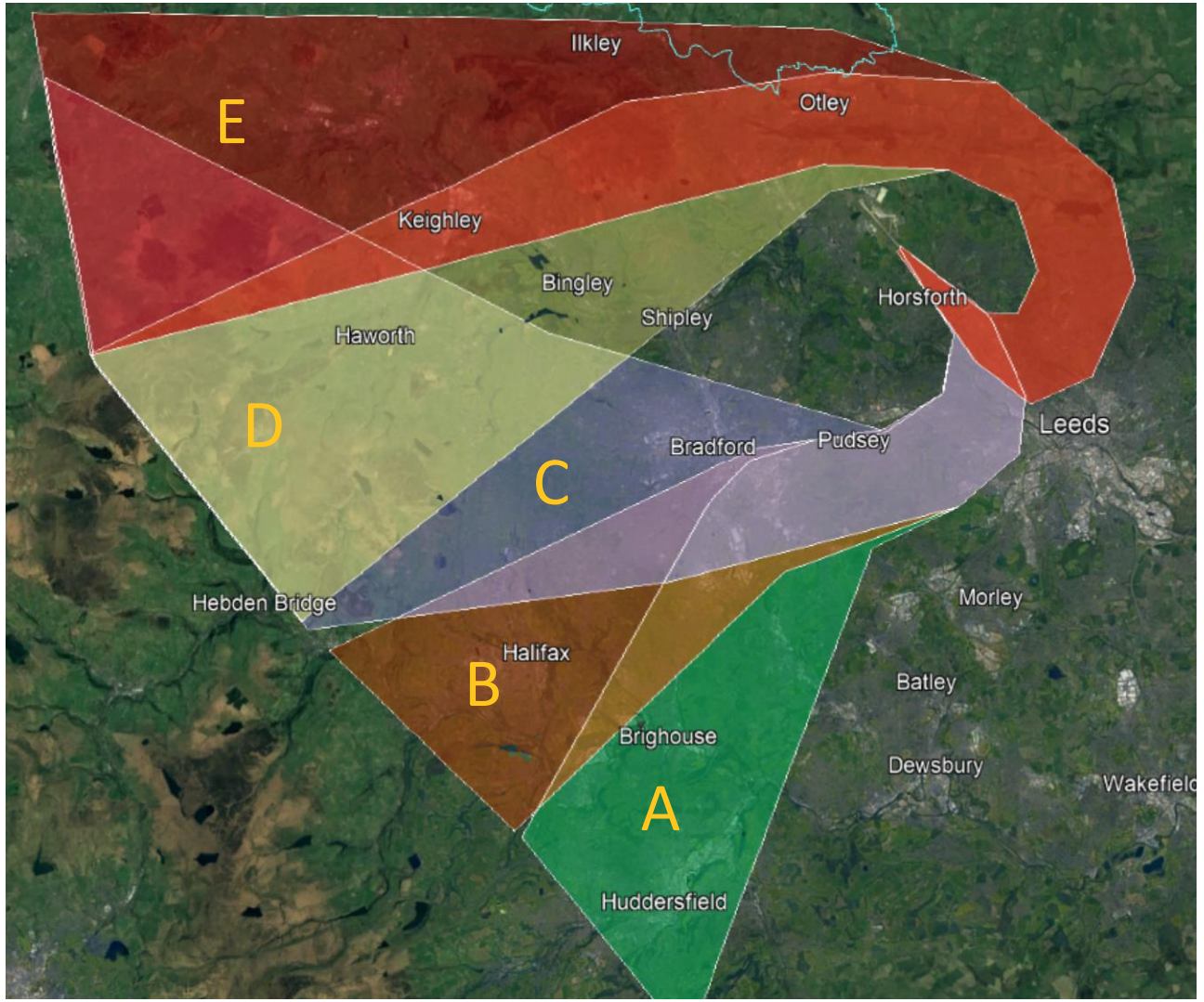
RW14 – South-Easterly Departures - MAMUL

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
14SEA			Peak District NP						More track miles		
14SEB											
14SEC	Insufficient CAS for containment and conflict with inbound stream				More CAS required						
14SED	Insufficient CAS for containment and conflict with inbound stream				More CAS required						

RW14 – South & West Departures – POL/NELSA

No new options



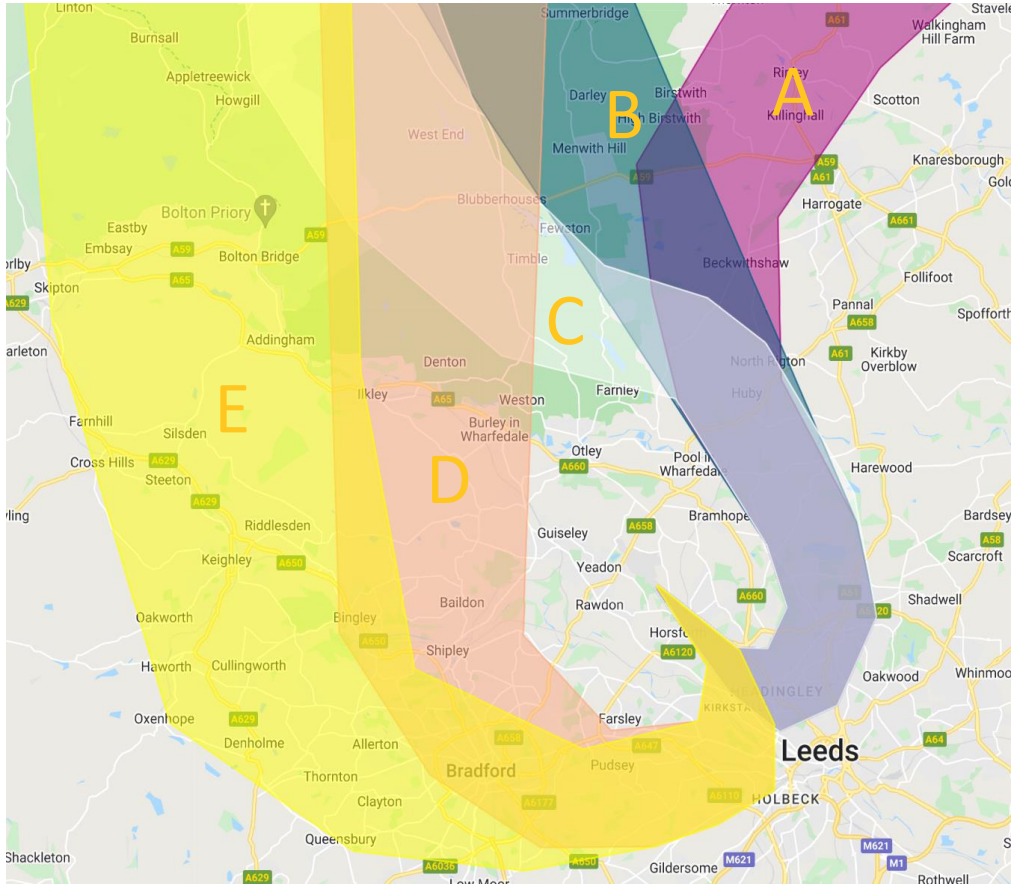


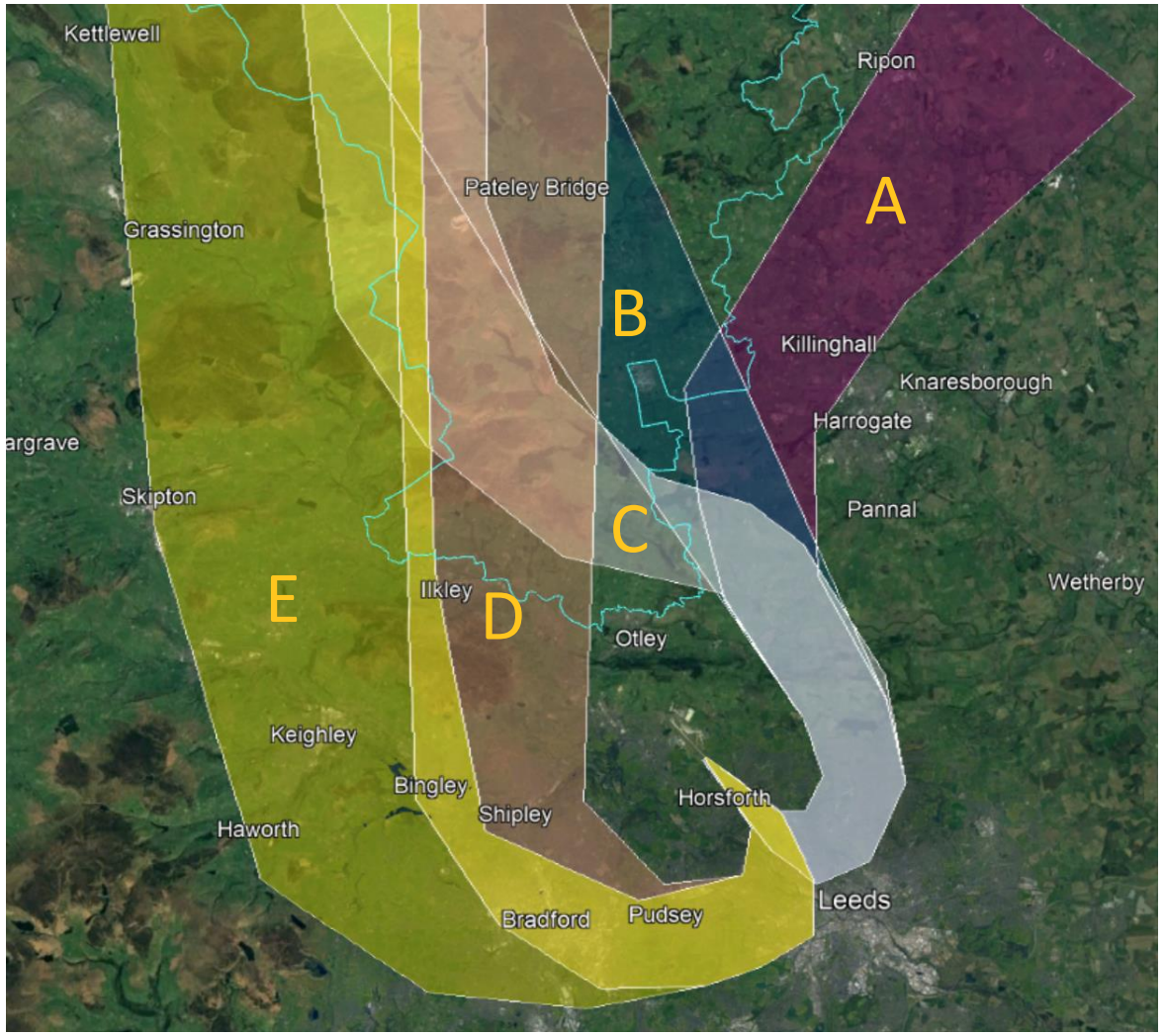
RW14 – South & West Departures – POL/NELSA

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
14S&WA				More track miles if going west		Potential conflict with inbounds via POL					
14S&WB						Potential conflict with inbounds via POL					
14S&WC											
14S&WD		Potential increase in noise for different people		More track miles	Potential for more CAS to be required	Potential conflict with inbounds via NELSA			More track miles		
14S&WE		Potential increase in noise for different people		More track miles	Potential for more CAS to be required	Potential conflict with inbounds via NELSA			More track miles		

RW14 – North-Easterly Departures - GASKO

No new options and the requirement for a SID in this direction may not be valid



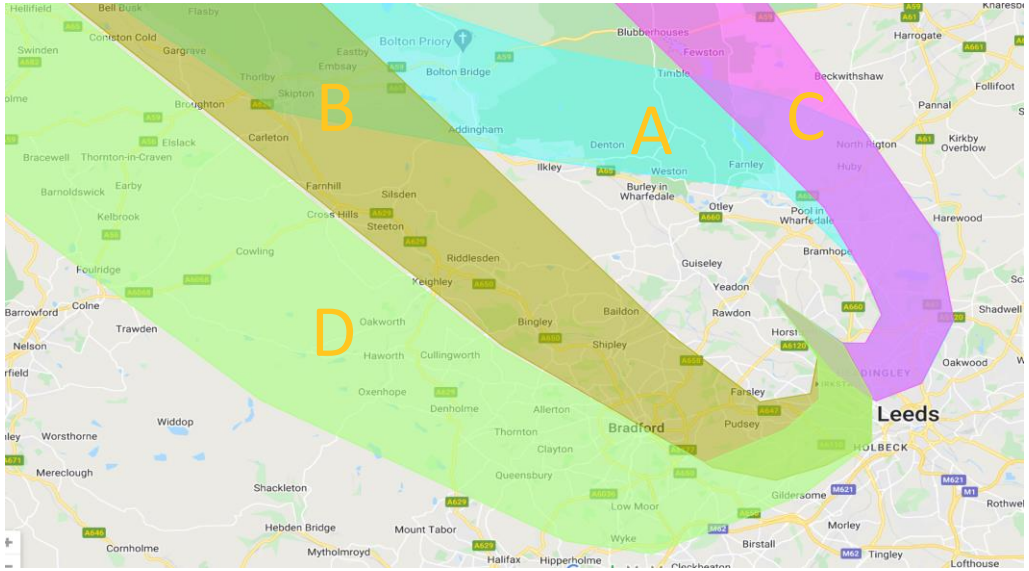


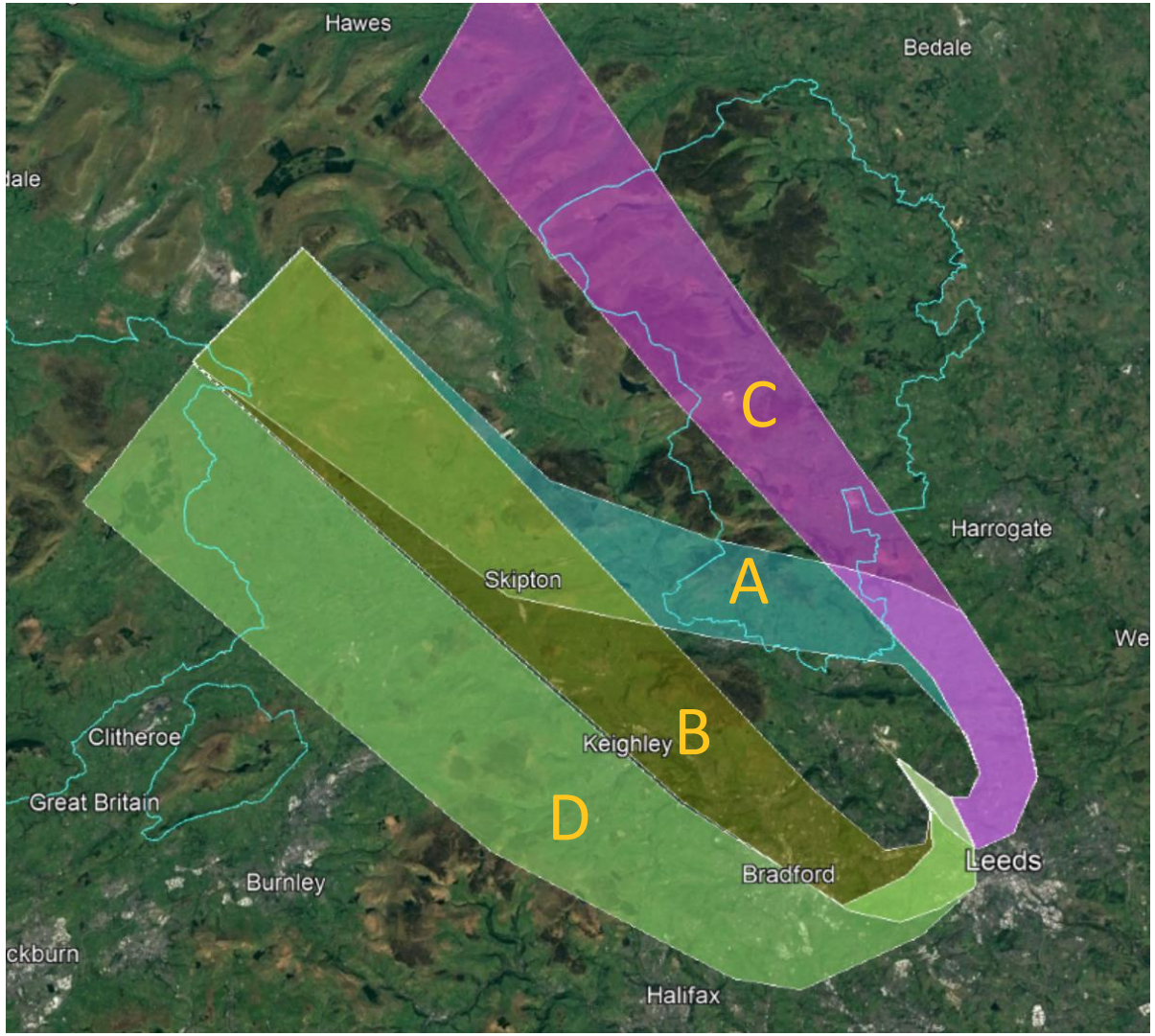
RW14 – North-Easterly Departures - GASKO

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
14NEA	Vale of York AIAA & TRA(G) and no CAS	Overflight of newly affected populated areas (North Leeds)		Does not point in the correct direction	Considerably more CAS required	Unnecessarily complicating the Vale of York and TRA (G) area					
14NEB	Vale of York AIAA & TRA(G) and no CAS	Overflight of newly affected populated areas (North Leeds)	Nidderdale AONB		Considerably more CAS required	Unnecessarily complicating the Vale of York and TRA (G) area					
14NEC	Vale of York AIAA & TRA(G) and no CAS	Overflight of newly affected populated areas (North Leeds)	Nidderdale AONB		More CAS required	Potential conflict with inbounds from the North					
14NED	Insufficient CAS		Nidderdale AONB/Yorkshire Dales NP		More CAS required	Potential conflict with inbounds from the North					
14NEE	Insufficient CAS		Yorkshire Dales NP		More CAS required						

RW14 – North-Westerly Departures - RIBEL

No new options





RW14 – North-Westerly Departures - RIBEL

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
14NWA	Insufficient CAS	Overflight of newly affected populated areas (North Leeds)	Nidderdale AONB/Yorkshire Dales NP		Potentially more CAS required.	Potential conflict with inbounds from the North		Potential conflict with inbounds from the North			
14NWB		Bradford	Yorkshire Dales NP								
14NWC	Insufficient CAS. Potential conflict with inbounds from the North	Overflight of newly affected populated areas (North Leeds)	Nidderdale AONB/Yorkshire Dales NP		More CAS required	Potential conflict with inbounds from the North		Potential conflict with inbounds from the North			
14NWD		Bradford									

Arrivals

Previous Arrival DOs have evolved and greater detail applied following engagement with Technical Stakeholders. Now five DOs with pattern shown for each Runway Mode (Runways 32 and 14):

- Option 1 - 1 Hold – LBA
- Option 2 - 2 Holds – NELSA & GOLES
- Option 3 - 2 Holds – 'AIREY' & 'WORTH'
- Option 4 - 3 Holds – LBA, 'AIREY' & 'WORTH'
- Option 5 - 3 Holds – NELSA, GOLES & 'UDDER'

Remember that the holds are rarely used either for delays or weather or even for the Missed Approaches but they are a necessary part of the 'system'.

Note: Previous options included Point Merge. These were never appropriate for the traffic levels or the airspace available to the Airport and accordingly these have been removed. Further explanation will be contained in the Stage 2 documentation that will be posted on the ACP Portal.

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Hold, Missed Approach and Arrival Transition Depictions

Holds

Technically speaking, as the holding patterns form the end of the STARs and are above 7000ft, they are the domain of the en-route Air Traffic Service Provider (ANSP) NATS En-Route Limited (NERL).

The only difference to this is a Hold that is used for the Missed Approach Procedure (MAP). Such a hold may require a lowest holding altitude of 5000ft.

The hold depictions are intended to give stakeholders an idea of how the system might work. These are drawn within blue circles/lozenges surrounding them as the final location is not determined.

The LBA Hold already exists and this is depicted as it exists today.

Arrivals Transitions and Missed Approaches

The lines depicting the Arrival Transitions and the Missed Approach Procedures are not intended to show definitive tracks over the ground. These are purely intended to provide an indication of how such a system would work. The final procedures would be refined through the consultation process should a given option progress beyond Stage 2 of the process.

Arrivals – Option 1 - 1 Hold – LBA – RW32 (Status Quo with PBN)

Leeds Bradford®
Yorkshire's Airport

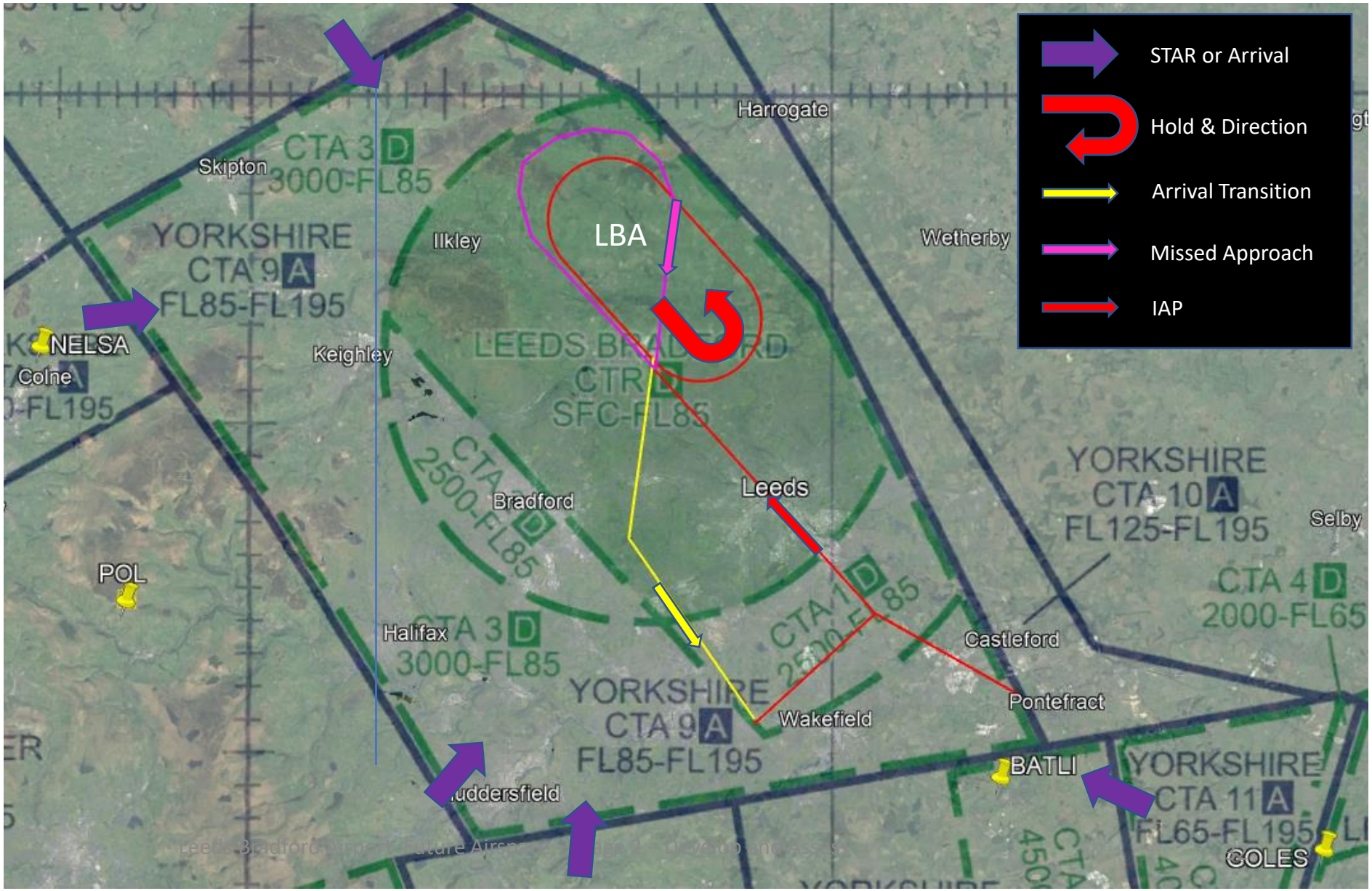
LBA Hold retained

One-sided T-Bar or Y-Bar?

MAP same as existing

Limited flexibility with hold still in overhead

Traffic from the South might be being routed towards BATLI/GOLES by NERL



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Arrivals – Option 1 - 1 Hold – LBA – RW14 (Status Quo with PBN)

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LBA Hold retained

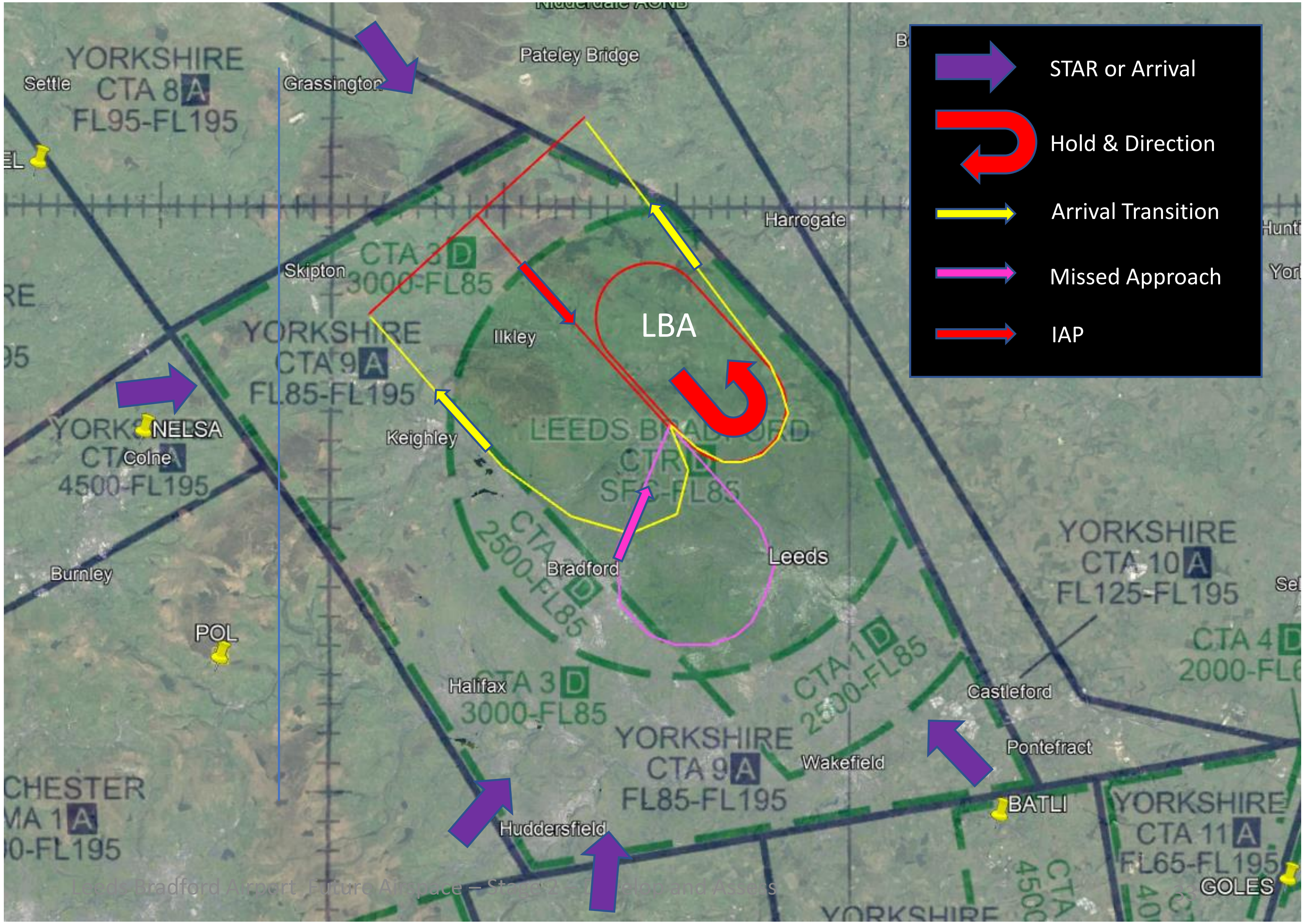
Choice of 2 Arrival Transitions

Eastern T & Arrival Transition needs additional CAS

MAP same as existing

Limited flexibility with hold still in overhead

Traffic from the South might be being routed towards BATLI/GOLES by NERL



CYRRUS

Arrivals – Option 1 - 1 Hold – LBA (Status Quo with PBN)

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
Option 1	MAP requires controller intervention	Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	Potentially less expeditious than other options	Eastern T-Bar RW14 requires more CAS			Hold in the overhead can limit Continuous Climb Operations		Not really a modernisation of the LBA operation	

Arrivals – Option 2 - 2 Holds - NELSA/GOLES – RW32

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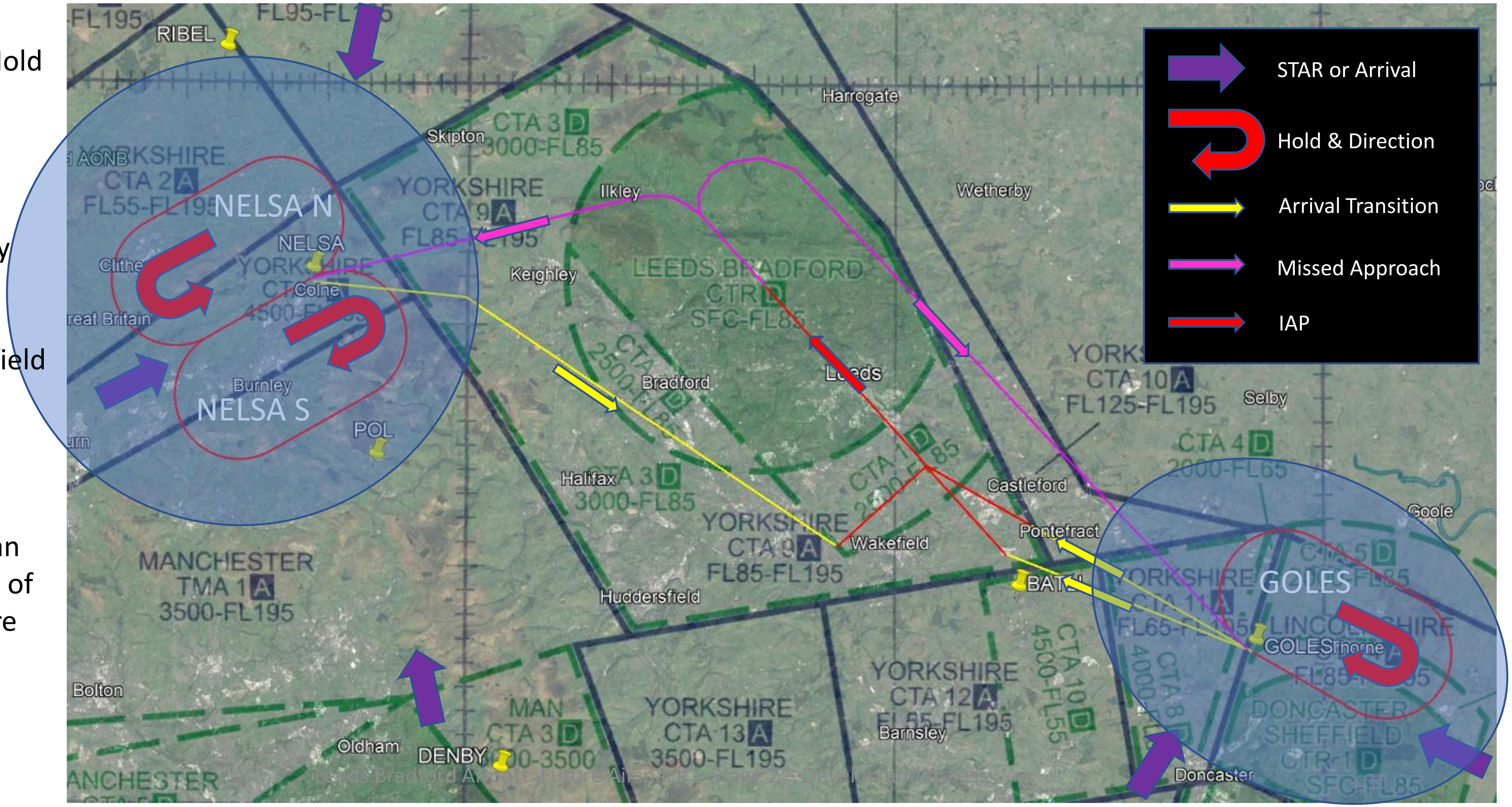
Either NELSA North (LH) or NELSA South (RH) - potential Arrival/MAP Hold from 5000ft

Traffic from the South might be being routed towards BATLI/GOLES by NERL

What if Doncaster Sheffield Airport re-opens?

T-Bar or Y-Bar?

GOLES more likely just an Arrival Hold with a base of FL80 and likely to require additional CAS



CYRRUS

Arrivals – Option 2 - 2 Holds - NELSA/GOLES – RW14

Leeds Bradford®
Yorkshire's Airport

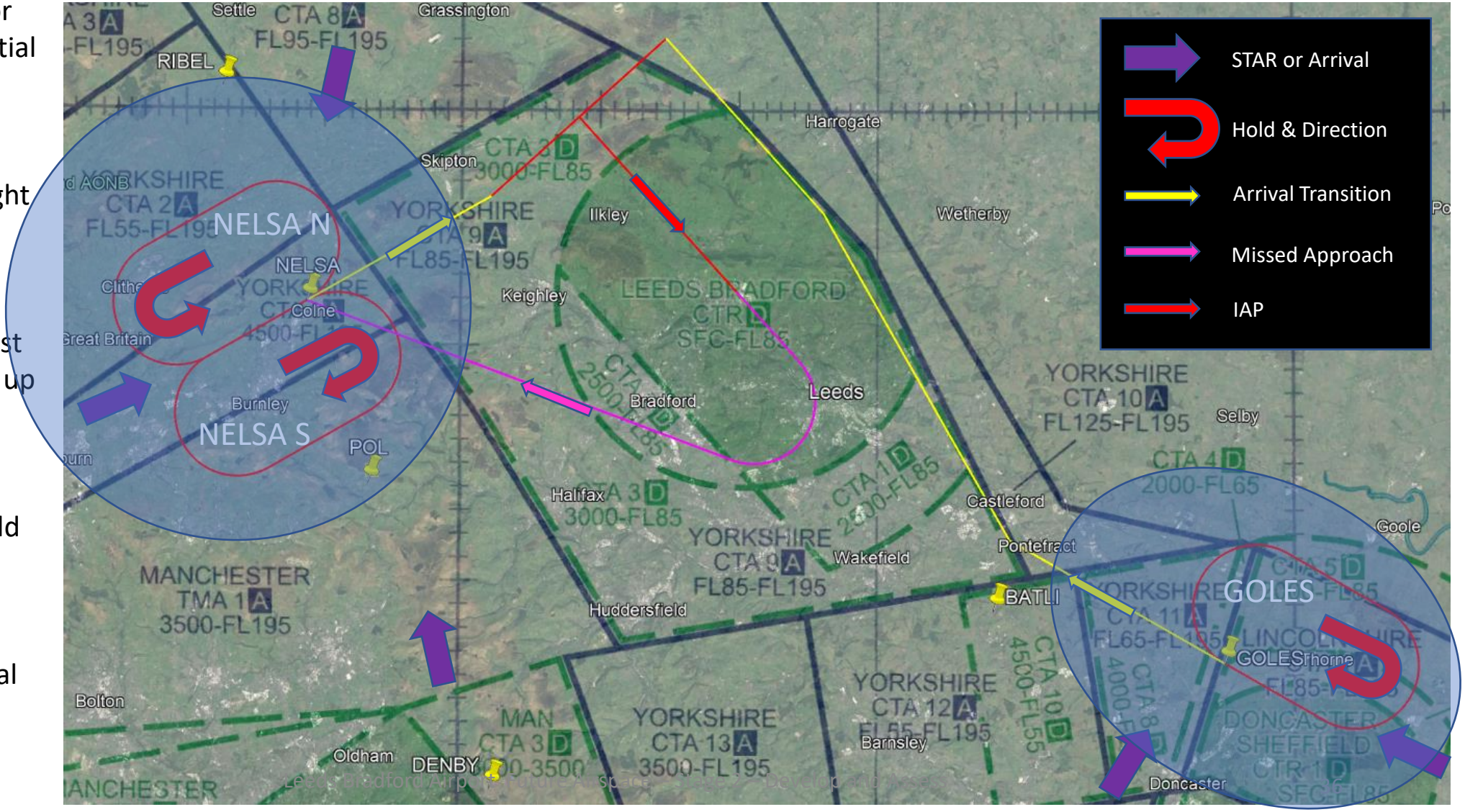
Either NELSA North (LH) or NELSA South (RH) - potential Arrival/MAP Hold from 5000ft

Traffic from the South might be being routed towards BATLI/GOLES by NERL

GOLES Hold more likely just an Arrival Hold from FL80 up and likely to require additional CAS

What if Doncaster Sheffield Airport re-opens?

Additional CAS will be required for eastern Arrival Transition and T-Bar



CYRRUS

Arrivals – Option 2 - 2 Holds - NELSA/GOLES

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
Option 2		Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB		Potential requirement for additional CAS for GOLES/NELSA holds	What happens if DSA re-opens?					

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Arrivals – Option 3 - 2 Holds – 'AIREY' & 'WORTH' – RW32

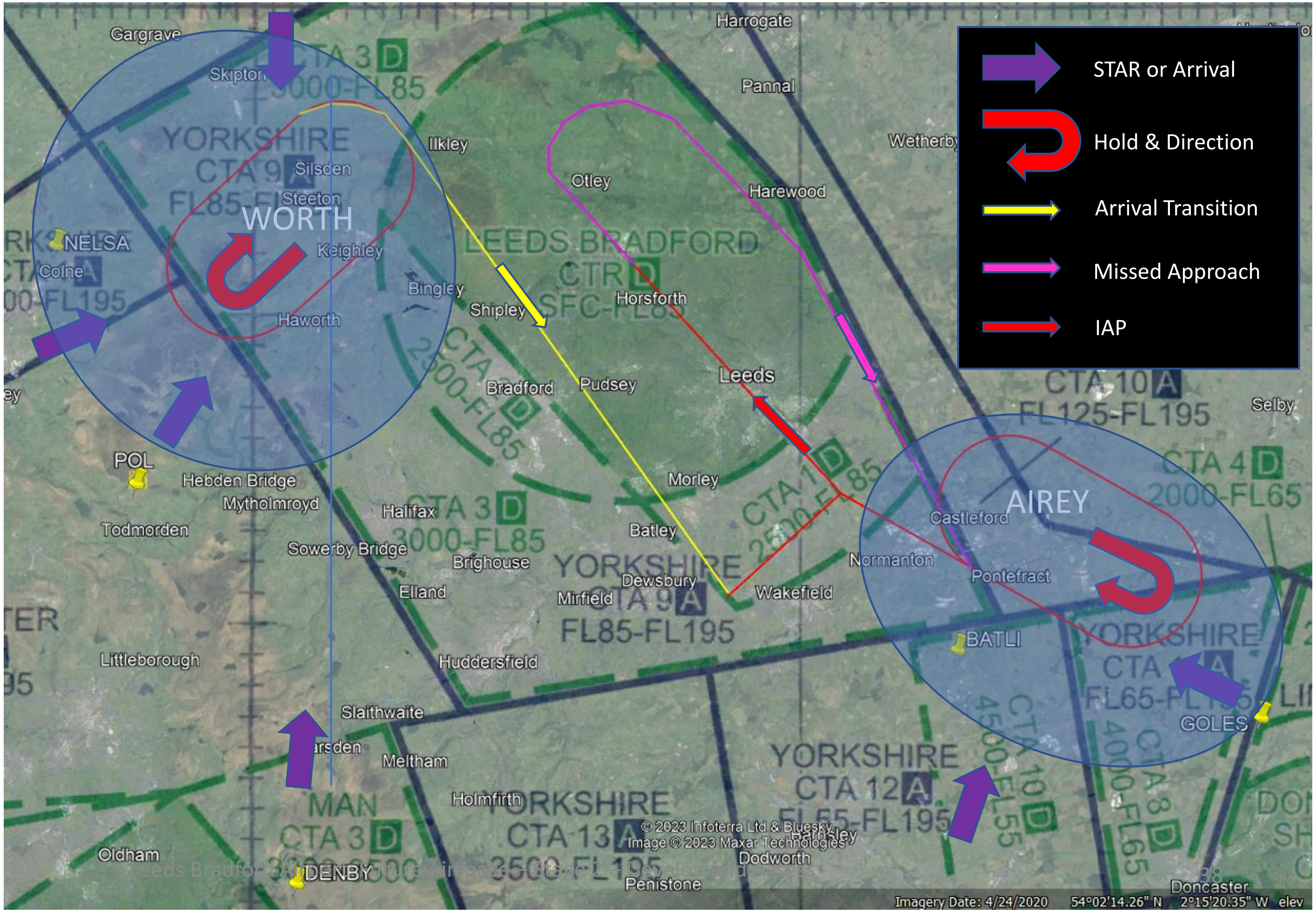
WORTH too close and limiting deps?

AIREY needing additional CAS

T/Y-Bar angle – closer to BATLI? SIE/Leeds East/Burn GC to consider

MAP to AIREY as WORTH in conflict with deps? (Hold base circa 5000ft)

Traffic from the South might be being routed towards BATLI/GOLES by NERL



CYRRUS

Arrivals – Option 3 - 2 Holds – 'AIREY' & 'WORTH' – RW14

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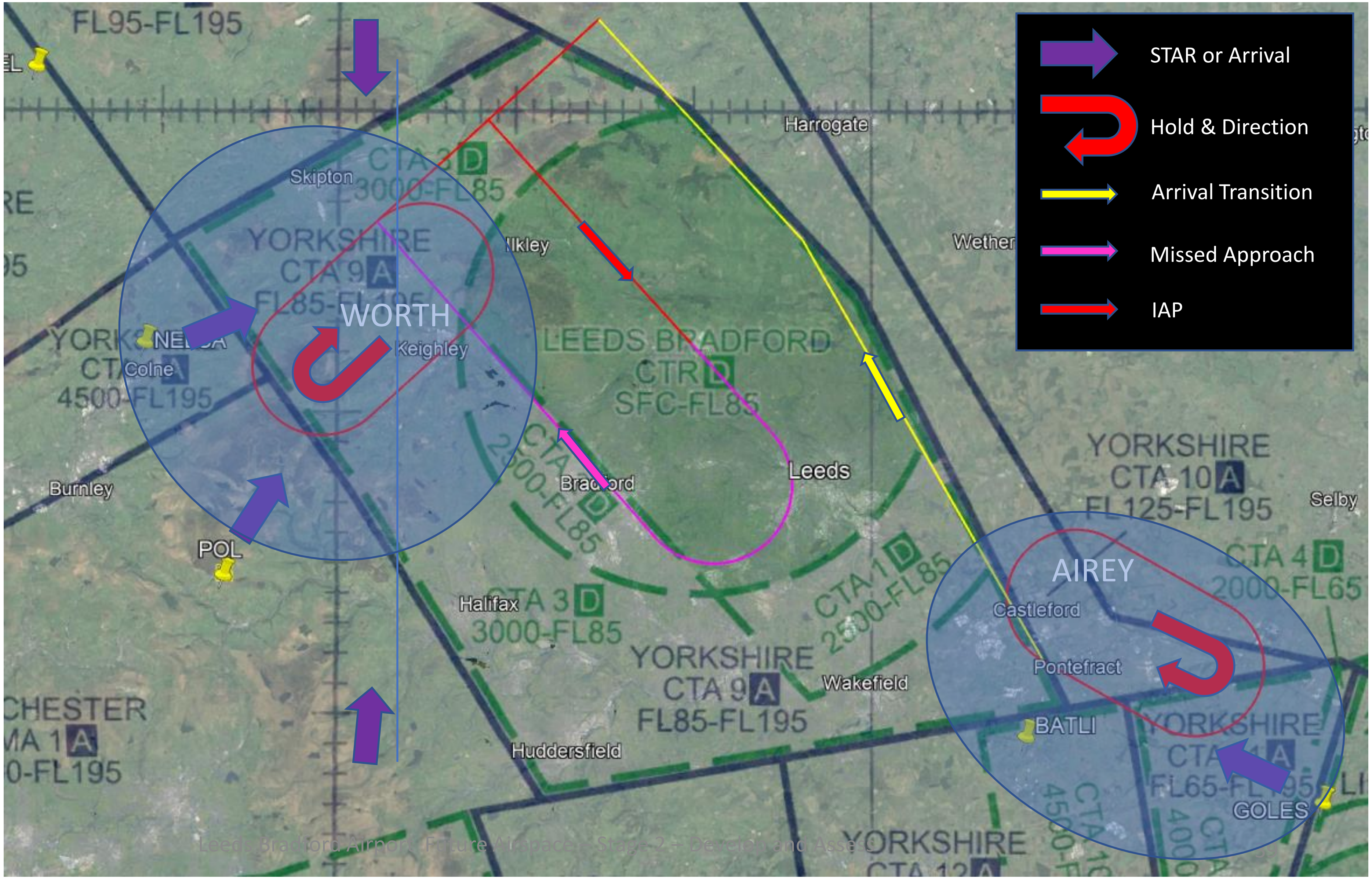
WORTH too close and limiting deps?

AIREY needing additional CAS and unlikely due to SIE/Leeds East/Burn GC

MAP to WORTH (Hold base circa 5000ft)

Traffic from the South might be being routed towards BATLI/GOLES by NERL



CYRRUS

Arrivals – Option 3 - 2 Holds – 'AIREY' & 'WORTH'

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
Option 3	Proximity of AIREY hold to Sherburn and Leeds East and Burn Gliders	Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	WORTH hold likely to result in Continuous Climbs off RW32 being stepped.	Definite need for additional CAS for AIREY Hold	What happens if DSA re-opens?		WORTH hold likely to result in Continuous Climbs off RW32 being stepped.			

Arrivals – Option 4 - 3 Holds – LBA with 'AIREY' & 'WORTH' – RW32

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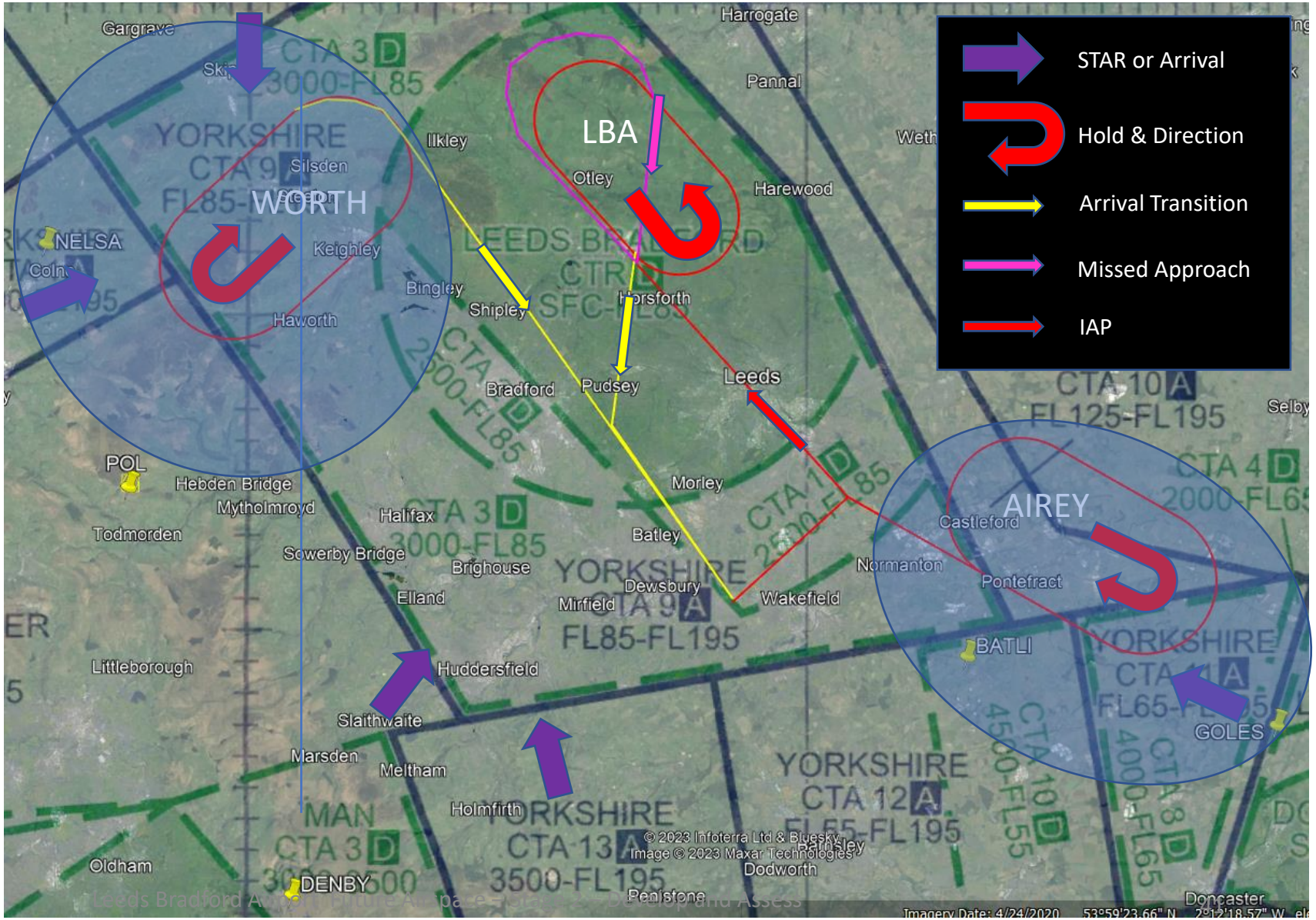
Yorkshire's Airport

WORTH too close and limiting deps?

AIREY needing additional CAS and unlikely due to SIE, Leeds East and Burn GC.

T/Y-Bar angle – closer to BATLI?

MAP for LBA or AIREY?



Arrivals – Option 4 - 3 Holds – LBA with ‘AIREY’ & ‘WORTH’ – RW14

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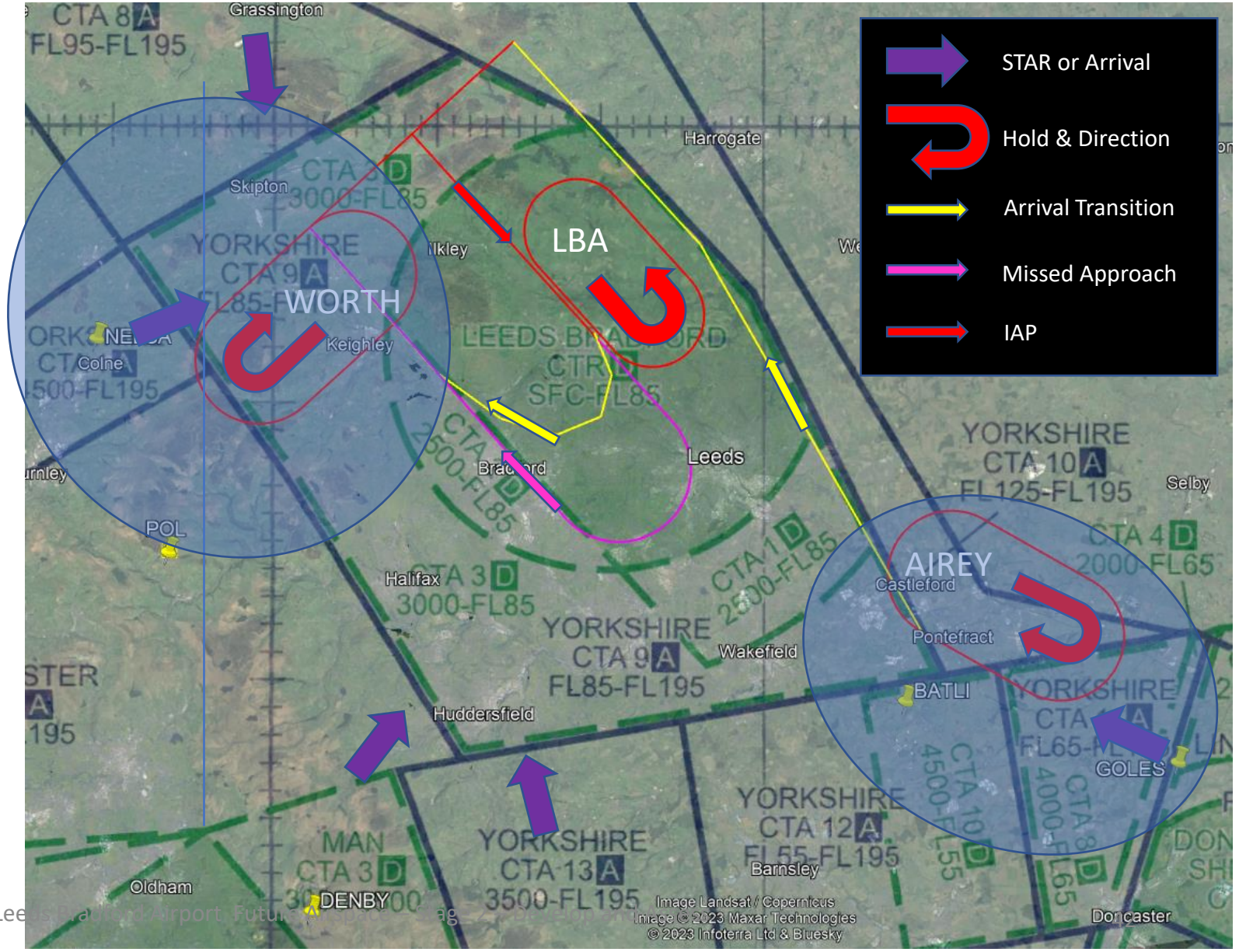
Yorkshire’s Airport

WORTH too close and limiting deps? Precludes LT out to West and NW off RW14

AIREY needing additional airspace and unlikely due to Leeds East, Burn Gliders etc.

T/Y-Bar angle – closer to BATLI?

MAP for LBA or AIREY?



Arrivals – Option 4 - 3 Holds – LBA with 'AIREY' & 'WORTH'

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
Option 4	Proximity of AIREY hold to Sherburn and Leeds East and Burn Gliders	Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	WORTH and LBA hold likely to result In impact to Continuous Climbs	Definite need for additional CAS for AIREY Hold	What happens if DSA re-opens?		WORTH and LBA hold likely to result In impact to Continuous Climbs			

Arrivals – Option 5 - 3 Holds – NELSA/'UDDER'/GOLES – RW32

Leeds Bradford®
Yorkshire's Airport

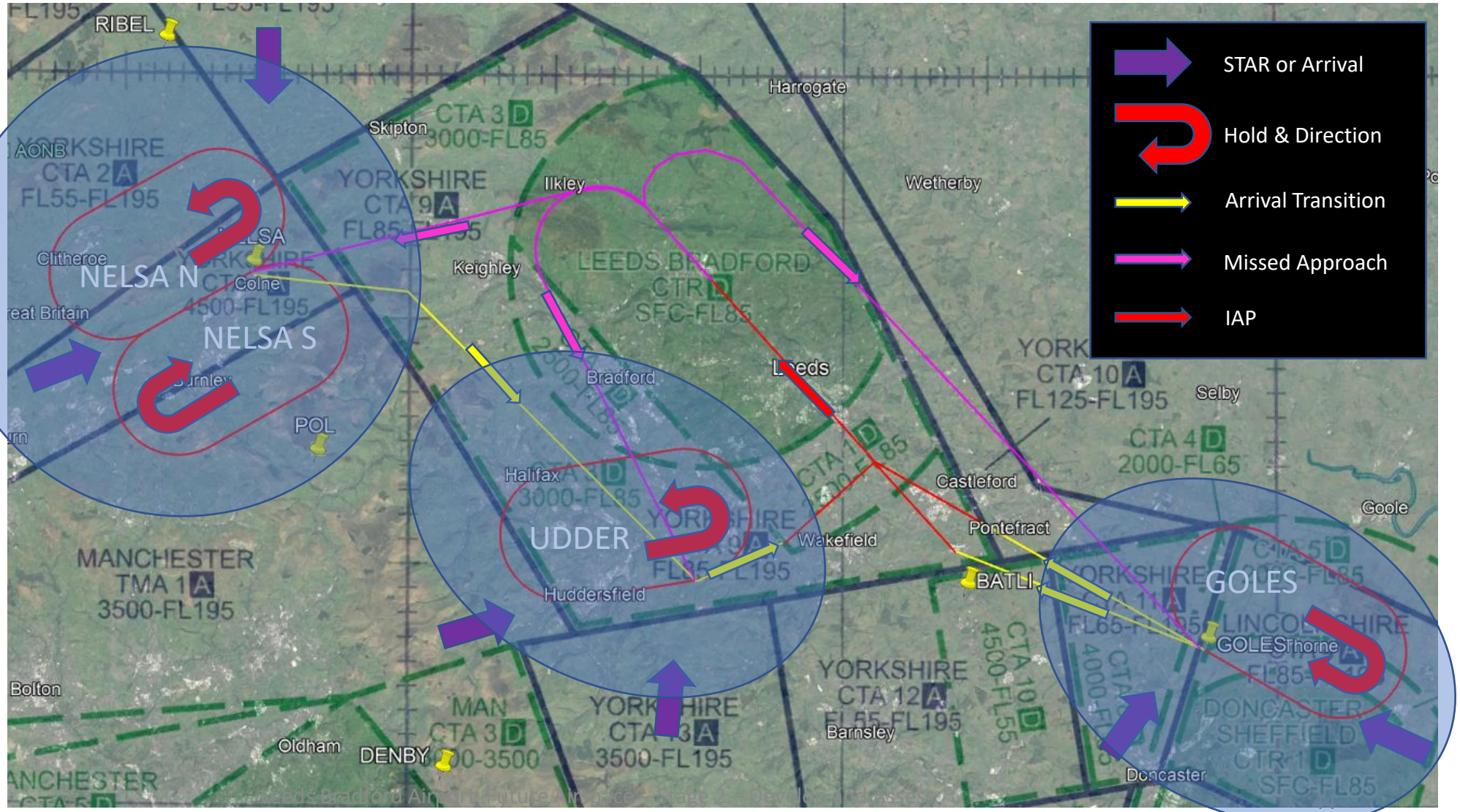
Either NELSA North (LH) or NELSA South (RH) – potential Arrival/MAP Hold from 5000ft

Arrivals from the south now have 'UDDER' option (Note: this traffic might be being routed towards BATLI/GOLES by NERL)

'UDDER' – Potential conflict with deps to SE off RW32

GOLES additional CAS required and what about DSA?

GOLES & UDDER Arrival Holds FL80 upwards



Arrivals – Option 5 - 3 Holds – NELSA/'UDDER'/GOLES – RW14

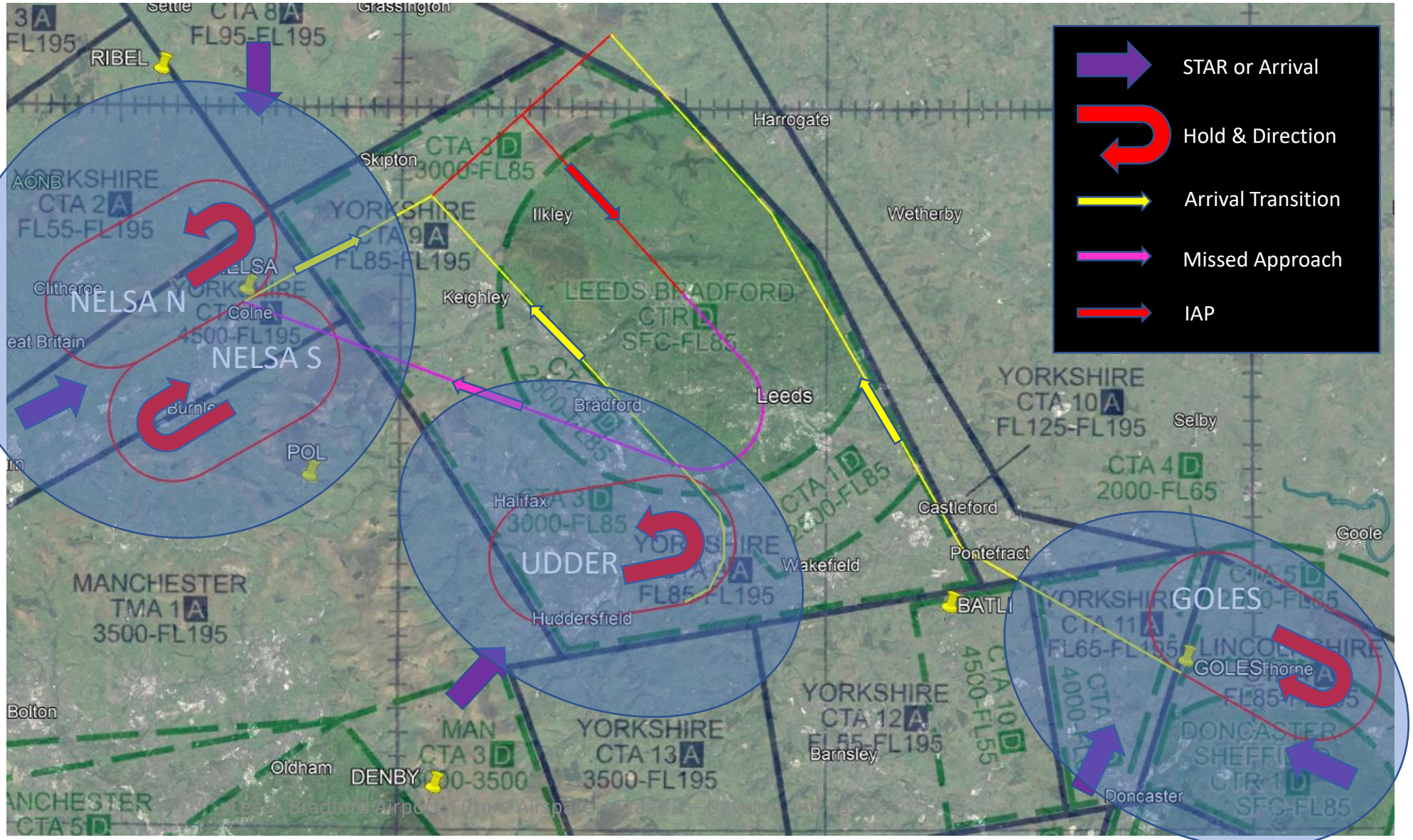
Either NELSA North (LH) or NELSA South (RH) - potential Arrival/MAP Hold from 5000ft

Arrivals from the south now have 'UDDER' option (Note: this traffic might be being routed towards BATLI/GOLES by NERL)

'UDDER' – Potential conflict with deps to South and West off RW14

GOLES additional CAS required and what about DSA?

GOLES & UDDER Arrival Holds FL80 upwards



Arrivals – Option 5 - 3 Holds – NELSA/'UDDER'/GOLES

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
Option 5		Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	UDDER hold may impact RW14 departures	Potential requirement for additional CAS for GOLES/NELSA holds	What happens if DSA re-opens?		UDDER hold may impact RW14 departures			

Arrival Options

Option	DP1 Safety	DP2 Noise	DP3 Tranquillity	DP4 Emissions & Air Quality	DP5 Airspace Dimensions	DP6 Airspace Complexity	DP7 Technical	DP8 Systemisation	DP9 Operational Cost	DP10 AMS Realisation	DP11 PBN
Option 1	MAP requires controller intervention	Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	Potentially less expeditious than other options	Eastern T-Bar RW14 requires more CAS			Hold in the overhead can limit Continuous Climb Operations		Not really a modernisation of the LBA operation	
Option 2		Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB		Potential requirement for additional CAS for GOLES/NELSA holds	What happens if DSA re-opens?					
Option 3	Proximity of AIREY hold to Sherburn and Leeds East and Burn Gliders	Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	WORTH hold likely to result in Continuous Climbs off RW32 being stepped.	Definite need for additional CAS for AIREY Hold	What happens if DSA re-opens?		WORTH hold likely to result in Continuous Climbs off RW32 being stepped.			
Option 4	Proximity of AIREY hold to Sherburn and Leeds East and Burn Gliders	Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	WORTH and LBA hold likely to result In impact to Continuous Climbs	Definite need for additional CAS for AIREY Hold	What happens if DSA re-opens?		WORTH and LBA hold likely to result In impact to Continuous Climbs			
Option 5		Eastern pattern for RW14 potentially affects new people	Eastern T-Bar for RW14 affects Nidderdale AONB	UDDER hold may impact RW14 departures	Potential requirement for additional CAS for GOLES/NELSA holds	What happens if DSA re-opens?		UDDER hold may impact RW14 departures			

What's Next?

What we need from you?

Please consider the new options, in particular, and how they meet the DPs (or otherwise).

Please use the survey to comment on our initial DPE for these new options and, should you feel that the revised DPE of the previous options has not taken onboard previous stakeholder feedback, then feel free to add further comment on these.

Please feedback all comments by 1700hrs on Friday 28 April 2023.

What we will do with that information

The DPE will be finalised based upon stakeholder feedback and an Initial Options Appraisal (IOA) will be conducted and documented.

The intention is to have all Stage 2 materials submitted by 2 June 23 in time for the 30 June 23 CAA Gateway Assessment Meeting.

Should the Gateway be successfully passed, the project will move into Stage 3 of the CAP1616 process.

All associated documentation will be published on the CAA's ACP Portal. https://airspacechange.caa.co.uk/

Leeds Bradford Airport Future Airspace

Thank you for your time. We hope that you find this information on Leeds Bradford Future Airspace useful.

If you have any further queries, please address them to Airspace Change

We are very grateful for your assistance.

The Leeds Bradford ACP Team