



AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL

ANNEX 3

DESIGN PRINCIPLE EVALUATION VECTORED ARRIVALS



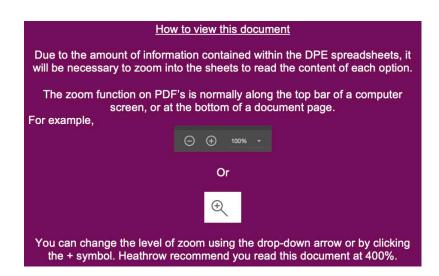
Version 1.0





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All airspace design options in this document are subject to change throughout the airspace change process, as options are matured in detail and refined in accordance with safety requirements, design principles, appraisals and stakeholder engagement and consultation.

Vectored Arrivals - DPE Methodology

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No condition of standard below 70001 by both algories NA	Overflight of same communities below 7000ft by both airports has been
Overal DP 7 Evaluation We have identified 3 potential concepts to be further considered to deliver this design principle. This will be further explored in Stage 3 once system	All 8 evaluations not met
A Consuder a minimising or region employed in the second and th	Not possible to assess at this time
the expectation according on the contain according on the excess of a simulative recording according to the processing of the first according to the excession according to the increased file equinory (overlight) whether the year ocurrently overlight of the vectoring areas with a data (but the vectoring areas but a data but the vectoring areas but areas but a but the vectoring areas but a data but the vectoring areas but a d	Within the highest 25th percentile of the data
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10 Keep the total number of people who experience noise from the future airspace design to a minimum A quantitative assessment considering the number of people within a 70dB SEL for each option. Population overflown 0-7000th Whith the bieset 22th percentile of the data	Within the highest 25th percentile of the data
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Easterly Alternation (known) Copton may be compatible with the future change	All 11 evaluations not met
12 Minimise the impact to all stakeholders from future changes to Healthrow's airspace A qualitative assessment of known, conceptual or paused future changes to Healthrow's intrapect (conceptual) and the state of	All 11 evaluations not met Option is not compatible with the future change
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Runway 27R - Vectored Arrivals

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"Do Nothing" (8-tilnes)	3	This supresents the baseline for Duing Nothing with 27R articular. The image represents the areas coefficient at least once per duy on average by articular is 2018.	Maintains existing level of safety, or improves on it	Evaluated in DP1 DP11 DP5	in Evaluated in DP2_DP3 and DP4 DP4 Be data	e Within the Within 1 In highest 25th highest 2 of percentile of percentil the data the dat	The 25th Not possible to let of assess at this time ca	Withis the highest 22th percentile of the data the data	Option does a st overfly Richmony Park 20x a day on average	e Opton is uniliarly to port an affectional air quality do c	n has le naid sady sady solution practices are already operation at Heathnow e possible. DO Both evaluations Met	nd Not possible to assess at this fire	Option considered to maintain operational performance and/or mailience, subject to further work.	White we do provide predictable receipt through defined runway abenation pattern, this assessment is a single-runway made therefore assesses at the possible to assess, at the Sine	Overlight of same commanises below 7000t by both aligorit has been identified	io overlight of same communities elow 7000t by both signation identified	off of see of off of see off of see off of see off of see off of see off of see off of see of	ame communities toy below 7000t by haitor 7000t by been identified	Overflight of same communities below 7000h by both algoots has been identified been identified	forfsame No overdight of same communities beine 7000t by both signats identified	NIA Parto	in the Wilthin the Wilthin the Lightest 250h, high and 250h, high and 250h, the data	hin the ed 25th antie of e data ce design with no change	west lie of percentile per of the data of the MA- There and Set	thin the gheat 25th he data CAG	Option may restrict Option in CODICDD Johnm CODICDD Johnm CODIC 7000t of algority FASI options FASI	sy restrict Option may restri Diofficer SCOCDO telfon airports FAGI options	ici Opion may restrict C mi OCCI/CDO tafformi O 7000t of airports 7 FASI options A mici	ption may restrict Option COROD softem CCOR VOIDt of aligonts 70000 FASI options FAS ure of Fully and Not met	n may restrict Öpdon m ICDO tottom CCDO tottom CCDO tot SI options FASI o	Copion does no neatrice CCOACD tartice 7000t o airports FASS options	Coption not expected to af affect detences and security objectives	Option not expected to option not pact existing hell noutes	tion is gatesis Easterly with the future change bit and for me	se is not altite with Subure hange
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Option B 9-t2nm	3	This option has an FMA with 27R Final approach joining points between 9 and 13nm	Expected to maintain existing level of safety, or improves on itsurt Safeter safety assurances required	Evaluated In DP1 DP11 DP5	in DP2_DP3 and DP4_DP4_DP4_ DP4_DP4_DP4_DP4_DP4_DP4_DP4_DP4_DP4_DP4_	e Within the Within 1 middle Soft middle S of percentile of percentil the data the data ALL evaluations Party Me	the SOTH Not possible to le of assess at this time fa	Within the lowest 25th middle 5t middle 5t middle 5t middle 5t the data	Option does not overfly Richmond lowest 2 of Park 20x a average be dat	e Opton is unitally to find affectional air of affectional air of action of a find of the optimized of the o	n has be stall to DO DO Goth evaluations Met	is to of be assess at this tim	Option considered to maintain operational performance and/or restlence, subject to further work.	Not possible to assess a this time	Overlight of same communities below 70000 by both aligorit has been identified	io overtight of same communities iolow 7000 the both airports identified	pt of communitie on thy office of bein 7000t bein 7000t bein 7000t bein 10ertife bein idertife	ame Overlight of same communities below 7000t by haits been sports has been identified	No overflight of same communities below 7000 by identified both aligorits identified	Cof same white white both by port has both aligorts identified	intpossible to midd parce free the	in the Wilbin the Mil middle Soft high action of percentile of per- data the data the data	hin the est 25th antie of s data	dda Within the Wit als of middla 50th mid pacentile per of the data of the	thin the cle 50th castle he data CAG	Option may reaction CODICIDD Software 7000t of abports FASI options option	oes not DODDO restrict CCOCD 000h of sFASI ans options	Option may reating O OCCUCION tailson 70008 of airports FASI options A min	ption may restrict Option ICO/CDD tofteen CCOR 900th of alignmen 7000 FASI options FAS we of Fully and Notime:	n may restrict Option m ICDD lotters CCCICD that aligners 7000t of St options FASE o	Option does no restrict CCOICD tartion 7000t o airports FASI options	Coption not expected to affect definition and security objectives	Option not expected to pact existing hell routes Attain	tion is patible compatible with the fut we change biddless fully be us a patible of the change	nar 2 option patible with e Subure change
Option C 19-14nm	2	This option has an RMA with 270 Final approach joining points between 10 and 54m	Expected to maintain existing level of safety, or improves on inbut further safety assurances required	Evaluated Evaluated in Evaluated in DP1 DP11 DP5	in DP2, DP3 and DP4, DP4 and DP4 DP6 Perty Me and No.10	e Within the Within t m middle SOth middle S percentile of the data All 8 evaluations Party Me	the SOTH Not possible to le of assess at this time ra	Within the lowest 25th middle 5th middle 5th middle 5th middle 5th middle 5th data	Option does actoredly Within the Restrictmond lowest 2 of Park 20x a percentik d sy on the dat	e Im Option is unilitatiy to affectiocal air quality C	n has Nothing identified by SM suggest noise efficient inve DO Both evaluations filet	is to or be Nor possible to assess at this fer	Option considered to maintain operational performance and/or mailience, subject to further work.	Not possible to assess a this time	No overlight of same communities below 7000t by both alignets identified	io overflight of same communities elow 7000t by both airport identified identified	official communities communities beliew 7000h both aligories in been identifie Mature o	ame Overlight of same communities by below 7000h by both aligoris has been identified	No overflight of same communities beliew 7000h by both alports identified	tofsame unities communities both by ports has identified	int possible to assess at this time	in the Within the Mi middle Soft Night netice of percentile of pen the data	hin the est 25th entire of 25th percent the data	west Within the Wit middle 50th mid- percentile per of the data of the	thin the cle 50th roamble he data why too	Option does not restrict OCO/DOO softwar 78008 of aligner's FASI options options	ose not COLCDO restrict CCCICCD restrict	Option may restrict C OCO/CDO taltere 7000t of airports FASI options	ption may restrict Option ICOICDO toffeen CCOI Option alignment FASI options FAS	n may restrict Option m ODD tothors CODIOD that aligority 7000t of St options FASI o	Option does no restrict CCOICD tartition 7000f o alignets filons options	Contract of the separate of th	Option not expected to pacteristing hell noutes Attent	tion is unclear if unclear if office the states of the sta	aar Y option patible with in future change
Option D 11-15mm		This option has an RMA with 17R Final approach points between 11 and 15km	Expected to maintain existing level of safety, or improves on lithout further safety assurances required	Evaluated Evaluated in Evaluated In DP1 DP11 DP5	In DP2, DP2 and DP4	e Within the Within the isovert 20th middle S of percentile of percentil the data the data All E evaluations Party Me	the Soft Not possible to le of assess at this time ra	Within the lowest 25th percentile of the data within the data	Option does not overly th Richmond Park 20x a day on average	e In Opson is uniliarly to affectional air quality C	n has be to be to	is to of be Not possible to assess at this lim	Option considered to maintain operational performance and/or mailience, subject to further work.	Not possible to assess a this time	No overlight of P same communities below 7000t by b both aligonts identified	io overfight of same communities elow 7000t by both signal identified	official communities below 7000h both sigocris been identifie Mature o	ame Overlight of same communities by balow 70000 by halow 70000 by been identified	No overflight of same communities below 7000h by both signors identified	tofsame same communities betwitten both signats identified	int possible to assess at this time	in the Within the High middle SOAN percentile of the data	hin the act 25th actie of 25th parcent the data	west be of percentile of the data	thin the ext 25th require any additional CAG	Option does not restrict OCO/ODO aligorits FAGI options options	ose nut COICDO Institut CCCICD Institut CCCICD	Copion may restrict C COCICIDO sufram 7000t of airports FASI options	ption may restrict Option CORDID software COOR 1000t of aligoms 7000t FASI options FASI are of Fully and Notimet	n may restrict Opsion m ICDO softens CCOICD that alignerity Stopsions FASE o	Copion does no restrict CCOCD sufton totos 7000 o aliports dons	Contract of the sepected to a fact of the sepected to a fact of the security objectives	Option not spected to pact existing hell noutes Altern	Son is pattie compatie with the future change	aar X option patible with in Suture change
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Option G S4-18xm		This option has an RMA with 27% Final approach poining points between 14 and 18cm	Expected to maintain existing level of aship, or improves on it but Sather safely assurances required	Evaluated in DP1 DP11 DP5 CE reductors Party Tet C a Melow of Melow	in DP2, DP3 and DP4 DP4 DP4 DP4 be day	e Within the Within 1 lowest 25th lowest 2 of percentile of percentile the day the days	the Notpossible to is of assess at this time to	Within the lowest 25th percentile of the data	Option does natowerfy Richmond Park 20x a day on average	e Im afficer local air of quality C	n has be stand to suggest noise efficient operational practices can applied to the option Optimum applied to the option	is to of be Not possible to assess at this tim	Option considered to maintain operational performance and/or metiliance, subjectio further work.	Not possible to assess a this time	No overlight of a same communities below 7000 by both airports identified	io cuertight of same communities elow 7000th by both airport identified	official communities balow 7000th both aligorite in been identifies d	ame Overlight of same is communities by below 70001 by both algorits has been identified	No overflight of same communities below 7000 by both algorits identified	tof same writes both by both has below 7000 by both has below 7000 by both alposts identified	int possible to assess at this firme	in the Within the Within the Statistic of percentile of the data	hin the actile of e data the data	ddie Within the Wo land percentie per of the data of the	thin the ext 25th he data CAG	Option does not restrict OCO/ODO to bohom 70000 of airport's FAGI options option	oes not COCDO 000t of s FASI ans options	Option may restrict O CCCCCCO to fittem 70006 of alignetis FASI options	ption may restrict Option COCCDO Software COCCD Software COCCD Software FASI options FASI options FASI options	n may restrict Option m COD tother for aligority SI options FASI o	y reastict reatist CCDCD biports 60ns 90000 100000 100000 100000 100000 100000 100000 1000000	Coption not espected to a fact offence and security objectives	Option not sepected to pact existing heli noutes Attent	Add and Kernel Unclear X option Eastbody with the future change below option Compatible change change Chang	ear Y option patible with e Suture change
Option H 15-time		This option has an RMA with 27R Final approach joining points between 15 and 15m	Expected to maintain existing level of safety, or improves on it but further safety assurances required	Evaluated in DP1 DP11 DP5 CE reductors Party ThE CE & Malor of Malor	in DP2, DP3 and DP4, DP4	e Within the Within the lowest 25th lowest 25th lowest 25th lowest 25th lowest 2 the day the d	the Notpossible to is of assess at this time to a Muture of Muture	Within the jowest 25th jowest 25 percentile of the data Not Met	Option does not overfly Richmond Park 20x a day on average	e Im afficer local air of quality afficer local air quality C	n hat be taken to support noise efficient operational practices can applied to the option Both evaluations Met	is to of be Not possible to assess at this tim	Option considered to maintain operational performance and/or metiliance, subjectio further work.	Notpossible to assess a this time	No overlight of a same communities below 7000 by both airports identified	io cuertight of same communities alow 7000t by both airport identified identified	official communitie balow 7000th both alignets to been identifie d	ame Overlight of same is communities by below 70001 by both aligoris has been identified	No overflight of same communities below 7000 by both algorits identified	tof same same communities both has below 7000h by both has below 7000h by both alposts identified	ict possible to assess at this firme	in the Within the Within the Statistic of percentile of the data	hin the set 25th antis of s data be data	Mithin the Wo lead percentile per of the data of the	thin the ext 25th he data CAG	Option does not restrict OCO/ODO to toftoon 70000 of airport's FAGI options option	oes not COCDO Or restrict CCOICD Withow 700010 of aligorits FASI options	Option may restrict O COCIOCOD buffrom 70006 of alignetis FASI options	ption may restrict Option COCCDO Softem COCCD Softem COCCD Softem FASI options FASI options FASI options FASI options	n may restrict Option m COD tother Biof aligorfs SI options FASI o	y restrict Restrict CCOCD bisports 60ms Copions Copions Copions Copions Copions Copions Copions Copions Copion Cop	Coption not espected to a fact offence and security objectives	Option not sepected to pact existing heli noutes Attent	tion is gather gather cataly with the future change with the future change	er if option atible with I Subure hange
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Runway 09L - Vectored Arrivals

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