

Annex C

This annex contains the feedback received by LBA in response to all communications regarding Leeds Bradford Airport (FASl) ACP-2021-066. Responses received were mainly in addition, or in place of, responses to surveys. Surveys can be found on the CAA ACP portal.

Feedback responses have been collated coded; the responses are not in chronological order however they relate three rounds of engagement:

- Round 1 - July to August 2022
- Round 2 - March to April 2023
- Round 3 - November – December 2023

Responses have been summarised where relevant in section 5 and in relation to the Design Principle Evaluation in section 6 against relevant options.

In some cases, the responses from LBA have been included in this collated feedback annex.

Some stakeholders also emailed their survey responses, these are collated in this annex. The responses to the surveys conducted online can be found in the supporting document spreadsheet entitled 'Leeds Stage 2 Survey Responses', available on the portal.

The email text is quoted verbatim; any errors such as spelling mistakes, grammatical or typographical errors have not been corrected.

LBA-001

Sent: Friday, April 21, 2023 12:00 PM

To: Airspace Change [REDACTED]

Subject: ACP Feedback - No Reference to NPRs or Changing NPRs Good morning,

With regards to the recent LBA Step 2a-Design Option Update Brief - April 23, we would request that the failure of the ACP to consider NPRs as part of current and future stakeholder engagement following be noted and acknowledged.

Without the inclusion of NPRs, it is not clear to community stakeholders where these are. In future engagement, please can we request for the ACP to include the NPRs on images for reference.

There also appears to be no acknowledgement or highlighting that the NPR may have to change as a consequence of the ACP. Reference should be made to the Gatwick Route 4 ACP which initially failed to accurately present the NPR to stakeholders during engagement. In addition, the Gatwick Route 4 ACP failed at the Post Implementation Review (PIR) stage and the CAA's decision to approve it was eventually

quashed as part of a Judicial Review. Failure to comply with the transparency on the NPR was one of the points that lead to this.

From: Airspace Change [REDACTED]

Sent: Friday, April 21, 2023 6:02 PM

Subject: RE: ACP Feedback - No Reference to NPRs or Changing NPRs

Thank you for taking the time to respond to the second round of engagement at Stage 2 of our ACP. Your comments regarding the failure to refer to the NPRs in the engagement material are duly noted. I would like to reassure you that the presence of the NPRs has not been ignored and there will be reference to them in the material submitted to the CAA for the Stage 2 Gateway Assessment. As these documents will be available on the ACP Portal, consideration of the NPRs vs the Design Options will be transparent for all stakeholders to see. The NPRs will be depicted to ensure stakeholders can understand the difference between the Design Options and the existing NPRs.

Leeds City Council are not averse to the idea of the NPRs changing if it can be proven that there will be a net environmental benefit and as such, we are not viewing the NPRs as a 'holy cow'. The potential for any change to the NPRs will be addressed in the submission to the CAA however, it is far from a foredrawn conclusion that this will happen. The Design Options that have been conceived have been done so with a blank sheet of paper in mind to encourage freedom of thought and not stifle creativity.

Again, thank you for your valuable comments.

[LBA-002](#)

Sent: Friday, April 21, 2023 5:44 PM

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change –

Hello,

Thank you for your request for feedback.

As the current proposals do not include any actual airspace designs, we are unable to comment on whether you have complied with your Design Principles 5 and 6, requiring that:

The volume and classification of controlled airspace required for LSA should be the minimum necessary to deliver an efficient airspace design, considering the needs of all airspace users

The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.

In the absence of proposed Airspace Designs we cannot at this stage properly assess what the impact on gliding activity might be.

We refer you to the responses from the Regional Soaring Airspace Group (RSAG) and Bowland Forest Gliding Club for further detail on specific issues and areas of concern at this stage.

Finally we would emphasise that whilst this represents the formal response of the BGA as an organisation, we expect that you will receive separate responses from potentially-affected gliding clubs and groups thereof, and you should also take full account of those responses.

LBA-003

Sent: Wednesday, April 19, 2023 5:17 PM

To: Airspace Change [REDACTED]

Subject: Stage 2A Stakeholder Query

I spent a long time printing off and evaluating routes. Not once were my initial comments addressed. The use of maps hides reality. The straight lines fail to address current practice. End of runway and actual takeoff need to be considered. 6% climb gradient is meaningless. No reference to onboard navigation equipment software. The exercise reminds me of my flight to Rome with jet2. I paid a fine because the parking concession was concerned only to demonstrate that it followed its own rules. I made life easier for the airport by taking advantage of jet 2 service to collect bags the night before. On return the escalator was not working. The airport exists because of passengers and the companies that fly them. In November I chose Manchester. My grandson lives next to a semi rural main road. He is used to noise. He panicked when an aircraft took the usual short cut. When it's cloudy pilots think we don't know where they are. Take off and landing follow very different routes. Bradford policy is to move road traffic from areas of population. LBA appears not to have noticed.

I cannot support you

On 21 Apr 2023, at 14:46, Airspace Change [REDACTED] wrote:

good afternoon

Thank you for your email.

Whilst your feedback is noted, we'd appreciate your assistance with the CAP1616 process by completing the questionnaire linked below. This enables us to collate feedback against all of the design options.

<https://forms.office.com/Pages/ResponsePage.aspx?id=i7sUVi6NDEOZuRiVS-BNsifBUIQFrZZMo7ajvDHR8DVUMFdWMUZGSjEzNFJZR0FENU9XNzFSNzhLTi4u>

Airspace Change

Sent: Friday, April 21, 2023 5:35 PM

To: Airspace Change [REDACTED]

Subject: Re: Stage 2A Stakeholder Query

Good afternoon. I spent ages before I completed the questionnaire. I dropped you a note after I completed it. If it's possible to include my general comments I would be grateful.

Bottom line. The survey does not allow me to make the necessary comments.

If you would like more detail feel free to ask. I shall provide it next week. Provided I have not thrown away my annotations

LBA-004

Sent: Friday, April 21, 2023 4:08 PM

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport - Airspace Change

Dear Sirs

We refer to your email dated 31 March in which you provide an update on progress with the Leeds Bradford Airport FASI(N) Airspace Change Proposal and requested feedback by Friday 28 April.

We have already completed and submitted our feedback using the form provided in which we have made reference to an accompanying letter which follows below.

Although Airspace Change is a complex matter requiring careful analysis, we have endeavoured to evaluate the consequences of what is proposed.

The Agreed Design Principles (DP) set out in your progress report include as criteria DP2 Noise, DP3 Tranquillity, and DP4 Emissions and Air Quality, each of which we endorse.

Since the consultation document suggests routes that would potentially impact flights over Otley, we have circulated the proposals to our members who are far from satisfied for the following reasons.

Routing

Although options labelled RW32 describe these departure routes as “South Easterly” and “South & Westerly Options F&G”.

This is misleading because all of these routes depart to the North West, thereby overflying Otley and the neighbourhood.

Similarly, RW14 South & West Departures leave in that direction but are then shown as turning to overfly Otley.

In the evaluation tables, which include the criteria referred to above, reference is rightly made to impacts on communities including Keighley, Ilkley, Burley-in-Wharfedale, North Leeds and Bradford.

However, no reference is made to the impact on Otley, one of the closest communities to Leeds Bradford Airport. This is amplified below.

Departures

Proposal RW32SE – Although recognising the impact of noise (DP2) on Ilkley created by RW32SEG, there is no reference to the same impact on Otley.

Furthermore, all of these options impact Tranquillity (DP3) and there appears to be no consideration of the impact on Emissions & Air Quality (DP4).

Proposal RW32SW - Although recognising the impact of noise (DP2) on Ilkley created by RW32S&WG and RW32S&WH, there is no reference to the same impact on Otley.

Furthermore, all of these options impact Tranquillity (DP3) and there appears to be little consideration of the impact on Emissions & Air Quality (DP4) other than recognising “More air miles” for some options.

Proposal RW32NW - Although recognising the impact of noise (DP2) on Ilkley created by RW32NW, there is no reference to the same impact on Otley.

Furthermore, all of these options impact Tranquillity (DP3) and there appears to be no consideration of the impact on Emissions & Air Quality (DP4).

Proposal RW32NE - Although recognising the impact of noise (DP2) on Ilkley, Burley in Wharfedale and Keighley created by RW32NW, there is no reference to the same impact on Otley.

Furthermore, all of these options impact Tranquillity (DP3) and there appears to be no consideration of the impact on Emissions & Air Quality (DP4).

Arrivals

Noise (DP2) - All of the options appear to potentially affect new people, although there is no reference to the very same impact on Otley.

Tranquillity (DP3) - All of the options appear to impact, although there is no reference to Otley. Emissions & Air Quality (DP4) - All of the options appear to impact, although there is no reference to Otley.

We would appreciate your confirmation that these Airspace Changes will be re-evaluated taking into consideration the above facts.

We propose to copy these representations to Leeds City Council, Otley Town Council and to our Member of Parliament.

LBA-006

Sent: 26 August 2022 13:33

To: Airspace Change [REDACTED]

Subject: Airspace change Stage 2 Stakeholder Engagement Questionnaire Response

Good afternoon

Please find attached responses to the Stage 2 Stakeholder Engagement Questionnaire. I have also filled out the online questionnaire but unfortunately there is not enough space in the free text boxes to accommodate the entirety of my responses so the letter is also necessary.

From: Airspace Change [REDACTED]

Date: Thursday, 15 September 2022 at 09:43

Subject: RE: Airspace change Stage 2 Stakeholder Engagement Questionnaire Response

Good morning

Apologies for the tardy reply. Our original one got stuck during a change of firewall so resending.

Your response is acknowledged and will be taken into consideration.

Sent: Thursday, September 15, 2022 12:50 PM

To: Airspace Change [REDACTED]

Subject: Re: Airspace change Stage 2 Stakeholder Engagement Questionnaire Response

Please can you keep me update on progress with the responses to the questions I raised on behalf of the Moor Lane Residents.

We are keen to cooperate with the Airport to address these matters as they are right at the heart of the departure aircraft noise issues that the residents of Burley in Wharfedale (-and Menston) experience on virtually a daily basis.

LBA-007

Sent: Thursday, September 1, 2022 3:41 PM

To: Airspace Change [REDACTED]

Subject: Stage 2a

Good afternoon,

Apologies for the late email and lack of questionnaire response; we have been late in replying to due to the responsible parties being on leave etc.

We are happy that all the presented procedure options have been designed to the correct standard, we have no objections at this stage.

LBA-008

Sent: Friday, August 12, 2022 5:04 PM

To: Airspace Change [REDACTED]

Subject: LBA CAP1616 Stage2 Engagement Feedback Form - Burn Gliding Club Ltd

Please find attached feedback form.

The online form took ages to wade through and then at the end came up with an error message stating "This form is currently not accepting responses".

So I have laboriously copied each answer into a word document so that I could still submit it to you.

LBA-009

1. Please enter your name?

2. What organisation do you represent?

3. Please provide an email for future correspondence?

4. Which discussion session did you attend?

☐

5th July AM

☐

5th July PM

☐

I received the presentation

5. DEPARTURES Runway 32 - North West Do you think we have correctly applied the Design Principles to swathe **D32-NW-A**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐

Yes

☐

No

☐

DP3 - the swathe overflies Ilkley Moor, arguably a rural area much used for leisure activities. However, the height at which aircraft pass is a significant factor that may result in little noise.

6. DEPARTURES Runway 32 - North East Do you think we have correctly applied the Design Principles to swathe **D32-NE-A**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐

Yes

☐ No

☐

DP2. If "overflies Ilkley" is a factor in Swathe D32-NE-B, surely it is a factor for D32-NE-A?
Swathes A and B seem to have their boundary line on Ilkley.

7.DEPARTURES Runway 32 - North East Do you think we have correctly applied the Design Principles to swathe **D32-NE-B**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

8.DEPARTURES Runway 32 - North East Do you think we have correctly applied the Design Principles to swathe **D32-NE-C**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

9.DEPARTURES Runway 32 - North East Do you think we have correctly applied the Design Principles to swathe **D32-NE-D**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

10.DEPARTURES Runway 32 - North East Do you think we have correctly applied the Design Principles to swathe **D32-NE-E**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

11.DEPARTURES Runway 32 - South East Do you think we have correctly applied the Design Principles to swathe **D32-SE-A**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP 2 Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope"

12.DEPARTURES Runway 32 - South East Do you think we have correctly applied the Design Principles to swathe **D32-SE-B**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP 2 Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope"

13.DEPARTURES Runway 32 - South East Do you think we have correctly applied the Design Principles to swathe **D32-SE-C**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP 2 Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope

14.DEPARTURES Runway 32 - South East Do you think we have correctly applied the Design Principles to swathe **D32-SE-D**?

If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

15.DEPARTURES Runway 32 - South East Do you think we have correctly applied the Design Principles to swathe **D32-SE-E**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

16.DEPARTURES Runway 32 - South & West Do you think we have correctly applied the Design Principles to swathe **D32-S&W-A**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP2 - as before Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope"

17.DEPARTURES Runway 32 - South & West Do you think we have correctly applied the Design Principles to swathe **D32-S&W-B**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

18.DEPARTURES Runway 32 - South & West Do you think we have correctly applied the Design Principles to swathe **D32-S&W-C**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

19.DEPARTURES Runway 32 - South & West Do you think we have correctly applied the Design Principles to swathe **D32-S&W-D**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

20.DEPARTURES Runway 32 - South & West Do you think we have correctly applied the Design Principles to swathe **D32-S&W-E**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

21.DEPARTURES Runway 14 - North West Do you think we have correctly applied the Design Principles to swathe **D14-NW-A**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP2 - Noise -impacting Headingley and Leeds

22.DEPARTURES Runway 14 - North West Do you think we have correctly applied the Design Principles to swathe **D14-NW-B**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

23.DEPARTURES Runway 14 - North West Do you think we have correctly applied the Design Principles to swathe **D14-NW-C**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

24.DEPARTURES Runway 14 - North West Do you think we have correctly applied the Design Principles to swathe **D14-NW-D**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP2 - Noise. The comments for D14-NW-B must also apply to D14-NW-D as the boundary of the swathes bisects Bradford.

25.DEPARTURES Runway 14 - North East Do you think we have correctly applied the Design Principles to swathe **D14-NE-A**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

26.DEPARTURES Runway 14 - North EastDo you think we have correctly applied the Design Principles to swathe **D14-NE-B**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP2 - the comment on D14-NE-A "Overflight of populated areas" must apply to D14-NE-B

27.DEPARTURES Runway 14 - North East Do you think we have correctly applied the Design Principles to swathe **D14-NE-C**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

28.DEPARTURES Runway 14 - North East Do you think we have correctly applied the Design Principles to swathe **D14-NE-D**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP2 - the comment on D14-NE-A "Overflight of populated areas" must apply to D14-NE-D

29.DEPARTURES Runway 14 - North East Do you think we have correctly applied the Design Principles to swathe **D14-NE-E**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

DP2 - the comment on D14-NE-A "Overflight of populated areas" must apply to D14-NE-E

30.DEPARTURES Runway 14 - South East Do you think we have correctly applied the Design Principles to swathe **D14-SE-A**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

31.DEPARTURES Runway 14 - South East Do you think we have correctly applied the Design Principles to swathe **D14-SE-B**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

32.DEPARTURES Runway 14 - South East Do you think we have correctly applied the Design Principles to swathe **D14-SE-C**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

33.DEPARTURES Runway 14 - South East Do you think we have correctly applied the Design Principles to swathe **D14-SE-D**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

34.DEPARTURES Runway 14 - South & West Do you think we have correctly applied the Design Principles to swathe **D14-S&W-A**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

35.DEPARTURES Runway 14 - South & West Do you think we have correctly applied the Design Principles to swathe **D14-S&W-B**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

36.DEPARTURES Runway 14 - South & West Do you think we have correctly applied the Design Principles to swathe **D14-S&W-C**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

37.DEPARTURES Runway 14 - South & West Do you think we have correctly applied the Design Principles to swathe **D14-S&W-D**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

38.DEPARTURES Runway 14 - South & West Do you think we have correctly applied the Design Principles to swathe **D14-S&W-E**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

39.ARRIVALS Runway 32/14 Do you think we have correctly applied the Design Principles to **Arrivals Option A**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

No matrix provided of RAG status against Design Principles

40.ARRIVALS Runway 32/14 Do you think we have correctly applied the Design Principles to **Arrivals Option B**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

41. ARRIVALS Runway 32/14 Do you think we have correctly applied the Design Principles to **Arrivals Option C**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

42.ARRIVALS Runway 32/14 Do you think we have correctly applied the Design Principles to **Arrivals Option D**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

43.ARRIVALS Runway 32/14 Do you think we have correctly applied the Design Principles to **Arrivals Option E**? If no, please provide the Design Principle number and reason in the free text 'other' field.

☐ Yes

☐ No

☐

LBA-010

Sent: Friday, August 12, 2022 12:20 PM

To: Airspace Change [REDACTED]

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Importance: High

We have today submitted the RSAG response as requested. A hard copy is attached for your information. Please note the following RSAG concerns which your survey form was unable to accommodate. Please cc my colleagues if you respond to this email.

RSAG is primarily concerned with the following Design Principles: DP1 – Importance of Safety; DP5 Airspace Dimensions and DP6 Airspace Complexity.

However, we are unable to make meaningful comment with regards to DPs 1, 5 & 6 until more detailed information of any proposed controlled airspace (CAS) have been provided for our examination, for instance, altitudes and Flight levels. We are concerned that many of the swathes do not align with current airspace constructs, potentially leading to more complex airspace and bottlenecks in controlled and uncontrolled airspace. Therefore, our responses in the absence of specific detail will be No i.e., the DPs have not been met and with a recommendation for an AMBER, or possibly, even a RED grading. However, we have added our concerns on certain areas as appropriate, for example, the existence of the Upton Corridor and agreed Wave Boxes.

Finally, as a matter of principle, we would regard any extension of CAS as requiring very significant justification and which will be the subject of intense scrutiny from our members, particularly our many commercial pilots, especially those with experience of operating out of LBA. Naturally, we would expect any justifiable CAS extension to be complemented by a reduction in unrequired CAS elsewhere. Accordingly, we await with interest to see specific detail in future documentation to allow us to fully consider the implications of any proposals on other users of CAS.

Have a good weekend.

Please enter your name? [REDACTED]

What organisation do you represent? RSAG (Regional Soaring Airspace Group) - RSAG represents British Gliding Association (BGA) and British Hang Gliding & Paragliding (BHPA) clubs in Yorkshire, Derbyshire and Nottinghamshire: eleven clubs and over 2,000 regular pilots in total. Individual RSAG club may also submit their own response to this survey.

Please provide an email for future correspondence? [REDACTED]

Which discussion session did you attend?

- ☐ 5th July AM 5th
- ☒ July PM
- ☐ I received the presentation

1. DEPARTURES Runway 32 - North West A

Do you think we have correctly applied the Design Principles to swathe **D32-NW-A**?

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

2. DEPARTURES Runway 32 - North East A

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

3. DEPARTURES Runway 32 - North East B

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

4. DEPARTURES Runway 32 - North East C

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We are concerned that your documentation does not acknowledge the existence of the Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] or the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63]. Moreover, gliders are likely to operate above FL100 in mountain wave conditions in swathe 32NE-C. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

5. DEPARTURES Runway 32 - North East D

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We are concerned that your documentation does not acknowledge the existence of the Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] or the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63]. Moreover, gliders are likely to operate above FL100 in mountain wave conditions in swathe 32NE-D. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

6. DEPARTURES Runway 32 - North East E

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We also need to understand the Flight Levels likely to be set within this swathe and the proposed entry point into NATs airspace. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

7. DEPARTURES Runway 32 - South East A

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We are concerned that your documentation does not acknowledge the existence of the Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] or the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63]. Moreover, gliders are likely to operate above FL100 in mountain wave conditions in swathe 32SE-A. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

8. DEPARTURES Runway 32 - South East B

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We require information upon any impact on the Upton Corridor Agreement existing between the BGA and DSA whereby, in suitable weather conditions, the floors of DSA CTA 8 & 9 are raised to facilitate transiting North/South (and vice versa) cross country gliders. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

9. DEPARTURES Runway 32 - South East C

~~Yes~~/No

Comment: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

10. DEPARTURES Runway 32 - South East D

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

11. DEPARTURES Runway 32 - South East E

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

12. DEPARTURES Runway 32 - South & West A

~~Yes~~/No.

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

13. DEPARTURES Runway 32 - South & West B

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

14. DEPARTURES Runway 32 - South & West C

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

15. DEPARTURES Runway 32 - South & West D

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

16. DEPARTURES Runway 32 - South & West E

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

17. DEPARTURES Runway 14 - North West A

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

18. DEPARTURES Runway 14 - North West B

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

19. DEPARTURES Runway 14 - North West C

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We are concerned that your documentation does not acknowledge the existence of the Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] or the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63]. Moreover, gliders are likely to operate above FL100 in mountain wave conditions in swathes 14NW-C. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

20. DEPARTURES Runway 14 - North West D

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

21. DEPARTURES Runway 14 - North East A

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. Swathe 14NE-A covers an AIGA (Area of Intense Gliding Activity) in all soaring conditions, whereby gliders can be operating in thermals up to cloud base and in mountain wave above FL1000. In addition, RAF and other jets operate from RAF Leeming in this area, as well as transiting military traffic. The Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] and the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63] are not acknowledged. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

22. DEPARTURES Runway 14 - North East B

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

23. DEPARTURES Runway 14 - North East C

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

24. DEPARTURES Runway 14 - North East D

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

25. DEPARTURES Runway 14 - North East E

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

26. DEPARTURES Runway 14 - South East A

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. As no flight level information is provided, it is difficult to determine how swathe14SE-A will integrate with the Yorkshire CTA and DSA CTA and the potential adverse impact on the Camphill Wave Box. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

27. DEPARTURES Runway 14 - South East B

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. In addition, will swathes 14SE-B impact the Upton Corridor Agreement existing between the BGA and DSA whereby, in suitable weather, the floors of DSA CTA 8 & 9 are raised to facilitate transiting North/South (and vice versa) cross country gliders. We also recognise the potential for adversely impacting the Camphill Wave Box. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

28. DEPARTURES Runway 14 - South East C

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. In addition, will swathes 14SE-C impact the Upton Corridor Agreement existing between the BGA and DSA whereby, in suitable weather, the floors of DSA CTA 8 & 9 are raised to facilitate transiting North/South (and vice versa) cross country gliders. Furthermore, swathe 14SE-C overflies busy gliding and GA areas and is an AIGA Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

29. DEPARTURES Runway 14 - South East D

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. In addition, will swathes 14SE-D impact the Upton Corridor Agreement existing between the BGA and DSA whereby, in suitable weather, the floors of DSA CTA 8 & 9 are raised to facilitate transiting North/South (and vice versa) cross country gliders. Furthermore, swathe 14SE-D overflies busy gliding and GA clubs with gliders in particular potentially flying up to FL195 and possibly higher if utilising AIP ENR 6-64/65. Accordingly, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

30. DEPARTURES Runway 14 - South & West A

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

31. DEPARTURES Runway 14 - South & West B

~~Yes~~/No

Comments: DPs 1,5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

32. DEPARTURES Runway 14 - South & West C

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

33. DEPARTURES Runway 14 - South & West D

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

34. DEPARTURES Runway 14 - South & West E

~~Yes~~/No

Comments: DPs 1,5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

35. ARRIVALS Runway 32/14 (Option A)

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Evaluation Information on Option A was **not** provided in the presentation? Therefore, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

36. ARRIVALS Runway 32/14 (Option B)

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. Options B & E do not acknowledge the Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] or the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63], nor that gliders operate in thermals up to cloud base and in mountain wave above FL100. Moreover, and of significant concern, is that both options may require additional CAS (controlled airspace) to the East in contrast to Options C & D. Therefore, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

37. ARRIVALS Runway 32/14 (Option C)

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

38. ARRIVALS Runway 32/14 (Option D)

~~Yes~~/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

39. ARRIVALS Runway 32/14 (Option E)

~~Yes~~/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. Options B & E do not acknowledge the Temporary Reserved Areas for Gliders (TRA(G)) [AIP ENR 6-64/65] or the Non-Secondary Surveillance Radar Gliding Areas [AIP ENR 6-63], nor that gliders operate in thermals up to cloud base and in mountain wave above FL100. Moreover, and of significant concern, is that both options may require additional CAS (controlled airspace) to the East in contrast to Options C & D. Therefore, we reserve our position until details of any proposed airspace are supplied in order for RSAG members to fully understand the ramifications on other airspace users.

LBA-011

Sent: Friday, August 12, 2022 10:32 AM

To: [REDACTED]

Subject: NERL Feedback - LBA Stage 2 Engagement 5th July 2022.

We would like to offer the following narrative as feedback to the recent Leeds Bradford ACP Stage 2 Engagement, which we found very informative and well presented.

We interpret appropriate application of the LBA design principles to the swathes presented but wish to caveat that NERL does not have sufficient local knowledge to comment upon application of design principles 2,3,4 and 9 that primarily relate to local geographical and environmental factors.

Additionally, we would wish to generically comment against each swathe question that: -

a) Design Principle 7. Ongoing Options Development - we shall assume any final design will be PANS-Ops & CAA compliant.

b) Design principle 9. LBA and NERL shall continue to undertake collaborative technical engagement activities through all CAP1616 stages to ensure optimal systemisation and integration with the En Route Network in any final design(s) in both LBA and NERL ACP's.

We also observe some swathes appear to have been discounted (Red) at this point in a form of early DP evaluation. From our joint workshops over the past couple of months or so we believe some of these examples may, in our opinion, still be potentially beneficial in terms of LBA - NERL Network connectivity, RWY14 Left turn out and RWY32 straight ahead West for example. We would therefore like to understand if these swathes will still be available for onward dialogue with us ahead of your formal DP evaluation.

We appreciate long list option presentation and subsequent options down selection (formal DP evaluation) is a complex and lengthy process, we would like to assure you of our ongoing commitment to working closely with you throughout to ensure the best possible design outcomes for both LBA and NERL.

Please don't hesitate to contact me, [REDACTED] or [REDACTED] if there's anything you would like to discuss further [REDACTED] however in the meantime, we look forward to continuing our close working relationship with you and LBA.

LBA-012

On 5 Aug 2022, at 17:20, Airspace Change [REDACTED] wrote:

I've just seen an email from regarding your conversation with our consultants.

I can only apologise that you haven't received anything to date, that's certainly not the

intention of LBA, I was not aware of the discussion or the response you received.

Attached is a copy of the presentation. We would request that you review the various options and using the questionnaire HERE, let us know whether they meet the original Design Principles (Also Attached).

CLOSING DATE FOR RESPONSES IS FRIDAY 12TH AUGUST 2022.

The following links also take you to a copy of the CAP1616 and also the LBA Airspace Change Portal.

Thank you again for your continued support and hopefully in coordination with Martin you have enough time to respond to the questionnaire. Please let me know if you require any additional time.

Sent: 10 August 2022 17:21

To: Airspace Change [REDACTED]

Subject: Re: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Thank you for your email recognising the BHPA as stakeholders and inviting us to contribute. We are disappointed to have been missed off your list of Stakeholders for a second time, especially following our exchange of emails on 26 and 29 Nov 21.

Given the late notification and the broad nature of the options at this stage, we are unable to comment in detail. The majority of our members fly outside CAS and, until we see more detail of any proposed changes to CAS, we are unable to consider the safety implications of revised choke points and low ceilings.

At this stage of the process, we suggest that it would be appropriate to colour code DP 1 (Safety), DP 5 (Airspace Dimensions) and DP 6 (Airspace Complexity) as a minimum of AMBER for all swathes and approach options.

On 11 Aug 2022, at 09:55, Airspace Change [REDACTED] wrote:

As we've not given you sufficient time to respond, our proposition is to give you an additional 2 weeks (26th August), giving you the same 4 weeks that everybody else was given. Would that be acceptable to you?

Your second comment about the broad options is noted. However, the current phase we are at doesn't take into account the specific airspace requirements. Any comments that are made will be reviewed and form part of the options assessment process though.

As the options are whittled down and 'real world' procedures are designed, etc, I look forward to engaging with you on them.

Sent: Thursday, August 11, 2022 4:35 PM

To: Airspace Change [REDACTED]

Subject: Re: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Thank you for your email and the offer of an extended deadline. Even with more time I don't think that we will be able to make useful comparisons between the departure swathes and approach options at this stage. We look forward to contributing more fully once you have some details of the proposed CAS.

Kind regards

LBA-013

Sent: Thursday, August 11, 2022 2:17 PM

To: Airspace Change [REDACTED]

Subject: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Good Afternoon.

We attended your presentation via teams on behalf of ATC at Teesside International Airport.

I would say at this early stage it would be irrelevant for us to provide opinion on the questionnaire you sent us, as we only really want to be involved in the stages down the line where we can see if your change in procedures have an impact directly on our operations.

Many thanks for involving us, and we look forward to seeing how your ACP progresses down the line.

LBA-014

On 5 Aug 2022, at 17:20, Airspace Change [REDACTED] wrote:

Good afternoon

I've just seen an email from regarding your conversation with our consultants.

I can only apologise that you haven't received anything to date, that's certainly not the intention of LBA, I was not aware of the discussion or the response you received.

Attached is a copy of the presentation. We would request that you review the various options and using the questionnaire [HERE](#), let us know whether they meet the original Design Principles (Also Attached).

CLOSING DATE FOR RESPONSES IS FRIDAY 12TH AUGUST 2022.

The following links also take you to a copy of the CAP1616 and also the LBA Airspace Change Portal.

Thank you again for your continued support and hopefully in coordination with Martin you have enough time to respond to the questionnaire. Please let me know if you require any additional time.

Sent: Wednesday, August 10, 2022 5:21 PM

To: Airspace Change [REDACTED]

Subject: Re: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Thank you for your email recognising the BHPA as stakeholders and inviting us to contribute. We are disappointed to have been missed off your list of Stakeholders for a second time, especially following our exchange of emails on 26 and 29 Nov 21.

Given the late notification and the broad nature of the options at this stage, we are unable to comment in detail. The majority of our members fly outside CAS and, until we see more detail of any proposed changes to CAS, we are unable to consider the safety implications of revised choke points and low ceilings.

At this stage of the process, we suggest that it would be appropriate to colour code DP 1 (Safety), DP 5 (Airspace Dimensions) and DP 6 (Airspace Complexity) as a minimum of AMBER for all swathes and approach options.

LBA-015

Sent: 03 August 2022 16:50

To: Airspace Change [REDACTED]

Subject: LBA AC

Could you please supply ne with a copy of the latest stakeholders list so I can ensure all the relevant soaring clubs are represented?

From: Airspace Change [REDACTED]

Sent: 04 August 2022 08:59

Subject: RE: LBA ACP

Below are the Local Stakeholder organisations that we have been sending details out to. I can't send the whole list as it has personal information on it.

These being in addition to the BGA and yourself representing RSAG.

Burn Gliding Club
Camphill
Dale Hang Gliding and Paragliding Club
Derbyshire Soaring Club
Pennine Soaring Club
Pocklington (Wolds Gliding Club)
Sutton Bank (Yorkshire Gliding Club)
York Rufforth (York Gliding Centre)

Sent: 04 August 2022 14:39

Subject: FW: LBA ACP Are BHPA registered?

Sent: 05 August 2022 16:31

To: Airspace Change [REDACTED]

Subject: Re: LBA ACP

I certainly hope so. As NATMAC members they should be automatically included along with the BGA. Having been missed off the original list of stakeholders, the BHPA asked to be included on 26 Nov 21. In her email to me of 2 Feb 22 (Cyrrus) included the following statement:

'Please accept my apologies that the British Hang gliding and Paragliding Association (BHPA) were not listed as a stakeholder in the report, this was an administrative oversight on our part. BHPA are an important stakeholder and will be listed and fully engaged in the process going forward.'

The email of 26 Nov 21 made it clear that is the BHPA POC.

From: Airspace Change [REDACTED]

Sent: 05 August 2022 17:22

Subject: RE: LBA ACP

Thanks for the email.

I was unaware of the discussion that took place and we received the NATMAC list from our consultants.

I've sent a copy of the engagement email and added him to my list (which is what we use to send out the emails)

As I've said to, I can only apologise for the oversight and have assured him that he will be included in all future emails.

I hope that's all ok.

Sent: 06 August 2022 10:24

To: Airspace Change [REDACTED]

Subject: Re: LBA ACP

Thanks - better late than never!

Is no longer part of the Cyrrus team?

From: Airspace Change [REDACTED]

Sent: 06 August 2022 11:10

Subject: RE: LBA ACP

Yes but not LBA's ACP.

LBA-016

-----Original Message-----

Sent: Friday, August 5, 2022 7:06 PM

To: Airspace [REDACTED]

Subject: Acp consultation questionnaire

I attended the 5th July morning briefing as one of two people representing NWLTF.

In preparing our response to the stakeholder questionnaire we realise that the two of us have different interpretations of the arrivals options which means that we are unable to formulate a response. Would it be possible to have a brief phone conversation with a member of the team so that we can clarify a few points regarding the options?

Given the deadline of 12th August, this would need to be ASAP.

LBA-017

Sent: 03 August 2022 14:25

To: Airspace Change [REDACTED]

Subject: Burn Gliding Club Ltd

Dear Leeds Bradford Airport,

As far as I can tell my email address is registered as that of an interested party in relation to your latest ACP but so far I haven't seen any information on this subject at all?

Please ensure that Burn Gliding Club Ltd is registered on the list of aviation stakeholders so that we can express our views and voice any concerns as your ACP progresses.

Please confirm that Burn Gliding Club Ltd has now been added to the list of stakeholders and forward any relevant information so that we can respond before the next 12th August deadline.

On 4 Aug 2022 at 08:44, Airspace Change [REDACTED] wrote:

good morning

We have (We understand to be your Chairman) listed on our stakeholder list.

Could you please confirm the address you would like to use and I'll ensure that its added.

Sent: Thursday, August 4, 2022 9:35 PM To: Airspace Change [REDACTED] Subject: Re: Burn Gliding Club Ltd

Hi There,

has resigned as Chairman. Our new chairman. I am the airspace representative for the club so please add me to your circulation list using this email address.

LBA-018

Sent: 22 July 2022 14:59

To: Airspace Change [REDACTED]

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Good afternoon

For a variety of reasons I have had to miss recent LBA events, including the stakeholder consultation below.

I think Baildon Town Council (BTC) may want to formally respond as an organisation, and to facilitate this I have included this item on our Council agenda for next Monday evening @7pm, which you can see on baildowntowncouncil.gov.uk

I am writing to request your help please. Although I have had an initial look at the presentation below, it is very long and detailed and I am defeated in grasping what it might mean for Baildon.

I wonder if you are able to let me have a couple of paragraphs which focus on the potential impact on Baildon from the proposed changes – which I can circulate to councillors, or perhaps you have an alternative idea as to how we can get to grips with this complex issue?

As context, there is considerable comment locally on the increase in planes flying over Baildon, especially in the morning before and after 7am. I regularly hear them myself. This is surprising to me as the previous proposed changes which included plans for take off over Baildon, were, I understood scrapped, and this current exercise is the re -run of that consultation.

So I am interested to hear the explanation as to why this could be the case. I note that the deadline for response to the consultation is 12th August.

Of course, we would be very happy to host a stakeholder event here in

Baildon if you could be persuaded to do that? But I am not optimistic ...

Anyhow, your urgent advice would be appreciated please as to how best to approach this and what we can usefully do at our meeting on Monday evening,

Kind regards

From: Airspace Change [REDACTED]

Sent: 22 July 2022 17:04

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Good afternoon

Thank you for your email and I'm sorry that you missed the engagement sessions.

Hopefully I can answer your questions below (please forgive the red text, it just stands out better):

As context, there is considerable comment locally on the increase in planes flying over Baildon, especially in the morning before and after 7am. I regularly hear them myself. This is surprising to me as the previous proposed changes which included plans for take off over Baildon, were, I understood scrapped, and this current exercise is the re-run of that consultation.

Nothing that we are engaging on at the moment has in any way changed the routes that aircraft currently fly. These are the same routes that have been in place since roughly 1994. There are an increased number of movements but they're not flying any different routes. As for the previous ACP, I wasn't part of that project but I can assure you that the current ACP is an entirely different process and not a rerun of the previous ACP.

Of course, we would be very happy to host a stakeholder event here

in Baildon if you could be persuaded to do that? But I am not optimistic ...

The current stage that we're at is a little too targeted for an individual hosted stakeholder event as we limited each group to two members. If it would help however, I'd be happy to have a Teams call with a couple of representative on Monday afternoon ahead of your council meeting if that would help? I'm available between 1300 and 1530?

I note your last comment and worry that the previous ACP may have cause an element of cynicism of LBA? All I can say is that this ACP has started from fresh, with no predetermined ideas. Hopefully if you'll allow, I'd like to perhaps change that view? I've personally been an Air Traffic Controller at LBA for the last 14 years and know our airspace and procedures well.

I wonder if you are able to let me have a couple of paragraphs which focus on the potential impact on Baildon from the proposed changes – which I can circulate to councillors, or perhaps you have an alternative idea as to how we can get to grips with this complex issue?

Please refer to the point above regarding a Teams call? If not suitable I can do my best to put something together for you.

Hopefully the above helps to start moving things forward from your perspective and I look forward to your thoughts.

Sent: 25 July 2022 14:26

To: Airspace Change [REDACTED]

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

I had hoped to accept your offer of a Teams meeting today, but ,as often happens just before a Council meeting, things are very hectic.

If you could let us have a short statement I could share tonight please, and then perhaps your offer could stand for sometime next week, ahead of the closing date for comments.

I will ask councillors tonight who might be able to join us. Thank you for your assistance

From: Airspace Change [REDACTED]

Sent: 25 July 2022 15:27

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

I think the easiest way of addressing the current stage is not to think of it as Baildon specifically but more a case of whether the general swathes meet the original design principles. The aim being general stakeholder engagement.

For example, one of the options for the north easterly departures would require a significant amount of new airspace. This would not necessarily meet the requirements of DP5, where the requirement is to have the minimum required amount of controlled airspace.

Once we have the responses to this stage, the options are whittled down before further stakeholder engagement. This is followed but our preferred options being designed, with the wider general public consulted.

I'm still happy to have a Teams call but I'd ask that it's limited to two people, therefore sticking to the same numbers for all stakeholders.

I can do next Tuesday after 1300, next Thursday morning before 1200 and to suit next Friday.

Sent: 03 August 2022 20:33

To: Airspace Change [REDACTED]

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Good evening

Apologies again for the slow response.

Please can I suggest this Friday, 5th August, at 10.30 or 11am please? My colleague (copied in) may be able to join us, I hope so but depends on his work commitments.

I hope that following our discussion I /We may feel confident enough to make a response to the consultation ahead of the 12th August deadline

I look forward to "meeting" you on Friday

On 4 Aug 2022, at 17:05, Airspace Change [REDACTED] wrote:

Yes that's fine with me. Shall we say 1030?

I'm struggling to send a Teams invite, do you have the ability to send one? If not, I'll look for alternatives in the morning.

Sent: Thursday, August 4, 2022 6:33 PM

To: Airspace Change [REDACTED]

Subject: Re: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Thank you.

I now have three teams invitations so I can foresee problems as we may choose different ones to log in to.

Shall we agree on the first one ...?

LBA-019

Dear Sir/Madam,

Please find attached the National Trust's comments in respect of the above. I trust that this format is acceptable and would be grateful if you could confirm this via email.

I look forward to hearing from you.

Kind regards,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

National Trust, North Region

The Hollens, Grasmere, Ambleside, Cumbria, LA22 9QZ

Dear Sir/Madam,

Leeds Bradford Airport Airspace Change Proposal, Stage 2A Stakeholder Engagement Feedback
Questionnaire – National Trust Response

The National Trust is a charity and Europe's largest conservation organisation, with a current membership of over 5 million people. With the support of our Parliamentary Act we are legally responsible for the protection of some of the most beautiful, historically important and environmentally sensitive places in England, Wales and Northern Ireland.

A number of the places we care for lie within the design swathes identified as part of Stage 2 of the Leeds Bradford Airport Future Airspace Project. This includes a number of nationally important heritage assets and protected landscapes where tranquillity is a key part of the setting and enjoyment of the asset. They also overfly a number of sites of recognised as having high amenity and recreation value.

Accordingly, we would like the following areas to be considered noise sensitive locations under Design Principle 3 – Tranquillity:

(i) Land and property owned by the National Trust that form noise sensitive locations

The design swathes overflow a number of nationally important heritage assets looked after by the National Trust on behalf of the nation. This includes two Registered Parks and Gardens (RPG) which are considered particularly sensitive to any noise impacts by virtue of their heritage significance.

The RPG at Nostell Priory is overflowed by swathes D32-SE-B and D14-S&W-A. The grounds comprise over 120 hectares of gardens and parkland which are Grade II* listed for their significance. They also contribute to the setting to the Grade II* listed building at the site and provide a quiet space for relaxation and reflection.

Similarly, the RPG at Wentworth Castle Gardens is notable for its exceptional interest. It is the only Grade I listed RPG in South Yorkshire and overflowed by swathe D14-S&W-A. Working in partnership with Barnsley Council and Northern College, the National Trust help manage the estate, providing visitors the opportunity to relax in peaceful surroundings and enjoy nature and beauty.

The Trust also has extensive land interests at Malham, Upper Wharfedale and Brimham Rocks (overflowed by several design swathes within Runways 32 North East and 14 North West and North East). These protected landscapes feature some of the most spectacular examples of limestone scenery within the UK and have been accorded the highest status of protection for their landscape and scenic beauty. The high-quality natural environment and sense of tranquillity and remoteness contributes strongly to the area's distinctive character and is enjoyed by large numbers of visitors each year. As such these areas are considered particularly sensitive to any potential noise impacts.

In this regard, we would like to highlight that sensitive receptors extend to habitats and species. Malham, like many of the other sites we care for, is internationally recognised for its high biodiversity. It forms part of the Craven Limestone Complex Special of Conservation (SAC) and is also a Ramsar site, Site of Special Scientific Interest and National Nature Reserve. In assessing design options, the effect of tranquillity and the conditions which allow species to thrive should in our view be considered in relation to sites of high biodiversity value.

In addition to these nationally important sites, the Trust also cares for land which forms part of larger open space allocations in local authority development plans. These sites are recognised for their significant amenity and recreational value, providing valuable space for people to connect with nature, unwind and enjoy the peaceful surrounds.

Our land at Hardcastle Crag, to the north of Hebden Bridge, is designated as a protected open space in the Replacement Calderdale Unitary Development Plan (2009). It is overflowed by swathes D32-S&W-C and D14-NW-D. The unspoilt woodland features over 15 miles of footpaths and contains a 19th century cotton mill which is open to the public.

East Riddleston Hall is a 17th century manor house built above the River Aire, north east of Keighley. The Grade I listed house is set within its own landscaped grounds and gardens. The whole site is subject to an open space designation in the Bradford Core Strategy and provides an important green haven on the edge of the built up area. It is overflowed by swathes D14-S&W-E, D32-S&W-C and D14-NE-E.

Land at Nostell and Wentworth Castle Gardens is also subject to local open space designations in the respective Development Plans.

(ii) National Parks and Areas of Outstanding Natural Beauty

A significant number of design swathes overfly the Yorkshire Dales National Park and Nidderdale Area of Outstanding Beauty (AONB). Special qualities of each area include the natural beauty of the rich and varied landscape, along with the feeling of tranquillity and remoteness. Accordingly, we would like to see Design Principle 3 applied to these areas and any future design routes take into account the role of tranquillity in the appreciation and enjoyment of these nationally important protected landscapes.

Please contact me if you require any further information.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

LBA-020

Sent: Monday, July 25, 2022 10:40 AM

To: Airspace Change [REDACTED]

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Thanks for getting back to me so quickly.

I understand the process that's involved; we are also statutory consultees on the Manchester and East Midlands airspace consultations....along with the NATS one for the Manchester Terminal Area.

However, the slides aren't particularly clear about local context, constraints etc. If you don't have a recording of the event, do you have any notes used by the speakers to provide this context?

I do have one initial piece of feedback on the consultation and this is re: the Design Principle for Tranquillity – which states: -

“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.”

I am extremely disappointed to see that National Parks are not listed. National Parks have the highest level of protection in terms of landscape, cultural heritage and wildlife in the UK. Including AONBs in the list but not National Parks is a significant oversight; particularly given the proximity of the Peak District and Yorkshire Dales National Parks to Leeds Bradford Airport.

For your information, I have also forwarded the initial e-mail to a colleague at the Yorkshire Dales National Park Authority in order to ensure that they were aware of the consultation.

Best wishes

■

From: Airspace Change ■

Sent: 25 July 2022 09:33

To: ■

Subject: RE: LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire

Morning ■

Unfortunately, the meeting wasn't recorded.

Happy to have a call with you to explain the process if that's of use?

Best

■

Airspace Change

Hi

Your e-mail to the Peak District National Park Authority regarding the LBA ACP Stage 2A Stakeholder Engagement Feedback Questionnaire was forwarded on to me.

Unfortunately, I was unable to attend the rescheduled workshop. The presentation slides provided are useful but lack the context of the accompanying oral presentation. Was the event recorded and if so, can this recording be shared?

Best wishes

■

LBA-021

From: [REDACTED]

Sent: Monday, July 4, 2022 8:36 PM

To: Airspace Change [REDACTED]

Subject: Re: Stage 2A Non Technical Stakeholder Workshop Leeds Bradford Airport

Good evening [REDACTED]

Thank you for the invitation. I shall be able to log on to the meeting at 10.00 but I have been unable to clear my diary for the whole time. If telephone signal permits I hope to stay logged in. My apologies in advance if I look like I have disappeared..

In the meantime, I attach a pdf with my responses to the useful summary provided.

Best wishes

[REDACTED]

On 1 Jul 2022, at 14:29, Airspace Change [REDACTED] wrote:

Dear Stakeholders,

Thank you for confirming attendance for Tuesday 5th July Stakeholder Workshop sessions on the Concept Design options for Stage 2a of Leeds Bradford Airports FASI(N) ACP.

In preparation for the workshop, we have attached the final Design Principles for your familiarisation. It is important to note, we are still early on in the CAP 1616 process and this workshop is not a consultation on final routes, but an assessment of high-level concepts against the Design Principles you helped us develop.

During this initial concept development phase, we will be showing you options in the form of swathes. We have then assessed these swathes against the final Design Principles.

Your help is needed at this stage of the targeted stakeholder engagement to ensure we are applying the final Design Principles in a manner consistent with what you would be expecting.

We will run through the swathes for each departure and arrival and show our assessment of each against our Design Principles. We would then like your input and feedback which will form part of the Options Appraisal for Stage 2b of this CAP1616 process.

If you have requested to attend in person the meeting will be held in the LBA Boardroom between 1000 -1200. Please ensure that you are inside Jet2 Check-in area no later than 1000 (Map Below) as the Boardroom is in a restricted area. Any problems, please call me on 07730 319040. Please park in the short stay car park. There will be no parking fee.

If you have requested to join online please find link to the meeting below.

If you wish to change your attendance preference please do let me know.

Thanks



LBA Airspace Team

Response to DP Summary Table Thank you for your Summary Table. It helps us all focus. I am by no means an expert so am able to act as the “man on the Clapham omnibus.” I had hoped that the Summary Table might apply directly to my local airport, not generic Clapham. DP1 I am a local resident. I can see flights first hand and have experience at both ends of the runway. The summary document puts safety as a priority. I agree with that. Two points are immediately raised for me A is the list in priority order? B why do the words “possible” and “practicable” appear under separate DP numbers? Constraints are immediately implied. The opening of DP 6 begins in the same tone; “should seek to.” It ends with a need for evidence “and contribute to a reduction in airspace infringements.” As a local resident I fully support a design Principle that leads to a reduction in infringements. DP2 DP3 include ‘where practicable’ ‘should be considered’ ‘where practical.’ No criteria are provided to distinguish between either the application of the words or genuine differences. For example, I learned to stop teaching as I could not compete with aircraft noise, but I cannot identify what the impact of noisy aircraft might be on ‘cultural or historic assets’ - such as stones on Ilkley Moor. DP5 raises an issue beyond my expertise; “the needs of all airspace users.” I do not understand whether the Design Principles apply to ALL users of the airport. Previously, I have contacted the Airport, spoken directly to those responsible and, more recently, in the second response to my MP, my observations seemed to be rejected. I was told on each separate occasion that certain classes of user are exempt. It would be very helpful to include a statement that clearly demonstrates requirements imposed on ALL users of the airport runways and separately those to which the present exercise applies. I would then be able to understand which nuisances to report. My comment on DP7 admits to lack of detailed knowledge of UK CAA Criteria. Are military aircraft and non jet aircraft all subject to UK CAA Criteria, for example ? DP7 is unacceptable to me on the basis of recent observations and responses received from the Airport about “technical capability” of aircraft using the airport. It was explained carefully to me that tracks flown by aircraft depend on software particular to specific aircraft that is fitted by the manufacturer. I totally accept the words “fully compliant.” However, I have been told that off track aircraft use outdated software. I do not know what PANS-OPS and UK CAA criteria mean. I believe that DP7 requires extension to ensure that “Fully Compliant” includes an explicit statement that any aircraft must be fully compliant before receiving permission to take off or land. Most of my comments are in respect of me as neighbour. As traveller, I prefer to use my local airport. It was once explained to me that my aircraft

could not land because although it had the correct software for landing, it was unable to taxi once landed. I do not know whether such issues might be included in DP 7 or 8. At present landing aircraft follow a much less disruptive flight path. DP9 The text is unclear. The use of 'of' appears to imply a significant change in emphasis away from the interests of local residents that might have been assumed in the choice of 'on.' The caveat 'Provided' appears to work in similar ways to the use of 'practicable' elsewhere. DP10 contains a rare "must." I looked up the acronym ACP and discovered more than 20 uses; I assume it to mean "Airspace Crossing Acceptance Message" and AMS to mean Aviation Management System. As a local resident, I believe that the AMS should explicitly prioritise the comfort of local residents. It has been explained to me that under certain conditions, one of them being weather, it is not necessary to follow the agreed routes. DP2, DP3, DP4 and DP9 address fundamentally the same issue. No measures for achieving DP4 appear to be included that address 'Air Quality.' 'Fuel Efficiency' is identified almost everywhere else as a major contributor to 'minimise CO2 emissions per flight'. From the perspective of the local resident; I am regularly woken by aircraft. The noise I hear is exactly the same as when I have seen aircraft "cut the corner" It is often suggested that "cutting the corner" helps reduce 'Operational Cost.' I noticed that some aircraft sometimes chose a higher flightpath shortly after flights were restored. Information was not available. While DP4 is critically important, it is very much in the interests of local residents that cross-linkage between DP2 DP3 DP4 and DP9 be made explicit. Similarly, the use of caveats demands an explicit set of agreed reporting tools so that fit, or lack of it, can be established between Design Principles and day to day reality. I should, perhaps, point out that I did not receive a reply to the message I sent on receipt of the initial invitation to attend the Workshop. When I followed up my message, I received an apology for the late cancellation of previously announced arrangements. [REDACTED]

LBA-022

From: [REDACTED]

Sent: Tuesday, April 18, 2023 10:30 AM

To: Airspace Change [REDACTED]

Subject: RE: Leeds Bradford Airport ACP engagement and consultation

[REDACTED]

Thanks.

Yes, any BGA input is on behalf of its clubs. But clubs are encouraged to engage locally too as they understand local impacts. Local can be many miles from the site in a glider using lee wave soaring conditions.

In conversation with a representative of a gliding club in the NW of England, we have been advised that following a brief exchange re your ACP, you noted in respect of their response comments, 'We'd also ask that they are fed back for response via the BGA, as it is their responsibility as members of the NATMAC to coordinate a response on behalf of its member clubs.'

NATMAC members do not have a responsibility to coordinate a response on behalf of its member clubs. Most, including the BGA, choose to do so to help to establish consistency and to assist the process. However, should a GA organisation or club or individual choose to contribute to the ACP consultation because it is concerned about a potential impact to their operation, that is a perfectly sensible action. Our understanding is that they have a right to do so, and that the ACP sponsor is required to manage that. I suggest that you add the club to your list of consultees.

I hope that's helpful.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

www.gliding.co.uk



LBA-023

From: [REDACTED]

Sent: Monday, April 17, 2023 8:42 AM

To: Airspace Change [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: Leeds Bradford Airport Airspace Change - Stakeholder Engagement

As an Airspace Stakeholder affected by this initiative, here are the comments from Bowland Forest Gliding Club (BFGC) operating out of Chipping Gliding Site:

1. We are interested in any potential changes to the west and north-west (the south west already being more or less already covered by Manchester controlled airspace). These are the areas where we typically task cross-country gliders who will normally operate up to at least cloud base; which could be 6,000ft above ground level (circa 8,000ft amsl on Pennine spines) on good thermal soarable days and much higher where wave soaring is possible.

2. Any impact on us would be around the holding areas for Arrivals which is in our cross-country "hunting ground" and below FL55. Cross-country flying in our area may be affected as would be the Chipping Box Letter of Agreement (LoA) and we could envisage a situation where requests to open the Box are refused on the grounds of increased holding activity (Option 2, page 35 and Option 5, page 44). Note that the LoA currently allows us to enter the designated airspace up to FL140. Your proposal does not acknowledge this existing agreement or any direct impact on it.

3. The main impact on BFGC gliding operations would be the holding areas NELSA N & S in Options 2 and 5 with lower limit from 5000', and WORTH under Options 2 and 4 (we can't see a lower limit given for this). The area of interest to us is those parts which fall within CTAs 2 and 9 which have bases of FL55 and FL95 respectively. Possibly also CTA1 4500', although since we would typically prefer to route round the corner of CTA3 at 3000' that's of lesser importance to us. In particular, NELSA N which extends quite a way into CTAs 2 and 9.

We are not clear on-

- The proposed boundary of the holding areas- is it the blue shaded circle, or the red racetrack?
- The lower limit- would this be below the boundary of the existing airspace within that area, or not?

Please address all of these concerns in your consultancy response and ongoing action.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Airspace Change [REDACTED]

Sent: 31 March 2023 16:56

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change - Stakeholder Engagement

Dear valued stakeholders

I am writing to update you on progress on the Leeds Bradford Airport FASl(N) Airspace Change Proposal (ACP) noting that it has been several months since our last update. During this hiatus we have been reflecting on the array of Design Options (DOs) that had been previously developed and shared with you. The stakeholder engagement process highlighted the need for further DO development and we also felt it necessary to develop some more DOs to ensure all avenues had been explored before progressing through the Stage 2 Gateway. Prior to submitting our evidence to the CAA and progressing beyond Stage 2 of the CAP1616 process, these DOs require 'Design Principle Evaluation' (DPE) against the agreed Design Principles (DPs).

As valued stakeholders in this process, we are now seeking your views on the additional DOs and to what extent they meet the agreed DPs in order to complete the DPE. Attached to this email is a brief containing an update on all the DOs now being considered. Here is a [LINK](#) to a MS Forms Survey that will give you the opportunity to share your views on our initial evaluation of these DOs.

Departures: There are some new departure DOs for flights departing Runway 32 (the Runway 14 DOs remain extant). As before, the departure DOs are presented as swathes showing a general direction of travel.

Arrivals: The arrival DOs have had a thorough re-think and these are presented with lines (vice swathes) in order that the arrival system can be more readily assimilated. These lines are not intended to depict actual flight procedures or tracks over the ground; the actual procedures will evolve through the consultation and design process.

Holds: Please take into consideration that Arrival Holds at airports such as Leeds Bradford are rarely used as they exist for the eventuality of delays or inclement weather. Holds associated with Missed Approach Procedures (MAP) are also rarely used as such eventualities are rare and the need to fly a hold following a MAP is an even less likely occurrence. Holds, despite their infrequent use, are a necessary part of the 'system'. Technically speaking, as the Arrival Holds form the end of the Standard Arrivals (STARs) and are above 7000ft, they are the domain of the en-route Air Traffic Service Provider (ANSP) NATS En-Route Limited (NERL) and therefore the Airport does not dictate the location of them although we can influence the decision. However, a MAP Hold may require a lower holding altitude of circa 5000ft (depending on its distance from the Airport) and the location of this is very much within our sphere of influence. The hold depictions in the attached brief are intended to give you an idea of how the system might work. These are drawn within blue circles/lozenges surrounding them as the final location is not yet determined. The LBA Hold (in the immediate vicinity of the Airport) already exists and this is depicted as it is today.

The DPE will be finalised based upon your feedback and an Initial Options Appraisal (IOA) will then 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/>

The above survey link is open for comment until 1700hrs on 28 April 23. Also available [HERE](#)

As ever, we are very grateful for your assistance. Should you have any further queries, please address them to Airspace Change.

Many thanks

Airspace Change

LBA-024

From: [REDACTED]

Sent: Saturday, April 1, 2023 9:26 AM

To: Airspace Change [REDACTED]

Subject: Re: Leeds Bradford Airport Airspace Change - Stakeholder Engagement

I have a problem reading the maps and the technical information.

Notwithstanding this I would make the following comments regarding aircraft movements to the West and North West.

Currently the preferred route is between population centres in an attempt to minimise disruption. Given the nature of the Wharfe Valley and the concentration of populations aircraft noise will always be an issue but the current route is the "best of a bad job". Any deviation would increase noise pollution in the centres of Otley, Menston and Burley along with the national park and the Nidderdale AONB. This should be avoided along with tight aircraft movements for those planes heading east.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Airspace Change [REDACTED]

Sent: 31 March 2023 16:55

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change - Stakeholder Engagement

Dear valued stakeholders

I am writing to update you on progress on the Leeds Bradford Airport FASI(N) Airspace Change Proposal (ACP) noting that it has been several months since our last update. During this hiatus we have been reflecting on the array of Design Options (DOs) that had been previously developed and shared with you. The stakeholder engagement process highlighted the need for further DO development and we also felt it necessary to develop some more DOs to ensure all avenues had been explored before progressing through the Stage 2 Gateway. Prior to submitting our evidence to the CAA and progressing beyond Stage 2 of the CAP1616 process, these DOs require 'Design Principle Evaluation' (DPE) against the agreed Design Principles (DPs).

As valued stakeholders in this process, we are now seeking your views on the additional DOs and to what extent they meet the agreed DPs in order to complete the DPE. Attached to this email is a brief containing an update on all the DOs now being considered. Here is a [LINK](#) to a MS Forms Survey that will give you the opportunity to share your views on our initial evaluation of these DOs.

Departures: There are some new departure DOs for flights departing Runway 32 (the Runway 14 DOs remain extant). As before, the departure DOs are presented as swathes showing a general direction of travel.

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Holds: Please take into consideration that Arrival Holds at airports such as Leeds Bradford are rarely used as they exist for the eventuality of delays or inclement weather. Holds associated with Missed Approach Procedures (MAP) are also rarely used as such eventualities are rare and the need to fly a hold following a MAP is an even less likely occurrence. Holds, despite their infrequent use, are a necessary part of the 'system'. Technically speaking, as the Arrival Holds form the end of the Standard Arrivals (STARs) and are above 7000ft, they are the domain of the en-route Air Traffic Service Provider (ANSP) NATS En-Route Limited (NERL) and therefore the Airport does not dictate the location of them although we can influence the decision. However, a MAP Hold may require a lower holding altitude of circa 5000ft (depending on its distance from the Airport) and the location of this is very much within our sphere of influence. The hold depictions in the attached brief are intended to give you an idea of how the system might work. These are drawn within blue circles/lozenges surrounding them as the final location is not yet determined. The LBA Hold (in the immediate vicinity of the Airport) already exists and this is depicted as it is today.

The DPE will be finalised based upon your feedback and an Initial Options Appraisal (IOA) will then 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/>

The above survey link is open for comment until 1700hrs on 28 April 23. Also available [HERE](#)

As ever, we are very grateful for your assistance. Should you have any further queries, please address them to Airspace Change.

Many thanks

Airspace Change

LBA-025

From: [REDACTED]

Sent: Thursday, April 27, 2023 6:14 PM

To: Airspace Change [REDACTED]

Subject: RE: Leeds Bradford Airport Future Airspace ACP - Step 2a – Design Option Update Brief – April 23

[REDACTED]

Please see an updated version of the document forwarded to you by my fellow coordinator, [REDACTED]
[REDACTED] It incorporates our position on Arrival Options.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Airspace [REDACTED]

Sent: 27 April 2023 08:08

To: [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: Leeds Bradford Airport Future Airspace ACP - Step 2a – Design Option Update Brief – April 23

It's our preferred method [REDACTED] as it ensures that we have correctly captured your feedback, and is also how we are completing the process.

Best

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, April 26, 2023 1:30 PM

To: Airspace Change [REDACTED]

Cc: [REDACTED]

Subject: Re: Leeds Bradford Airport Future Airspace ACP - Step 2a – Design Option Update Brief – April 23

We haven't as yet but can do so if you wish?

[REDACTED]

[REDACTED]

[REDACTED]

From: Airspace Change [REDACTED]

Sent: Wednesday, 26 April 2023, 13:25

[REDACTED]

[REDACTED]

Subject: RE: Leeds Bradford Airport Future Airspace ACP - Step 2a – Design Option Update Brief – April 23

Good afternoon all

Thanks for the email.

Can I please confirm whether you've also completed the questionnaire online?

Thanks

[REDACTED]

Airspace Change

From: [REDACTED]

Sent: Wednesday, April 26, 2023 10:24 AM

To: Airspace Change [REDACTED]

Cc: [REDACTED]

Subject: Leeds Bradford Airport Future Airspace ACP - Step 2a – Design Option Update Brief – April 23

Please find attached the Yorks, Derbyshire, Lancs and Nottinghamshire Regional Soaring Airspace Group (RSAG) response to the LBA FASI ACP – Step 2a Design Option Update Brief (April 2023).

Thank you for the opportunity to provide input and we look forward to your confirmation of receipt.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Leeds Bradford Airport (LBA) Future Airspace ACP - Step 2a – Design Option Update Brief – April 23

RSAG Response

Introduction

To confirm, RSAG (Regional Soaring Airspace Group) represents British Gliding Association (BGA) and British Hang Gliding & Paragliding (BHPA) clubs in Yorkshire; Derbyshire; Lancashire and Nottinghamshire: eleven clubs and over 2,000 regular pilots in total.

The British Gliding Association (BGA) will respond to this update and remain engaged as a key stakeholder throughout the rest of the Airspace Change process to represent the generic position of the gliding community. RSAG will continue to be a key stakeholder representing the collective regional position of its member clubs and individual RSAG club may also submit their own response to this update and, indeed, will need to be included as key stakeholders, as there will be different impacts on each of them depending

on their proximity to LBA and their individual operations. At the very least this will be the four Yorkshire-based gliding clubs.

RSAG Response

Neither the original, nor the new design options (DOs) include airspace designs and, therefore, we are still unable to identify whether the DOs are correctly evaluated against DP1 (Importance of Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety); DP 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) and DP 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).

While we recognise that this ACP is being developed in line with the CAP1616 procedure, the absence of proposed airspace design overlaid onto the design options makes it impossible for us to understand the potential impact on soaring activity at this stage.

We have already submitted our response to the original DOs and confirm that nothing in this recent update changes the comments we made in that response.

Regarding the six new/updated DOs our comments, in the same format as our original response, are laid out below: 2

DEPARTURES Runway 32 - South East G

Yes/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users.

DEPARTURES Runway 32 - South East F

Yes/No

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We recognise that Doncaster Sheffield Airport's (DSA's) current controlled airspace (CAS) is in abeyance, pending a final decision on its future (ACP-2022-082 refers), and we note that LBA submitted, on 17 February, a request to the CAA for LBA to be approved to manage the extant DSA's CTAs 8 & 10. Nevertheless, if some DSA CAS remains, we require information upon any impact of your proposals on the Upton Corridor Agreement that existed between the BGA and DSA whereby, in suitable weather conditions, the floors of DSA's CTA 8 & 9 are raised to facilitate transiting North/South (and vice versa) cross-country gliders. Accordingly, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users.

DEPARTURES Runway 32 - South & West F

Yes/No.

Comments: DPs 1, 5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. Also, there is no recognition of the potential to encounter gliders flying in wave in Nidderdale. However, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users.

DEPARTURES Runway 32 - South & West G

Yes/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users. DEPARTURES Runway 32 - South & West F

Yes/No

Comments: DPs 1, 5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users.

DEPARTURES Runway 14 - North West A

Yes/No

Comments: DPs 1,5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. Also, there is no recognition of the potential to encounter gliders flying in wave in Nidderdale. However, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users.

ARRIVAL OPTIONS

At this stage, the RSAG response is confined to a generic approach as follows:

DPs 1,5 & 6 AMBER: Our initial assessment based on our knowledge of the area and LBA's own evaluation. However, we reserve our position until details of any proposed airspace are supplied for RSAG members to fully understand the ramifications on other airspace users.

Conclusion

We look forward to continuing our close engagement with LBA at all the levels described above to ensure we have a clear understanding of the impact of any proposed changes on soaring operations. This will include changes that result in increases in the volume of controlled airspace; changes to the classification of controlled airspace; any other changes resulting from this ACP that create bottle necks and pinch points; or otherwise impacts our operations in any other ways that reduces safety for traffic outside the proposed controlled airspace.

[REDACTED]

[REDACTED]

RSAG Coordinators

LBA-026

Sent: Thursday, May 11, 2023 12:26 PM

To: [REDACTED]

Subject: CAA Consultation - Air Space Change

Dear CAA

Please find attached the response from Leeds City Council regarding the above consultation which has recently closed. Apologies that these are late.

Airspace change consultation notes

Generally, the options which seem to fulfil the Design Principals best, are those that most closely match the existing scenarios.

The detail available is insufficient to be certain, but the impact on the existing NPR and current Noise Insulation boundary and meeting the DPs most closely are those listed below.

The variation of routing is most noticeable at points well beyond the position at which flight paths are currently conditioned by LCC. But fall in to the following categories.

1. Departures on 32 (away from Horsforth) either follow the existing NPR, (turning NW after departure between the West side Burley and East Side of Menston before entering national ATC) or
1. Keeping a straighter, more northerly approach more likely to impact the Eastern side of Burley and Western edge of Otley. Before banking towards Ilkley or north side of Otley back towards Harewood.

Departures on 32 SE

The departure taking a straighter departure route that subsequently turn South – West (G) will overfly Ilkley (Bradford District), and will be at a greater altitude before overflying the those areas affected by existing departures.

Similarly, those turning South- East (F) will overfly further in to the more sparsely populated area of the Harrogate District between Pannal and Pool before following similar paths to the other options, but will be at a higher altitude.

Departures 32 SW

Turning west after departure (H & G) as G above

Turning East after departure (F) as F above

Departure 32 North East

As is (between Menston and Burley) or Straighter departure (between Burley and Otley) - a

All the additional options would impact different people to present, but not clear if it would be more people in total.

The issue from Leeds City Council's perspective is that the people that would 'benefit' from a changed route, would be in the Bradford District. The newly impacted would be in the Leeds (West Otley) but mainly in Bradford District (Ilkley) and Harrogate (north of Otley)

All other departure options as previously assessed.

Arrivals

Missed approach and Holds - Most options may overfly people that would not currently be affected. But most holding patterns other than the existing one are likely to be outside of Leeds MD and will only affect Leeds residents on descent as per any normal arrival

Are they assessed correctly

With the detail available – It is agreed that they have been assessed against the existing situation correctly.

LBA-027

From: Airspace Change

Sent: 04 December 2023 16:17

[REDACTED]

Cc: [REDACTED]

Subject: RE: Leeds Bradford ACP & Yorkshire Dales and Peak District National Parks

Hi [REDACTED]

possible impact without the boundary is more difficult, but the National Park will be impacted on by some of the suggested routes.

National Parks have the highest level of landscape designation in the UK and the work being undertaken is covered by Section 62 of the Environment Act (1995), in that you have a statutory duty to have regard to National Park purposes. Unfortunately, DP3 Tranquillity focuses on AONBs (National Landscapes) and does not include National Parks. As a result, they again appear to have been disregarded.

The departure flightpaths do not appear to impact on the Peak District National Park assuming that the Climb Gradient Range Rings reflect actual real world rates of ascent. However, it is likely that they will affect the Yorkshire Dales National Park.

Can you confirm whether consideration has been given to both National Parks, as this is not reflected in the assessment of the proposed departure routes given in Document CPJ-5692-PRE-0323-12-01 2-LBA FASI(N)?

Best wishes

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

LBA-028

From: [REDACTED]

Sent: 04 December 2023 18:22

To: [REDACTED]

Subject: Re: LBA Stakeholder Online Briefing Session - 5th December 2023

Hi [REDACTED]

OK, thanks. I'm currently wading through all the new and existing options again. You may recall that we suggested Amber for DPs 1, 5 & 6 for most of the options last time. The climb gradient range rings are useful but frankly, until we see details of the proposed airspace, I don't think that we will be able to add much more at this stage.

[REDACTED]

From: [REDACTED]

Sent: 04 December 2023 17:52

To: [REDACTED]

Subject: RE: LBA Stakeholder Online Briefing Session - 5th December 2023

Hi [REDACTED] -

Not at the moment as this will be the third round of Stakeholder Engagement.

The questionnaire follows the same format as the previous ones though, albeit with additional options.

Best

[REDACTED]

From: [REDACTED]

Sent: Monday, December 4, 2023 5:45 PM

To: [REDACTED]

Subject: Re: LBA Stakeholder Online Briefing Session - 5th December 2023

Thanks for the reminder [REDACTED]

Unfortunately I can't make tomorrow's online meeting. Are there any plans to hold an alternative briefing?

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 04 December 2023 16:40

To: Airspace Change [REDACTED]

Subject: LBA Stakeholder Online Briefing Session - 5th December 2023

Good afternoon

A quick reminder for our Stakeholder Briefing Session will be delivered tomorrow, Tuesday 5 December between 1200 and 1400hrs for anyone who wishes to gain a fuller understanding of what is being requested. This session will be held on Microsoft Teams and the details for this can be found below.

Thanks

LBA Airspace Team

LBA-029

From: [REDACTED]

Sent: 05 December 2023 14:09

[REDACTED]

Subject: RE: LBA Stakeholder Online Briefing Session - 5th December 2023

Hi [REDACTED]

Sorry I couldn't work out how to say which organisation I was representing during the briefing session.

As you can imagine, holds in the airway to the south or south west of Burn wouldn't cause us an issue but any holds below the airway would cause concern.

I don't think "Udder" would give us any problems.

Any departure routes cutting across the Vale of York class G would be problematic as this area is part of the NSGA between FL100 and FL195 and is frequently used for glider wave soaring when conditions allow.

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 04 December 2023 16:40

To: Airspace Change

Subject: LBA Stakeholder Online Briefing Session - 5th December 2023

Good afternoon

A quick reminder for our Stakeholder Briefing Session will be delivered tomorrow, Tuesday 5 December between 1200 and 1400hrs for anyone who wishes to gain a fuller understanding of what is being requested. This session will be held on Microsoft Teams and the details for this can be found below.

Thanks

LBA Airspace Team

[LBA-030](#)

From: [REDACTED]

Sent: 07 December 2023 09:34

To: Air Space Change; Airspace Change

Cc: [REDACTED]

Subject: RE: Stage 2 Stakeholder Query

Hi [REDACTED]

Just one quick follow-up if I may.

We know that Otley sits within the 4,000 feet circle on your diagram, so the most relevant evaluation criteria are noise and tranquillity.

We can see the proposed new swathes and many of the options do not fly over Otley, but what we don't know is how badly the town will be affected by noise i.e. how far will noise travel outside the proposed swathe/how does the noise impact on the communities below diminish the further away they are from the swathe you get?

If we know this information, we can better assess the impact on our town.

Apologies if I have missed something, and please forgive me if this is a stupid question, I am not technical at all in this matter.

With very best wishes.

From: Air Space Change [REDACTED]

Sent: Wednesday, December 6, 2023 9:12 AM

To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED]

Cc: [REDACTED]

Subject: RE: Stage 2 Stakeholder Query

Good morning [REDACTED]

I'm glad that your fellow committee members found the briefing helpful.

Please see my comments below.

Kind Regards

████████████████████

From: [REDACTED]

Sent: Wednesday, December 6, 2023 8:00 AM

To: Air Space Change

Cc: [REDACTED]

Subject: RE: Stage 2 Stakeholder Query

Hi [REDACTED]

Just a quick note to say thank you very much for the webinar yesterday.

Two members of the Traffic & Transport Committee ([REDACTED]) also joined and said it was very helpful.

Both asked when the recorded version might be available, and there were a couple of other questions that you might be able to deal with on 11th (or before, if you have the time):

(1) After the briefing, will someone be available to field questions submitted by email? We shall endeavour to answer questions to the best of our ability.

(2) The actual RW32 departure traces (Part 1 page 13) suggest the current flightpaths are “ad-hock”, but the vast majority turn to the left following take-off. This pattern is confirmed on page 14 where the virtually all commercial traffic follow a narrow cone that turns through (at least) 90 degrees. To better understand the baseline situation, is it possible to have a large-scale image showing a sufficient number of typical “as-is” flightpaths (from the northern end section of the runway to the completion of the 90-degree turn), with either a map or photographic background? The traces shown on Page 13 and 14 respectively are actual track data taken from the 92-day summer period and a smaller sample within that period respectively, i.e. they are ‘typical as-is flights’ as you put it. If your perception is that they are ad-hoc, that is because to a certain extent some are. The vast majority however follow the NPR and turn left as you say. I will not be sending out any further graphics at this stage as all stakeholders would need to see them. Greater detail may be found in the submission that will go to the CAA and this will be publicly available on the ACP Portal. The baseline will be clearly defined in that documentation.

(3) What effect (if any) might the changes under consideration have on the current the split between RW14 and RW32 for Departures and also for Arrivals? The choice of runway is largely determined by weather and more specifically, prevailing wind conditions. There is no intention to change how the in-use runway is chosen as part of this ACP.

Question (3) is essentially a repeat of the request for numbers in my email yesterday.

We thought the part about the swathes/SID/where along the swathe aircraft would fly etc would be very interesting to the other Committee members.

Look forward to seeing you both on Monday.

With very best wishes

■

From: Air Space Change ■

Sent: Monday, December 4, 2023 9:55 AM

To: ■

Cc: ■

Subject: RE: Stage 2 Stakeholder Query

Hi ■

I am accompanying [REDACTED] on 11 Dec so will see you then.

Please find attached a PDF download of the survey.

Kind Regards

From: [REDACTED]

Sent: Thursday, November 30, 2023 8:26 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: Stage 2 Stakeholder Query

Hi

My name is [REDACTED] and I chair the Traffic & Transport Committee for Otley Town Council.

[REDACTED] has kindly offered to come and meet with the Committee on 11th December but I wonder if it is possible to send me an electronic version of the full stakeholder survey so we can see all the questions that you are asking to be answered and share it with Committee members in advance of the meeting.

We have managed to login and access the survey, but you have to complete the survey it page by page to move on so we can't see the full range of questions.

With very best wishes.

[REDACTED]

LBA-031

From: [REDACTED]

Sent: 07 December 2023 15:00

To: Airspace Change

Subject: Airspace Change Proposals - petition from Burley in Wharfedale and Menston

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

December 7th, 2023

Dear Sirs,

CAP 1616 Stakeholder engagement.

I recently took proposals for the now 'failed' ACP to public engagement meetings to gather local support for preferred options as the current departure route from runway 32 overflies large swathes of Burley in Wharfedale and Menston, noise adversely affecting many residents on the ground.

A new set of proposals have already been pushed out to stakeholders. This has presumably taken place because the ACP 'failed' the last CAA gateway and further work was necessary for the process to continue.

We have several questions about new proposals, however, in the first instance we would like to understand why the previous preferred options have been abandoned?

Unfortunately, meetings with residents of Burley in Wharfedale and Menston have not moved at the same pace as the airport on this issue, however, I would draw your attention to the fact that all options need to be considered at the next stage, otherwise the process may be in contravention of the CAP 1616 procedure should the previous 'preferred' options not be taken forward to a formal assessment.

I presented and had engaged with residents of Burley in Wharfedale and Menston to consider tabled options from the first ACP. Meeting took place on 2 separate dates; both were well attended. All options were presented and considered, however, there was a clear preference for options 32SEF and 32SEG. Everyone was allowed a free choice of design options and were allowed to support or object to any tabled options in favour of the status-quo.

Signatories indicated overwhelming support for design option 32SEF and we would like this to be taken through to the next stage alongside new proposals. There were no objections to, or support for alternative options.

Having thoroughly examined proposal 32SEF, we believe that:

- The turn to the east gives the ability for the flights to be deconflicted from the Manchester flights to the west and allows for a more continuous climb, which delivers a net benefit. We believe that it is likely that the Enroute ATC provider NATS will look to have this routing as it reduces ATC workload/intervention to the west of LBA. Although a military presence remains in that airspace, in theory can be out ruled by consideration of benefits.
- The straight-ahead route will increase the airspace's that will need to be expanded to the north to accommodate the route. Airspace Change Proposals will look at the net increase or decrease of those overflown or disturbed. Residents believe that this new route will affect fewer people under the flightpath. Independent verification of the numbers will be needed as paper of the resubmission.
- Some people living in Otley will remain affected, however, aircraft are unable to adhere to the centre line of current departure route, this affects a significant proportion of Burley in Wharfedale and Menton residents. Option 32SEF will eliminate all but a few of those currently affected.
- Flying the proposed 32SEF route will affect fewer people on the ground. Continuous climb and descent operations allow aircraft to follow a flexible, optimum flight path that delivers major environmental and economic benefits - reduced fuel burn, gaseous emissions, noise and fuel costs - without any adverse effect on safety. It will also simplify the otherwise complex to fly departure route.

298 residents have signed our petition over the past few weeks. Their names and addresses are attached to this email. Email addresses and mobile/home phone numbers have been withheld to comply to GDPR.

Row 29 of the table appears to be an objection, however, it's a vote of support with additional comment attached.

I look forward to a prompt response on behalf of residents.

Yours faithfully,

[Redacted Signature]

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Failure to comply with the ACP
on 4 out of the 5 instances is
not good enough and on those
grounds alone this shouldn't
be allowed to proceed

█	█	█	████████████████████	█	I object to the petition
█	█	█	████████████████	█	I support the petition
█	█	█	████████████████	█	I support the petition

Category	Sub-category	Value	Percentage
Category 1	Sub-category 1.1	10	100%
	Sub-category 1.2	20	200%
	Sub-category 1.3	30	300%
	Sub-category 1.4	40	400%
Category 2	Sub-category 2.1	5	50%
	Sub-category 2.2	10	100%
	Sub-category 2.3	15	150%
	Sub-category 2.4	20	200%
Category 3	Sub-category 3.1	15	150%
	Sub-category 3.2	30	300%
	Sub-category 3.3	45	450%
	Sub-category 3.4	60	600%
Category 4	Sub-category 4.1	25	250%
	Sub-category 4.2	50	500%
	Sub-category 4.3	75	750%
	Sub-category 4.4	100	1000%
Category 5	Sub-category 5.1	35	350%
	Sub-category 5.2	70	700%
	Sub-category 5.3	105	1050%
	Sub-category 5.4	140	1400%
Category 6	Sub-category 6.1	45	450%
	Sub-category 6.2	90	900%
	Sub-category 6.3	135	1350%
	Sub-category 6.4	180	1800%
Category 7	Sub-category 7.1	55	550%
	Sub-category 7.2	110	1100%
	Sub-category 7.3	165	1650%
	Sub-category 7.4	220	2200%
Category 8	Sub-category 8.1	65	650%
	Sub-category 8.2	130	1300%
	Sub-category 8.3	195	1950%
	Sub-category 8.4	260	2600%
Category 9	Sub-category 9.1	75	750%
	Sub-category 9.2	150	1500%
	Sub-category 9.3	225	2250%
	Sub-category 9.4	300	3000%
Category 10	Sub-category 10.1	85	850%
	Sub-category 10.2	170	1700%
	Sub-category 10.3	255	2550%
	Sub-category 10.4	340	3400%

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I object to the flights going over my house as I feel

It's a densely populated area and the noise is very intrusive and some of the flight times are antisocial. Having more planes will compound the issue

I object to the petition

I support the petition

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I support the petition

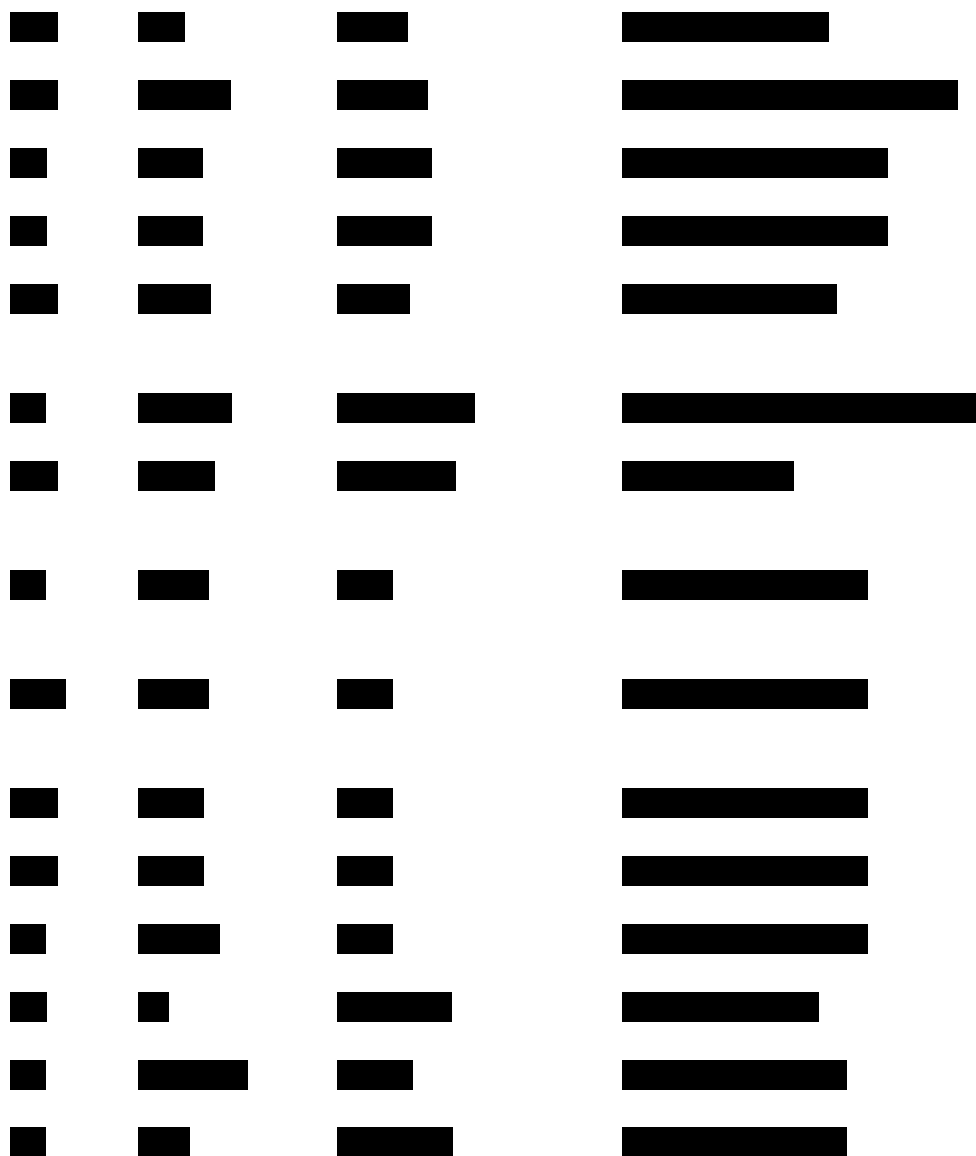
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☐ I support the petition

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I object to the petition

Too much noise near my house!

☒ I support the petition

☐ I support the petition

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Country	Age	Gender	Response	Percentage
USA	18-29	Male	I support the petition	75%
USA	30-49	Female	I support the petition	85%
USA	50-69	Male	I support the petition	65%
USA	70+	Female	I support the petition	70%
USA	18-29	Female	I support the petition	78%
USA	30-49	Male	I support the petition	82%
USA	50-69	Female	I support the petition	72%
USA	70+	Male	I support the petition	68%
USA	18-29	Male	I support the petition	76%
USA	30-49	Female	I support the petition	84%
USA	50-69	Male	I support the petition	66%
USA	70+	Female	I support the petition	71%
USA	18-29	Female	I support the petition	79%
USA	30-49	Male	I support the petition	83%
USA	50-69	Female	I support the petition	73%
USA	70+	Male	I support the petition	69%
USA	18-29	Male	I support the petition	77%
USA	30-49	Female	I support the petition	86%
USA	50-69	Male	I support the petition	67%
USA	70+	Female	I support the petition	74%
USA	18-29	Female	I support the petition	80%
USA	30-49	Male	I support the petition	81%
USA	50-69	Female	I support the petition	75%
USA	70+	Male	I support the petition	70%

[illegible]

█	██████	██████	██████████	██████	I support the petition
█	██	██	██████████	██████	I support the petition

I have lived in the area for over 70 years and can see no reason for change. Those who have moved here knew of the existence of the airport before doing do and therefore have no reason to complain.

█	██████	██████	██████████	██████	I object to the petition
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Having lived in the area for over 70 years I think there is no need for change. Those who come to the area from outside knew of the existence before moving and therefore should not complain.

█	██████	██████	██████████	██████	I object to the petition
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Country	Age	Gender	Education	Income	Response
USA	18-24	Male	High School	\$10,000	I support the petition
USA	25-34	Female	College	\$15,000	I support the petition
USA	35-44	Male	High School	\$12,000	I support the petition
USA	45-54	Female	College	\$18,000	I support the petition
USA	55-64	Male	High School	\$14,000	I support the petition
USA	65+	Female	College	\$20,000	I support the petition
USA	18-24	Male	College	\$16,000	I support the petition
USA	25-34	Female	High School	\$11,000	I support the petition
USA	35-44	Male	College	\$19,000	I support the petition
USA	45-54	Female	High School	\$13,000	I support the petition
USA	55-64	Male	College	\$21,000	I support the petition
USA	65+	Female	High School	\$17,000	I support the petition
USA	18-24	Male	College	\$22,000	I support the petition
USA	25-34	Female	High School	\$10,000	I support the petition
USA	35-44	Male	College	\$23,000	I support the petition
USA	45-54	Female	High School	\$11,000	I support the petition
USA	55-64	Male	College	\$24,000	I support the petition
USA	65+	Female	High School	\$12,000	I support the petition

Country	Year	Value	Label
USA	2000	100	I support the petition
USA	2001	100	I support the petition
USA	2002	50	I support the petition
USA	2003	70	I support the petition
USA	2004	20	I support the petition
USA	2005	70	I support the petition
USA	2006	50	I support the petition
USA	2007	100	I support the petition
USA	2008	70	I support the petition
USA	2009	100	I support the petition
USA	2010	70	I support the petition
USA	2011	70	I support the petition
USA	2012	70	I support the petition
USA	2013	20	I support the petition
USA	2014	20	I support the petition
USA	2015	50	I support the petition
USA	2016	20	I support the petition

[illegible]

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Country	Share of population that supports the petition	Share of population that supports the petition	Share of population that supports the petition	Share of population that supports the petition	Share of population that supports the petition
United States	10%	10%	10%	10%	10%
United Kingdom	10%	10%	10%	10%	10%
France	10%	10%	10%	10%	10%
Germany	10%	10%	10%	10%	10%
Italy	10%	10%	10%	10%	10%
Spain	10%	10%	10%	10%	10%
Sweden	10%	10%	10%	10%	10%
Netherlands	10%	10%	10%	10%	10%
Belgium	10%	10%	10%	10%	10%
Austria	10%	10%	10%	10%	10%
Switzerland	10%	10%	10%	10%	10%
Denmark	10%	10%	10%	10%	10%
Finland	10%	10%	10%	10%	10%
Portugal	10%	10%	10%	10%	10%
Greece	10%	10%	10%	10%	10%
Ireland	10%	10%	10%	10%	10%
Poland	10%	10%	10%	10%	10%
Czech Republic	10%	10%	10%	10%	10%
Slovak Republic	10%	10%	10%	10%	10%
Hungary	10%	10%	10%	10%	10%
Slovenia	10%	10%	10%	10%	10%
Croatia	10%	10%	10%	10%	10%
Bulgaria	10%	10%	10%	10%	10%
Romania	10%	10%	10%	10%	10%
Lithuania	10%	10%	10%	10%	10%
Latvia	10%	10%	10%	10%	10%
Estonia	10%	10%	10%	10%	10%
Malta	10%	10%	10%	10%	10%
Cyprus	10%	10%	10%	10%	10%
Slovakia	10%	10%	10%	10%	10%
Slovenia	10%	10%	10%	10%	10%
Croatia	10%	10%	10%	10%	10%
Bulgaria	10%	10%	10%	10%	10%
Romania	10%	10%	10%	10%	10%
Lithuania	10%	10%	10%	10%	10%
Latvia	10%	10%	10%	10%	10%
Estonia	10%	10%	10%	10%	10%
Malta	10%	10%	10%	10%	10%
Cyprus	10%	10%	10%	10%	10%

[illegible]

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LBA-032

From: [REDACTED]

Sent: 11 December 2023 11:39

To: [REDACTED]

Subject: LBA Stage 2 Engagement

Hi [REDACTED]

Thank you for engaging with Liverpool John Lennon Airport (LJLA) about the potential changes in the ways Leeds Bradford Airport (LBA) may be using the airspace around LBA in the future.

I am sorry, I missed the LBA online briefing session last week. I do not believe that there will be any aircraft interactions between the LJLA and the LBA aircraft tracks below 7,000 ft with either of our proposed airspace changes. If there are any challenges that arise later, I am sure they can be resolved amicably working together to find a mutual agreed solution with the spirit of CAP1616 and the Masterplan.

Happy Christmas.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

LBA-034

From: [REDACTED]

Sent: 13 December 2023 09:25

To: Airspace Change

Subject: RE: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Good morning,

I have been unable to access the survey link below in order to provide DAATM feedback as requested. The system is unable to send me an authorisation code to gain access, is there any way you can send a hard copy of the survey to complete?

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Airspace Change [REDACTED]

Sent: 22 November 2023 12:40

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Dear valued stakeholders

We are writing to update you on progress on the Leeds Bradford Airport FASI(N) Airspace Change Proposal (ACP) noting that it has been several months since our last update. The ACP has not yet passed through the Stage 2 gateway as it was determined that the Design Principle Evaluation (DPE) conducted previously needed to be reviewed, as did the Initial Options Appraisal (IOA), to ensure a consistent application of criteria across the Design Options (DOs). Additionally, based upon meetings between the Airport and the En-Route Air Traffic Service (ATS) provider (NERL), it was deemed necessary to develop some additional Arrival Options. Given the additional time, we have also taken the opportunity to develop some new Departure Options largely focused on providing communities with respite or night-time noise relief. The resulting suite of DOs are provided in the two presentations attached:

Part 1 'Departures'

Part 2 'Arrivals'

Please read the 'Stakeholder Engagement Overview' document before looking through the presentations as this will provide you with the introduction and background required. Whilst we appreciate that we have taken up a great deal of your time already in Stages 1 and 2, it is critical that we get it right and proceed into Stage 3 of the process with an array of options that best meet the needs of our stakeholders. We are therefore seeking your views on all the DOs, including some new ones, and to what extent they meet the agreed Design Principles (DPs). In order for you to provide views on the DOs and DPs, we would be grateful if you could use the survey available at the following link. The survey will be available until 1700hrs on 20 December 23.

The DPE will be finalised based upon your feedback and an Initial Options Appraisal (IOA) will then be conducted and documented. The intention is to have all Stage 2 materials submitted by 26 January 2024 in time for the 23 February 2024 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/>

An online briefing will be delivered on Tuesday 5 December between 1200 and 1400hrs for anyone who wishes to gain a fuller understanding of what is being requested. This session will be held on Microsoft Teams and the details for this can be found below:

LBA-035

[REDACTED]

Sent: 08 December 2023 09:14

To: Airspace Change

Subject: Re: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Good morning ACP team

Please can you send me the presentations from Mondays meeting and please can you also send me a link to the recording of the meeting too.

Unfortunately I had to leave for the 2nd half of the meeting.

[REDACTED]

[REDACTED]r

[REDACTED]

From: Airspace Change [REDACTED]

Date: Wednesday, 22 November 2023 at 12:41

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Dear valued stakeholders

We are writing to update you on progress on the Leeds Bradford Airport FASI(N) Airspace Change Proposal (ACP) noting that it has been several months since our last update. The ACP has not yet passed through the Stage 2 gateway as it was determined that the Design Principle Evaluation (DPE) conducted previously needed to be reviewed, as did the Initial Options Appraisal (IOA), to ensure a consistent application of criteria across the Design Options (DOs). Additionally, based upon meetings between the Airport and the En-Route Air Traffic Service (ATS) provider (NERL), it was deemed necessary to develop some additional Arrival Options. Given the additional time, we have also taken the opportunity to develop some new Departure Options largely focused on providing communities with respite or night-time noise relief. The resulting suite of DOs are provided in the two presentations attached:

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- Part 2 'Arrivals'

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An online briefing will be delivered on Tuesday 5 December between 1200 and 1400hrs for anyone who wishes to gain a fuller understanding of what is being requested. This session will be held on Microsoft Teams and the details for this can be found below:

Microsoft Teams meeting

Many thanks

Airspace Change

LBA-036

From: [REDACTED]

Sent: 02 December 2023 10:48

To: Airspace Change

Subject: Re: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Hi [REDACTED] - thanks for getting back to me. It certainly would be a help, given the timescales, if you could get us something that highlights differences from last time. That would be great.

Once we've had a look I'll let you know if we need a quick Teams session to clarify anything.

A big issue for us with this is that we need to view your ideas alongside NERL's MTMA proposals for the areas we're interested in. The stakeholder briefing on that ACP is not until January so from our perspective these could be better synchronized.

Look forward to hearing from you.

Best regards

[REDACTED]

On Fri, Dec 1, 2023, 15:29 Airspace Change [REDACTED] wrote:

Hi [REDACTED]

Apologies for the delay.

Due to the tight timescales we're unable to extend the deadline.

As this is the third round of stakeholder engagement, would it help if we were to highlight those slides that reflect changes / additions to the previous engagement?

We can probably also run a Teams session to discuss, but this would be more around the procedural aspect rather than discussion of specific details.

Let me know what you think?

Thanks

[REDACTED]

From: [REDACTED]

Sent: Thursday, November 30, 2023 9:12 AM

To: Airspace Change [REDACTED]

Subject: Fwd: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Hi,

Wondered if you've given any thought to my email below yet?

We'd be grateful for an early response.

Regards

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Tue, Nov 28, 2023, 10:29

Subject: Re: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

To: Airspace Change [REDACTED]

Hi and many thanks for the update below, the attached engagement overview document and accompanying slidesets.

You will recall that the Regional Soaring Airspace Group (RSAG) of which I'm one of the coordinators represents the gliding, hang-gliding and paragliding clubs across Yorkshire, Nottinghamshire and Derbyshire.

Given that you've provided us with over a hundred slides and that to assess the potential impact on our soaring operations we need to look at your new proposals together with emerging NERL/MTMA proposals there is a large amount of work for us to do before we can provide properly informed feedback or indeed. Given that we have to disseminate the information across our member clubs and pull together responses from what is a volunteer community we would like to ask if it's possible to delay your survey deadline at least until after the Christmas/New Year break to give us chance to provide the qualitative input you need.

Also your online briefing date of 5 December is very close and again we ask, to ensure we're in a position to ask the right questions, if this could either be delayed or failing that an additional briefing could be facilitated around two weeks later

I look forward to hearing from you.

Best regards

[REDACTED]

[REDACTED]

From: Airspace Change [REDACTED]

Sent: 22 November 2023 12:40

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Dear valued stakeholders

We are writing to update you on progress on the Leeds Bradford Airport FASI(N) Airspace Change Proposal (ACP) noting that it has been several months since our last update. The ACP has not yet passed through the Stage 2 gateway as it was determined that the Design Principle Evaluation (DPE) conducted previously needed to be reviewed, as did the Initial Options Appraisal (IOA), to ensure a consistent application of criteria across the Design Options (DOs). Additionally, based upon meetings between the Airport and the En-Route Air Traffic Service (ATS) provider (NERL), it was deemed necessary to develop some additional Arrival Options. Given the additional time, we have also taken the opportunity to develop some new Departure Options largely focused on providing communities with respite or night-time noise relief. The resulting suite of DOs are provided in the two presentations attached:

1. Part 1 'Departures'
2. Part 2 'Arrivals'

Please read the 'Stakeholder Engagement Overview' document before looking through the presentations as this will provide you with the introduction and background required. Whilst we appreciate that we have taken up a great deal of your time already in Stages 1 and 2, it is critical that we get it right and proceed into Stage 3 of the process with an array of options that best meet the needs of our stakeholders. We are therefore seeking your views on all the DOs, including some new ones, and to what extent they meet the agreed Design Principles (DPs). In order for you to provide views on the DOs and DPs, we would be grateful if you could use the survey available at the following link. The survey will be available until 1700hrs on 20 December 23.

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An online briefing will be delivered on Tuesday 5 December between 1200 and 1400hrs for anyone who wishes to gain a fuller understanding of what is being requested. This session will be held on Microsoft Teams and the details for this can be found below:

LBA-037

From: [REDACTED]

Sent: 23 November 2023 11:03

To: Airspace Change

Subject: RE: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Hi,

Thanks for you email and I will endeavour to attend on 5th Dec 23.

Please can you remove [REDACTED] from the DL but add [REDACTED] and [REDACTED] both of these are my deputies.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Airspace Change [REDACTED]

Sent: Wednesday, November 22, 2023 12:40 PM

To: Airspace Change [REDACTED]

Subject: Leeds Bradford Airport Airspace Change Project - Stakeholder Engagement

Dear valued stakeholders

We are writing to update you on progress on the Leeds Bradford Airport FASI(N) Airspace Change Proposal (ACP) noting that it has been several months since our last update. The ACP has not yet passed through the Stage 2 gateway as it was determined that the Design Principle Evaluation (DPE) conducted previously needed to be reviewed, as did the Initial Options Appraisal (IOA), to ensure a consistent application of criteria across the Design Options (DOs). Additionally, based upon meetings between the Airport and the En-Route Air Traffic Service (ATS) provider (NERL), it was deemed necessary to develop some additional Arrival Options. Given the additional time, we have also taken the opportunity to develop some new Departure Options largely focused on providing communities with respite or night-time noise relief. The resulting suite of DOs are provided in the two presentations attached:

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An online briefing will be delivered on Tuesday 5 December between 1200 and 1400hrs for anyone who wishes to gain a fuller understanding of what is being requested. This session will be held on Microsoft Teams and the details for this can be found below:

LBA-038

From: [REDACTED]

Sent: 18 December 2023 17:01

To: [REDACTED]

Subject: RE: Leeds Bradford Airspace Change

Thanks [REDACTED] it is [REDACTED] and his team, they confirm its been submitted, but if you have any problems please let me know

Kind regards

[REDACTED]

From: Airspace Change [REDACTED]

Sent: 18 December 2023 16:57

To: [REDACTED]
[REDACTED]

Subject: RE: Leeds Bradford Airspace Change

Thanks [REDACTED] We're not sure who your adviser is as they're not a stakeholder but if they've responded on your behalf, that's fine. [REDACTED]

sophospmartbannerend

Thanks [REDACTED]

We're not sure who your adviser is as they're not a stakeholder but if they've responded on your behalf, that's fine.

Thanks

[REDACTED]

From: [REDACTED]

Sent: Monday, December 18, 2023 4:50 PM

To: Airspace Change <[REDACTED]>

Subject: RE: Leeds Bradford Airspace Change

Thankyou [REDACTED] our aviation adviser submitted a response on behalf of Doncaster today; would you like us to also utilise this portal too?

Kind regards

[REDACTED]

From: [REDACTED]

Sent: 18 December 2023 16:12

To: [REDACTED]

Subject: Leeds Bradford Airspace Change

Good afternoon We've received details of a letter that Doncaster Council has sent to the CAA regarding our Airspace Change Proposal. To be clear, Doncaster Council is, and has been a Sta

sophospsmartbannerend

Good afternoon

We've received details of a letter that Doncaster Council has sent to the CAA regarding our Airspace Change Proposal.

To be clear, Doncaster Council is, and has been a Stakeholder on this engagement and the two previous engagements.

We would like to remind you, and request that you complete the online survey prior to 1700 on Wednesday 20th December using the link <https://forms.office.com/Pages/ResponsePage.aspx?id=i7sUVi6NDEOZuRiVS-BNsn4QZ89SIGtGiQhXeL3wQDtUNUFYRIFIREc1NURXNFk3OExYSUxLWk8wTy4u>

Thank you

[REDACTED]

Civil Aviation Authority City of Doncaster Council Aviation House Civic Building Beehive Ringroad Waterdale Crawley Doncaster West Sussex DN1 3BURH6 0YR

11th December 2023

Dear Colleagues,

Leeds/ Bradford Airport Airspace Change

In recognition of the CAA live consultation on a proposed Airspace change at Leeds/ Bradford Airport; the City of Doncaster Council (CDC) wish to be recognised as an interested stakeholder in the consultation (CPJ-5692-DOV-034-LBA FASI (North) Stakeholder Engagement). The CAA will be aware that CDC is presently concluding negotiations to take a 125-year lease on the Doncaster-Sheffield Airport (DSA) site from the current landowners, the Peel Group. In parallel, CDC is currently undertaking a live procurement exercise to acquire an airport operator to take over the site and return the Airport to full service; the

procurement process which commenced September 2023 has seen 35 organisations critiqued to a final shortlist of 3 potential operators, this process will finalise at the end of March 2024.

In addition, it is understood that ACOG directed the airports participating in the FASI (South) airspace change to consider the future interests of Manston International Airport (currently closed) in terms of airspace access and, where applicable, plan for effective integration of departure and arrival routes in the Design Principles (DP). We require that DSA be given the same consideration in the FASI (North) airspace change plans.

The UK CAA concluded a Post Implementation Review (PIR) on 14 Jun 2017 on the controlled airspace (comprising a CTR and array of CTA to effect connectivity to the enroute network) established about DSA. The PIR report did not require change to the established airspace design and it was accepted that the SIDs and STARs enabled a safe and expeditious flow of air traffic. Regrettably, like all UK airfields, COVID-19 impacted operations and flying ceased at DSA in November 2022. Upon closure, the CAA proposed to disestablish the controlled airspace associated with DSA; but, their proposal is subject to a potential call-in by the Secretary of State for review and the controlled airspace design is currently suspended.

The Airport closure decision did not accord with the Council's Strategic Regional Plan which includes an active and thriving air operation at DSA and, thus, we are in the final echelons of negotiating a lease with the current landowners. Thus, and appropriately, the Council is acting to re-licence the aerodrome in a managed and proportionate staged re-activation which will see the Airport re-open, serving GA activity, during 2024 with commercial services resuming in 2025-26. Hence, our interest in the subject consultation.

Comments on the Consultation

Design Principles

The DP set out in the consultation material are typical and what should be expected in a structured change proposal following CAP1616 guidance and directions. Our comments on the departure and arrivals options presented in the consultation documentation relate to the following principles: DP5 – airspace dimensions, DP6 – airspace complexity, DP7 – technical requirements and DP8 – systemisation.

Departures

Comment on the 'new options' of the LBA departure route network is limited to those procedures that would interact with the revived DSA departure and arrival profiles. Consequently, only those procedures that are described to route through an area in the vicinity of BATLI, GOLES and MAMUL have been reviewed.

From the data provided, it appears that about 15-20% of LBA departure traffic route to the south-east (deduced from the data presented on pages 13-15 of the presentation). Currently, there appears to be a wide dispersal of tracks east and west of the mean line BATLI-MAMUL; but we are pleased to note that the 'new options' route to the west of BATLI and would be more concise. CDC would prefer to see these departure profiles adopted.

The tabulated evaluation of the DP applied to the current RW32 SE MAMUL presents several issues: DP5 (additional CAS) and DP6 and DP8 (potential complexity in GOLES area versus LBIA inbounds). We consider

it appropriate for the following text to be added to the DP6 and DP8 comments: DSA SIDs routing through the area adjacent to GOLES and the STARs through UPTON and MAMUL

We would favour Option 14SEA as the planned route sits west of the BATLI/MAMUL area. The analysis of the 14SEBOption identifies only a conflict with arrivals via GOLES. To this, we believe the following should be added to reflect the interaction with DSA procedures: DSA SIDs routing through GOLES and the STARs through UPTON and MAMUL

Arrivals

A key concern is the proposal to establish a hold at GOLES. This location is adjacent to the end point (UPTON) for the published DSA SIDS routing north and west from both runway ends at DSA. If the proposed LBA hold was established, it would have the following impact on DSA SIDs:

- Deny access to the enroute network for DSA traffic at an optimum level
- Probably require DSA aircraft to be levelled off under the hold until clear to the west
- Restricting the climb (bullet 2) would have:
 - o An environmental impact and introduce inefficiency in the route design
 - o Potentially impact optimum descent profiles for aircraft arriving from the east into the Manchester TMA
- Create high complexity in effecting safe integration (include LBIA inbounds to the mix makes it worse),
- Require DSA to establish different SIDs avoiding the GOLES/UPTON area which could be problematic to the route network and necessitate an DSA airspace change proposal.

Conclusion

CDC has a vested interest in the regional airspace development and must be a consultee. Although DSA is currently closed, the Airport should be considered in the FASI North concept of operation and the suspended DSA procedures should be used as a template for the purposes of effecting 'Options design' for the arrivals at LBIA and for the eastern Manchester TMA area and the associated route network.

CDC (and by association DSA) supports the proposed design of the south-east and east departures from LBA that would route west of MAMUL. We could not support the proposal to establish a hold in the vicinity of GOLES and suggest that this design proposal needs further consideration.

If you wish to discuss the content of this email further, please do not hesitate to contact [REDACTED] via the following email address: [REDACTED]

Yours Sincerely

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

LBA-040

From: [REDACTED]

Sent: 20 December 2023 11:17

To: Airspace Change

Subject: Burley Parish Council response to CAP1616, stage 2, round 3

Dear Sirs,

Please find attached the official response from Burley Parish Council.

[REDACTED]

[REDACTED]

LEEDS BRADFORD AIRPORT FUTURE AIRSPACE – CAP1616 ACP – STAGE 2 – 3rd ROUND ENGAGEMENT

Dear Sirs,

According to CAP1616 Step 2A₂, Airspace Change sponsors are required to develop a full list of DOs that address the Statement of Need (SoN) for evaluation against the DPs that were developed, with the help of stakeholders, during Stage 1 of the ACP Process.

Design Principle Evaluation.

Burley Parish Council wish to submit the following feedback for the Design Options against the Design Principles. Our response is given below, starting with RW32:

Question 5

Have we correctly evaluated the RW32 New Option A departure swathes against the Design Principles?

No

Design Principles 2, 3, 4 and 7 have not been evaluated correctly.

The route turns left much earlier than the current one and routes between Guiseley and Menston. This will not enhance Noise (DP2), Tranquillity (DP3), or Emissions and Air Quality (DP4). In addition, due the tight radius of turn, flyability will be challenging (DP7) resulting in violation of future noise reduction methods. This route has been labelled a Potential Respite Route with the objective of reducing noise nuisance by 'sharing the load' between this new route and the existing one.

There is no indication as to how often and under what circumstances this new route would be used.

Without this information evaluation against the DPs cannot be made.

This route should be rejected in favour of Routes 32 SEG, 32 S and 32 WH as per the Step 2a Design Option Update-April 2023.

Question 6

Have we correctly evaluated the RW32 New Option B departure swathes against the Design Principles?

No

Design Principles 2, 3, and 7 have not been evaluated correctly.

Is there a commitment to always using this at night, if so, is it to be used in the current published 'Night' hours of 2300-0700? (DP2 and 3)

Without this information evaluation against the DPs cannot be made.

This route has an early right turn after departure. This is likely to have aircraft performance issues in the event of a single engine failure and the adjacency to the rising ground of the Chevin. (DP7)

Question 7

Have we correctly evaluated the RW32 New Option C departure swathes against the Design Principles?

No

Design Principles 2, 3, and 4 have not been evaluated correctly.

This route has been labelled a Potential Respite Route with the objective of reducing noise nuisance by 'sharing the load' between this new route and the existing one.

There is no indication as to how often and under what circumstances this new route would be used.

Is there a commitment to using this always at night, if so, is it to be used in the current published 'Night' hours of 2300-0700? (DP2, 3 and 4).

Without this information evaluation against the DPs cannot be made.

Question 8

Have we correctly evaluated the RW32 New Option D departure swathes against the Design Principles?

No

Design Principles 2, 3, and 4 have not been evaluated correctly.

There is no indication as to how often and under what circumstances this new route would be used.

Is there a commitment to using this always at night, if so, is it to be used in the current published 'Night' hours of 2300-0700? (DP2, 3 and 4)

Without this information evaluation against the DPs cannot be made.

Question 9

Have we correctly evaluated the RW32 New Option E departure swathes against the Design Principles?

Yes

Our response to RW14 is given below:

All the Design Principles for RW14 can be answered with a **YES**.

Yours faithfully,

[Redacted Signature]

[Redacted Name]