



AIRSPACE MODERNISATION AIRSPACE CHANGE PROPOSAL

ANNEX 2

DESIGN PRINCIPLE EVALUATION PBN ARRIVALS



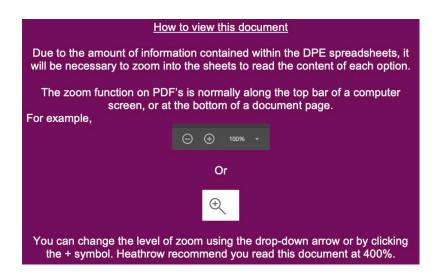
Version 1.0





Table of Contents

1.	PBN Arrivals – DPE Methodology	3
2.	PBN Arrivals DPE – Runway 27L	. 4
3.	PBN Arrivals DPE – Runway 27R	. 5
4.	PBN Arrivals DPE – Runway 09L	. 6
5.	PBN Arrivals DPE – Runway 09R	. 7



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.

PBN Arrivals - DPE Methodology

Must/Should	No	Design Principle	Detailed Criteria	Approach to Evaluation			Met	Partially Met	Not Met
	1	Be safe	N/A	A qualitative assessment undertaken by SME as to whether the option is expected to maintain or i will be required or whether there are issues identified which could be	improve safety, whether further s detrimental to safety.	afety assurances	Maintains existing level of safety, or improves on it	Expected to maintain existing level of safety, or improves on it but further safety assurances required	Issues identified which could be detrimental to safety and are not expected to be mitigated
			Safety Integration of diverse users	The outcome of DP1 will be used to evaluate this AMS objective The outcome of DP11 will be used to evaluate this AMS objective			Evaluated in DP1 Evaluated in DP11	Evaluated in DP1 Evaluated in DP1	Evaluated in DP1 Evaluated in DP11
			Simplification, reducing complexity and improving efficiency	The outcome of DP5 will be used to evaluate this AMS o			Evaluated in DP5	Evaluated in DP5	Evaluated in DP5
			Environmental sustainability	The outcomes of DP2, DP3 and DP4 will be used to evaluate this	s AMS objective.		Evaluated in DP2, DP3 and DP4	Evaluated in DP2, DP3 and DP4 and a mixture of Met, Partly Met and Not Met	Evaluated in DP2, DP3 and DP4 and
			,	Overall AMS Evaluation			All 4 AMS known outcomes Met	the 3 design principles All 4 evaluations Partly Met of a Mixture	did not meet all 3 design principles
							All 4 Adds known outcomes wet	of Met, Partly Met and Not Met.	All 4 AMS BIOWI DIRCORDS NOT THE
				ANG states that the LOAEL is regarded as the point at which adverse effects begin The 70dB SEL can be considered an indicator of potential effects on the LOAEL and is a more sui	table indicator of noise impacts	than an overflight	Within the lowest 25th percentile of	Within the middle 50th percentile of the	Within the highest 25th percentile of
				cone. For arrivals, the end of an A320 70dB SEL footprint is analagous to c.5000ft. A quantitative as a 70dB SEL during the Early Morning Arrival (0430-0600) period	sessment considering the numb I for each option.	per of people within	h the data	data	the data
			Minimise and where possible reduce, the total adverse effects on health and quality of						
			life from aircraft noise and	A quantitative assessment which considers the number of people overflown (at least once a day on 4000ft.	average during the 0430-0600	period) between 0	 Within the lowest 25th percentile of the data 	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
			Altitude-based priorities (See below for consideration of AONBs and	A quantitative assessment which considers the number of people overflown (at least once a day on	average during the 0430-0600	period) between 4	Within the lowest 25th percentile of	Within the middle 50th percentile of the	Within the highest 25th percentile of
			National Parks, as part of Tranquility)	7000 n .			the data	data	the data
		Remain in accordance with the CAA's published Airspace Modernisation Strategy		A quantitative assessment which considers the the track mileage from points within the Network	(LOGAN, TOBID, BEDEK, BEGI	O or ALESO as	Within the lowest 25th percentile of	Within the middle 50th percentile of the	Within the highest 25th percentile of
		and any current or future plans associated with it and all other relevant UK policy,		appropriate) to the runway thresholds			the data	data	the data
	2	legislation and regulatory standards(for example, Air Navigation Guidance). This		A quantitative assessment which considers the area (Km2) of AONBs and Nationa	1 Dada and and far and a sta		Within the lowest 25th percentile of	Within the middle 50th percentile of the	Within the highest 25th percentile of
		includes preventing any worsening of local air quality due to emissions from		A qualititative assessment which considers the area (Kinz) of AGNES and Nationa	a Parks overlowin or each oped		the data	data	Within the highest 25th percentile of the data
		Heathrow's aircraft movements, to remain within local authorities' limits	Tranquillity						
Our new airspace			runquinty	A quantitative assessment which considers the area (Km2) of Historic Parks and Ga	ardens and Public Parks overflow	vn.	Within the lowest 25th percentile of the data	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
design must				A qualitative SME assessment of whether the option would overfly Richmond Park at least once	o day between 0420 0500 bel	our 70008 This			
				separate assessment has been performed due to stakeholder feedback. Note that Richmond Par SSSI and SAC assessments.			Option is not expected to overfly Richmond Park at least once a day between the 0430-0600 period	N/A	Option is expected to overfly Richmond Park at least once per day between the 0430-0600 period
				The effects of airspace change on ecology or biodiversity are expected to be minimal. CAA gui	dance states that "In general air	snace change			
				proposals are unlikely to have an impact upon biodiversity because they do not involve ground-bas a direct impact that would engage the Birds or Habitats legislation." Though there is limited rese	ed infrastructure. As such they a	are unlikely to have			
			Ecology and/or biodiversity	wildlife, there is some evidence that disturbance effects associated with aircraft can occur during tal 500m (~1,640ft). Consideration will therefore be given to the effects on ecology and biodiversity Special Areas of Conservation, and Sites of Special Scientific Interest, particularly at altitudes be the second state of the second state of	ke-off and landing where aircraf where options overfly Special F	t are below around Protection Areas,	Within the lowest 25th percentile of the data	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
				ecology is equivalent to biodiversity as described in CAP1616. This is a quantitative assessment with	low 2000ft. For the purposes of hich considers the area (km2) of	our assessment SPA, SACs and/or	r		
				SSSIs overflown below 3000ft in each option. A qualitative statement on whether the options could be expected to affect local air quality. ANG	2017 - Har Har Jun In Har - Har	a administration and			
			Prevent any worsening of local air quality due to emissions from Heathrow's aircraft	dispersion, emissions from aircraft above 10000t are unlikely to have a significant impact on local a on local air quality is generally negligible compared to changes in the volume of air traffic and that	ir quality. Therefore the impact of the local transport infrastruct	of airspace design	Option is unlikely to affect local air	Option has potential to affect local air	N/A - Not possible to ascertain
			movements, to remain within local authorities' limits	airport. If an option has a change to flightpaths below 1000ft it will be evaluated as 'Partially M determine the scale of change to local air quality. If an option has no change to flightpaths	et' however further analysis will	be required to	quality	quality below 1000ft	without detailed modelling
				Overall DP 2 Evaluation			All 9 evaluations Met	All 9 evaluations Partly Met or a Mixture of Met and Not Met.	All 9 evaluations not met
			Continuous Decent operations (CCO)	CDO from 7000ft has been assumed for all design options. However, if there is anything about the CDO, this will be described here.	route positioning that the SMEs	feel could inhibit	Option has the potential to achieve CCO	Option has the potential to largely achieve CCO although small-trade offs	Option is not expected to achieve CCO and/or will require significant
	3	Use noise efficient operational practices to limit and, where possible, reduce adverse	Low Power Low Drag, Landing Gear	All these noise efficient operational practices are expected to be able to be applied to all options ar	nd this will be considered in mor	e detail in Stage 3.	Nothing identified by SMEs to suggest noise efficient operational	may be required	trade-offs to be achieved An aspect identified by SMEs to suggest noise efficient operational
		impacts from aircraft noise	Deployment, Steeper Approaches	However, if there is anything about the construct of the options that the SMEs feel could inhibit an	ny of these practices, this will be	described here.	practices cannot be applied to the option	N/A	practices may not be able to be applied to the option
		Deduce the contribution to effect a decision	for constraints and alternative	Overall DP 3 Evaluation As aircraft emissions arise from the combustion of aviation fuel, the track mileage associated with e		No	Both evaluations Met	Moture of Met, Partly Met and Not Met.	Both evaluations Not Met
	4	Reduce the contribution to climate change gas emissions arising from		As aircrait emissions anse from the composition of aviation rule, the track milleage associated with ex TOBID, BEDEK, BEGTO or ALESO as apropriate) to the runway threshold is consider			Within the lowest 25th percentile of the data	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
·	5	Enable Heathrow to make the most operation	nally efficient and resilient use of its existing	A qualitative SME assessment of whether the option has characteristics that are e			Option considered to enhance	Option considered to maintain operational performance and/or	Option considered to degrade operational performance and/or
	5	two runways, to maximise benefits to t passengers, and	local communities	or enhance Heathrow's operational performance in terms of providing sufficient capac			operational performance and/or resilience, subject to further work	resilience, subject to further work.	operational performance and/or resilience
	6	Provide predictable and meaningful respite move	to those affected by noise from Heathrow's ments	We have identified 3 potential concepts for delivering respite or relief from noise. This can't be ass our options can't be evaluated against this at this tir	Not possible to assess at this time	Not possible to assess at this time	Not possible to assess at this time		
						RAF Northolt	No overflight of same communities below 7000ft by both airports	N/A	Overflight of same communities below 7000ft by both airports has been
						Luton	identified No overflight of same communities below 7000ft by both airports	N/A	identified Overflight of same communities below 7000ft by both airports has been
				Qualitative SME assessment of whether the option would overfly the same communities below 70	identified No overflight of same communities below 7000ft by both airports	N/A	identified Overflight of same communities below 7000ft by both airports has been		
		7 Seek to avoid overflying the same communication		This assessment considers the interactions with the FASI airspace design options of adjacent a Heathrow's options. Where those sponsors are in Stage 3, the assessment is against their shortliste still in Stage 2, the assessment considers their CLoO. Where those options are not available as the still in Stage 2 and the stage set of the stage of the sta	Stansted	identified No overflight of same communities		identified Overflight of same communities below	
	-			still in Stage 2, the assessment considers their CLCO. Where those options are not available as the sponsor is all in Stage 1, it assessment does not consider interaction. Where the subsect and provide the sponsor is all in Stage 1, it assessment does not consider interaction. Set option have not provide the constant within the Marpingha Testado 2, 2 Marpingha assessment does not consider interaction. Set option have not provide the constant assessment does not consider interaction. Set option have not provide the constant assessment does not consider interaction. Set option have not provide the constant assessment does not consider interaction. Set option have not provide the constant in terms of the DP overall, if all algorite that allows are green the DP overall is partly met. If they are a mixture of red and green the DP overall is partly met. Famborized Southampton			below 7000ft by both airports identified No overflight of same communities	N/A	7000ft by both airports has been identified Overflight of same communities below
		to/from oth	er airports				below 7000ft by both airports	N/A	7000ft by both airports has been identified
							No overflight of same communities below 7000ft by both airports identified	N/A	Overlight of same communities below 7000ft by both airports has been identified
							No overflight of same communities below 7000ft by both airports	N/A	Overflight of same communities below 7000ft by both airports has been
							identified No overflight of same communities below 7000ft by both airports	N/A	identified Overflight of same communities below 7000ft by both airports has been
				Overall DP 7 Evaluation		countampon	identified All 8 evaluations Met	Moture of Met and Not Met	identified All 8 evaluations not met
	8	Contribute to minimising the n	egative impacts of night flights	We have identified 3 potential concepts to be further considered to deliver this design principle. The options are developed.	his will be further explored in Sta	ge 3 once system	Not possible to assess at this time	Not possible to assess at this time	Not possible to assess at this time
				We consider that owing to the concentration of PBN combined with reduced factical ATC	the 70dB SEL	Within the lowest 25th percentile of	Within the middle 50th percentile of the	Within the highest 25th percentile of	
				Intervention, those people living under a PBN route will experience an increase in noise owing to the increased frequency of overflight whether they are currently overflown already or not. For his evaluation at this stage, we are therefore assuming that the routes that affect the fewest people will	Population number within	INE FOULD GEL	the data	data	the data
		9 Keep the number of people who experie		keep the number of people who experience an increase in noise from the future airspace design to a minimum	Population overflown 0-7000ft (at least once a night on average)		Within the lowest 25th percentile of the data	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
			ence an increase in noise from the future	This is a quantitative assessment which considers:	Population overflown 0-7000ft (at least 20 times		N/A there are not enough flights at	N/A there are not enough flights at this	N/A there are not enough flights at
		airspace desig	n to a minimum	- The population number within the combined 70dB SEL footprints of each option. - The total number of people overflown 0-7000ft (at least once a day and at least 20 times per day			this time to overfly anybody at least 20x a day on average	time to overfly anybody at least 20x a day on average	this time to overfly anybody at least 20x a day on average
				on average) by each option. Iso state the number of people who may be potentially newly overflown (at a rate of 20 times overflown at least once during		e potentially newly	Within the lowest 25th percentile of	Within the middle 50th percentile of the	Within the highest 25th percentile of
				per day or more on average) for the option compared to the Early Morning Arrival baseline. period on average				data	the data
And should also				Overall DP 9 Evaluation			All 3 evaluations Met	All 3 evaluations Partly Met or a Mixture of Met and Not Met	All 3 evaluations not met
		Keep the total number of popula who const	ence noise from the future airspace design to	A quantitative assessment considering the number of people within a 70dB SEL during the Early Morning Arrival (0430-0600) period for each option.	Population number within		Within the lowest 25th percentile of the data	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
	10	a min	imum		Population overflown	0-7000ft	Within the lowest 25th percentile of the data	Within the middle 50th percentile of the data	Within the highest 25th percentile of the data
			Constant Autorities	Overall DP 10 Evaluation		and the second second	Both evaluations Met Option is not expected to require	of Met and Not Met	Both evaluations Not Met
			General Aviation	A qualitative assessment by SME on whether GA will be impacted by the option, assessing whe	ether changes to existing CAS m	BAF Northolt	any additional CAS Option does not restrict CCO/CDO	further work is required	Option requires additional CAS
						RAF Northolt	to/from 7000ft of airport's FASI options. Option does not restrict CCO/CDO	N/A	Option may restrict CCO/CDO to/from 7000ft of airport's FASI options.
						Luton	to/from 7000ft of airport's FASI options. Option does not restrict CCO/CDO	N/A	Option may restrict CCO/CDD to/from 7000ft of airport's FASI options.
						Stansted	to/from 7000ft of airport's FASI	N/A	Option may restrict CCO/CDO to/from 7000ft of airport's FASI options.
				A qualitative assessment by SME of whether Heathrow's option could restrict CCO/CDO to/from 700		London City	Option does not restrict CCO/CDO to/from 7000ft of airport's FASI	N/A	Option may restrict CCO/CDO to/from 7000ft of airport's FASI options.
			Adjacent Airports	Owing to the assumption of these PBN arrival routes being used 0430-0600 only, this assessment to hours of the adjacent airports i.e. if the adjacent airport does not operate during this period ther CO/CDO exists.	akes into account the operating n no impact on that airport's	Biggin Hill	Option does not restrict CCO/CDO to/from 7000ft of airport's FASI	N/A	Option may restrict CCO/CDO to/from
	11	Enable the efficiency of other airspace users' operations					options. Option does not restrict CCO/CDO		7000ft of airport's FASI options.
						Gatwick	to/from 7000ft of airport's FASI options. Option does not restrict CCO/CDO	N/A	Option may restrict CCO/CDO to/from 7000ft of airport's FASI options. Option may restrict CCO/CDO to/from
						Famborough	to/from 7000ft of airport's FASI options. Option does not restrict CCO/CDO	N/A	Option may restrict CCO/CDO to/from 7000ft of airport's FASI options.
				Southampton			Option does not restrict CCO/CDO to/from 7000ft of airport's FASI options.	N/A.	Option may restrict CCO/CDO to/from 7000ft of airport's FASI options.
			Military	A qualitative SME assessment of whether the option is expected to affect or impede defence ar feedback received in Stage 2 has been used to inform this assessmer	Option not expected to affect defence and security objectives	N/A	Option expected to impede defence and security objectives		
			Helicopters	A qualitative assessment by SME on whether existing helicopter routes within the Londo		e option	Option is not expected to impact existing Heli routes	Option may impact existing Hell routes, further work is required	Option will impact Hell routes, further work required
				Overall DP 11 Evaluation			All 11 evaluations Met	A mixture of Fully and Not met	All 11 evaluations not met
					Easterly Alternation (known)		Option may be compatible with the future change	Unclear if option compatible with the future change	Option is not compatible with the future change
	12	Minimize the import to all status half	m future changes to Hoothy	A qualitative assessment of known, conceptual or paused future changes to Heathrow's airspace.	AAM (conceptual))	Option may be compatible with the future change	Unclear if option compatible with the future change	Option is not compatible with the future change
	12	Minimise the impact to all stakeholders fro	an nume changes to neathrow's airspace	3rd Runway (paused)			Option may be compatible with the future change	Unclear if option compatible with the future change	Option is not compatible with the future change
				Overall DP 12 Evaluation			All 3 evaluations Met	All 3 evaluations Partly Met or a mixture of Fully, Partly Met and Not met	All 3 evaluations not met
					Overall DP 12 Evaluation			and the start of t	

Runway 27L - PBN Arrivals

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Runway 27R - PBN Arrivals

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