

# LEEDS BRADFORD AIRPORT FASI AIRSPACE CHANGE PROPOSAL

**ACP-2021-066**

## Appendix C ACP Stakeholder Feedback Report

**January 2026**

<b>Version</b>	<b>Date</b>	
1.0	05/01/26	New document prepared for Stage 2 submission January 2026

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## Introduction

This document provides an overview of how Leeds Bradford Airport (LBA, our, we) have engaged with Stakeholders throughout Stage 2 of our airspace change proposal (ACP) 2021-066 to redesign the departure and arrival routes of the airport whilst meeting the requirements of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changes to airspace design, known as CAP 1616.

Stakeholder engagement is required by CAP1616 during Stage 2 of the seven-stage process, and in regard to this report, the term stakeholder engagement can be interpreted as the development of relationships with third parties that may potentially be affected by Leeds Bradford Airports ACP. This term will be used to define a multitude of activities, including but not limited to workshops, email communications and online feedback surveys, as well as all relevant documentation.

This stakeholder engagement report documents the stakeholder engagement Leeds Bradford Airport has undertaken as part of Stage 2 of CAP1616. Much of the information contained in this document has been shared with stakeholders as we have progressed through Stage 2. Leeds Bradford have now combined all this material into this document to form part of our regulatory submission to the CAA for the Develop and Assess Gateway that occurs at the end of Stage 2.

## ***Stage 2 Stakeholder Engagement Methodology***

Leeds Bradford Airport is currently in Stage 2 of CAP1616: Develop and Assess; this is where a comprehensive list of Design options is developed and then tested with the same group of representative stakeholders targeted in Step 1B. From this, options can then be refined, if necessary, by utilising the feedback offered by stakeholders.

Leeds Bradford Airport (LBA) has currently undergone four rounds of stakeholder engagement for Stage 2, the first being from 5<sup>th</sup> July 2022 to 26<sup>th</sup> August 2022, the second from 31<sup>st</sup> March 2023 to 29<sup>th</sup> April 2023, the third from 22<sup>nd</sup> November 2023 to 20<sup>th</sup> December 2023 and finally a clarification update in May 2025 sent via email.

The primary methods used to carry out this engagement included initial in-person workshops, online surveys and presentations, and email communications. The workshops aimed to provide a clear explanation whilst also encouraging collaborative discussion and active involvement with and from targeted stakeholders; the subsequent surveys allowed an opportunity for these stakeholders to provide detailed responses to each of the design options and their application of the design principles.

Stakeholders were previously engaged in Stage 1 of the CAP1616 process, which involved an initial presentation and a stakeholder feedback survey to help develop the Design Principles (DPs), which the Design Options (DOs) were to be assessed against. The DPs that have been carried forward into Stage 2 can be seen in Figure 1 below. The list of engaged stakeholders provided in this document evolved from that which was used in Stage 1 in order to invite stakeholders previously not included to participate.

Local stakeholders typically include local authority representatives, local community groups, The Airport Consultative Committee (ACC) and representatives from local General Aviation clubs or organisations.

Leeds Bradford Airport (LBA) also elected to include:

- Environmental stakeholders.
- Technical stakeholders (ATC and Operators); and
- Local and Statutory aviation stakeholders.

In total over 125 separate stakeholder groups were identified and invited to participate, including relevant aviation and non-aviation national organisations and groups which represented locally impacted areas/interests.

## Targeted Stakeholder Groups

LOCAL COUNCILS	
Barnsley Council	Kirklees Council
Bradford Council	Leeds City Council
Calderdale Council	Mayor of West Yorkshire
Craven District Council	Pendle Borough Council
Doncaster Council	Selby District Council
Harrogate Borough Council	Wakefield Council

Airport Consultative Committee		
Chairman	Pool in Wharfedale Parish Council	Horsforth Town Council
Transdev	Bramhope & Carlton Parish Council	City of Bradford MDC
Harrogate District Chamber of Commerce	Wakefield Council	LBA Support Group
Burley in Wharfedale Parish Council	Inner North-West Community Committee	Yorkshire Local Councils Association- Leeds Branch 1 of 2
Calderdale Council	Leeds City Council (CON)	Vale of York Gliding Club
North Yorkshire County Council	Rawdon Parish Council	Aireborough Neighbourhood Forum
Local Resident Rep- Yeadon	Leeds City Council (LAB)	Yorkshire Local Councils Association- Leeds Branch 2 of 2
Baildon Town Council	Otley Town Council	Menston Parish Council
Local Resident Rep- Horsforth End of Runway	Trades Union Congress- Yorkshire & The Humber	Welcome to Yorkshire

ENVIROMENTAL BODIES
The National Trust
Natural England
Peak District NP Authority
Yorkshire Dales NP Authority
Climate Action Menston

TECHNICAL STAKEHOLDERS	
Aurigny	KLM
British Airways (BA CityFlyer)	Manchester ATC
Doncaster Sheffield ATC (ATCSL)	Multiflight
Eastern Airways	NATS En-Route Ltd (NERL)
EasyJet	RAF Leeming ATC
Heli-Jet	Ryanair

Jet2	Teesside ATC
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LOCAL AVIATION STAKEHOLDERS		
Doncaster Sheffield Flight Training	Dales Hang Gliding and Paragliding Club (DHPC)	Humber Flying Club
Bagby	Derbyshire Soaring Club	Humberside Airport Flying School
Brighton Aerodrome	DSA	Humberside POM Flying Club
Burn Gliding Club	DSA (Yorkshire Aero Club)	LAC Flight School
Camphill	Flight Academy Manchester	Leeds East Airport
City Airport and Heliport	Full Sutton Airfield	Netherthorpe (Sheffield Aero Club)
Cleveland Flying School	Heli-Jet Aviation	North-West Leeds Transport Forum
Crosland Moor Airfield	Hields Aviation	NPAS
Pennine Soaring Club	Sandtoft Aero Club	Teesside International Airport (Eden Flight Training)
Pocklington (Wolds Gliding Club)	Sheffield Aero Club	Sutton Bank (Yorkshire Gliding Club)
Retford Gamston Airport	Sherburn Aero Club	York Rufforth (York Gliding Centre)
Warton Aerodrome	West Yorkshire Police	Yorkshire Air Ambulance

National Air Traffic Management Advisory Committee (NATMAC)		
ACOG	British Airways (BA)	Helicopter Club of Great Britain (HCGB)
Aircraft Owners and Pilots Association (AOPA)	British Balloon and Airship Club	Honourable Company of Air Pilots (HCAP)
Airfield Operators Group (AOG)	British Hang Gliding and Paragliding Association (BHPA)	Light Aircraft Association (LAA)
Airlines UK	British Gliding Association (BGA)	Low Fare Airlines
Airspace4All	British Helicopter Association (BHA)	Military Aviation Authority (MAA)
Aviation Environment Federation (AEF)	British Microlight Aircraft Association (BMAA) / GA Safety Council (GASCo)	Ministry of Defence- Defence Airspace and ATM (MoD DAATM)
BAE Systems	British Parachute Association (BPA)	NATS / NERL
British Airline Pilots Association (BALPA)	General Aviation Alliance (GAA)	PPL/IR (Europe)
UK Airprox Board (UKAB)	UK Flight Safety Committee (UKFSC)	

OTHERS		
Independent Submission: Former ACC Member	Ash Road Area Residents Association (ARARA)	Climate Action Menston
Liverpool John Lennon Airport	Crosland Moor Airfield (Huddersfield)	Ledsham Parish Council
MAG Manchester Airport	Bramhope & Carlton Parish Council	Cardigan Triangle Association
Regional Soaring Airspace Group (RSAG)	The Four Gliding Clubs in the Vale of York	Skyhigh Skydiving
Harrogate District Chamber of Commerce	LCC Planning	Leeds City Council Inner North-West Community Committee
Pennine Soaring Club	City Airport Ltd (Manchester Barton)	Several Individuals *

\* CAP1616 paragraph 125 states that the purpose of the engagement is for the sponsor to preliminarily test the CLoO with the same stakeholders it engaged with in Step 1B; this is to ensure that they are satisfied that the design options are aligned with the design principles and that the change sponsor has properly understood and accounted for stakeholder concerns, specifically related to the design options. However, throughout Stage 2, some stakeholders forwarded invitations and associated materials on to other organisations as well as some individuals within potentially affected communities who represented only their own interests, without permission from LBA. LBA felt that exclusion of such stakeholders could cause upset. This explains for the addition of some stakeholders in Stage 2.

## LBA Design Principles

In Stage 1 of the ACP process, LBA consulted with their stakeholders on the creation of their design principles, of which are detailed below. These principles are used throughout Stage 2 to assess the validity of the design options.

DP Number	Design Principle	DP Number	Design Principle
1	<b>Safety:</b> The airspace design and its operation must maintain or where possible, enhance current levels of safety.	7	<b>Technical Requirements:</b> The design shall be fully compliant with PANS-OP and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.
2	<b>Noise:</b> The design should limit, and where practicable, reduce the number of people overflowed, the impact of noise to stakeholders on the group and where possible periods of built-in respite should be considered.	8	<b>Systemisation:</b> The new procedures will integrate with the en-route network. If required, the arrival transitions shall integrate with the Instrument Approach Procedures (IAPs), deconflict with the departure procedures, reducing the requirement for tactical coordination.
3	<b>Tranquillity-</b> 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 AONBs.	9	<b>Operational Cost:</b> Provided it does not have an adverse impact or community disturbance, procedures should be designed to optimise fuel efficiency.
4	<b>Emissions and Air Quality:</b> The proposed design should minimise CO2 emissions per flight.	10	<b>AMS Realisation:</b> This ACP must serve to further, and not conflict with, the realisation of the AMS.
5	<b>Airspace Dimensions:</b> 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.	11	<b>PBN:</b> The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.
6	<b>Airspace Complexity:</b> The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.		

## Round 1: 5<sup>th</sup> July 2022– 26<sup>th</sup> August 2022

Stage 2 stakeholder engagement commenced with two workshops held on the 5<sup>th</sup> July 2022, one for technical stakeholder and another for non-technical stakeholders. Stakeholders previously engaged in at Stage 1 and others later identified were invited to join these sessions.

The purpose of these workshops was to present stakeholders with the potential departure and arrivals Design Options created for RWY32 and RWY14, as well as potential gate and hold systems for arrivals. Notably, stakeholders were informed that the options presented were not a consultation on final routes, but instead an assessment of high-level concepts against the Design Principles previously developed alongside stakeholders in Stage 1. The workshop was split into the following agenda sections:

- Final Design Principles Summary
- Options Development Methodology
- Departures Design Options
- Arrivals Design Options
- LBA's Requirements of Stakeholders
- Q&A Section

Following the workshops, stakeholders were then invited to provide their feedback on the Design Options via an online survey that ran from 13<sup>th</sup> July 2022 to 26<sup>th</sup> August 2022. The surveys primary focus was on how well stakeholders felt the design principles had been correctly and consistently applied to DOs. This was followed with a contextual post-workshop update regarding the Design Options and questions raised being sent to participants on 28<sup>th</sup> July 2022.

12 stakeholder groups/individuals completed the survey for Round 1, and they were:

- Ministry of Defence (MoD)
- York Gliding Centre
- Peak District National Park Authority
- Basildon Town Council
- Dales Hang gliding and Paragliding Club (DHPC)
- North West Leeds Transport Forum
- Regional Soaring Airspace Group
- City of Bradford Metropolitan District Council
- British Gliding Association
- Bramhope & Carlton Parish Council
- Teesside ATC

Throughout the rounds of engagement, LBA surveyed stakeholders as to their views on how well they considered options reacted to the design principles. Whilst stakeholder feedback in this engagement and surveys directly influenced the development of the options and helped to illustrate to our stakeholders the often contradictory nature of the principles, we recognise that using feedback to include in the design principle evaluation does not lead to a consistent

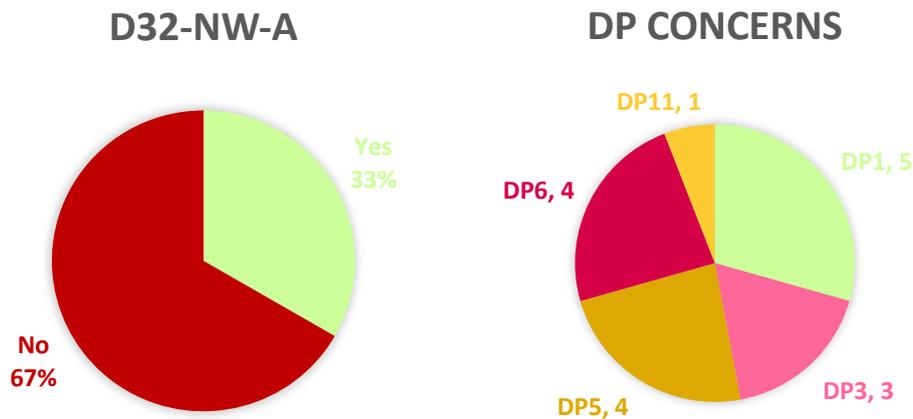
evaluation, especially in the absence of a clear and transparent methodology at the time of that engagement. The formal design principle evaluation in our Stage 2A submission therefore sets out the consistent methodology applied by Subject Matter Experts from the LBA airspace change team together with the results.

## Round 1 Feedback Survey Results- Departures

The feedback survey sent to stakeholders via email individually went through each design option and asked stakeholders for feedback on the application of design principles to the option. Stakeholders were able to answer YES or NO via radio buttons, before providing a qualitative response in the free text box.

### Question 1: D32 - NW - A

**DEPARTURES Runway 32 - Northwest** 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 box.



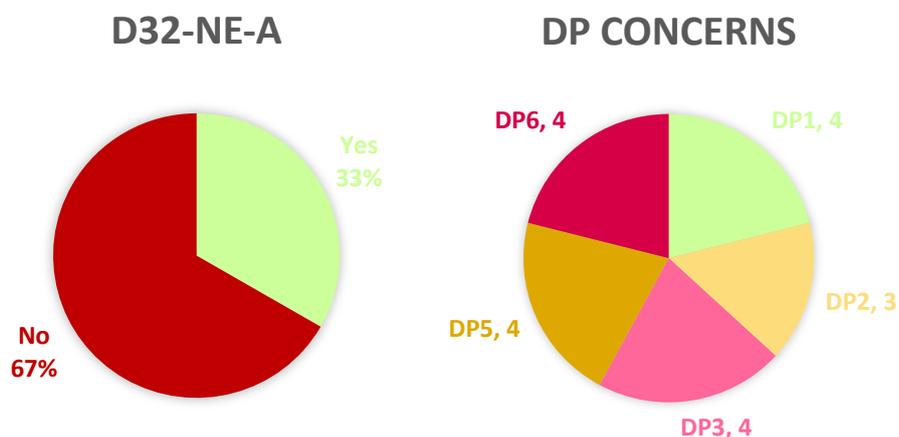
The feedback survey for Question 1 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D32-NW-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
York Gliding Centre, Rufforth West Airfield	Yes; DP1: Difficult to comment authoritatively without information about Flight Level at different distances along the potential swathe;
Peak District National Park Authority	Whilst the swathe may meet most principles, it does not include overflight of a noise sensitive location, namely the Yorkshire Dales National Park (slide 7). This includes Malham & Malham Cove. The aerial view and mapped view (slide 8) appear to be discrepant, No;
Dales Hang gliding & Paragliding Club (DHPC)	No; DP3: AMBER: Potential conflict with YDNP. DPs 1, 5 & 6: We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded Amber.
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of

	the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.
<b>North West Leeds Transport Forum</b>	No; It is unclear why there were no other options identified for departures to NW from RW32. For example, why not have a swathe turning North to head over Weston Park before turning NW (this would be more compliant with principle 2 because it would reduce overflying of south Burley in Wharfedale and north Menston - although it might require a larger controlled area). Also, we have a general comment on ALL the departure swathes – namely why does a swathe have to be 4.5nm wide at 7000 ft – surely PBN would allow them to be much narrower and thus does a 4.5nm wide swathe conflict with Design Principle 11?
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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.;
<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Ilkley Moor;
<b>British Gliding Association</b>	No; It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.;
<b>Bramhope &amp; Carlton Paris Council</b>	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 fact that may result in little noise.

### Question 2: D32-NE-A

**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 box.**

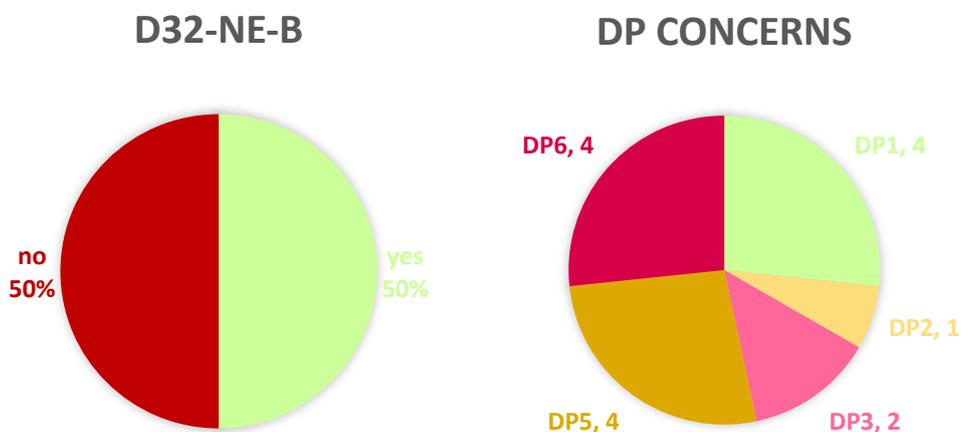


The feedback survey for Question 2 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D32-NE-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Peak District National Park Authority	No recognition under DP3 of overflight of Yorkshire Dales National Park; No;
Dales Hang gliding & Paragliding Club (DHPC)	Same as Q1.
Wolds Gliding Club	Same as Q1.
North West Leeds Transport Forum	No; (2) It Likely overflies Ilkley
Regional Soaring Airspace Group (RSAG)	Same as Q1.
City of Bradford District Council	Same as Q1.
British Gliding Association	Same as Q1..
Bramhope & Carlton Parish Council	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.

### Question 3: D32-NE-B

**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 box.



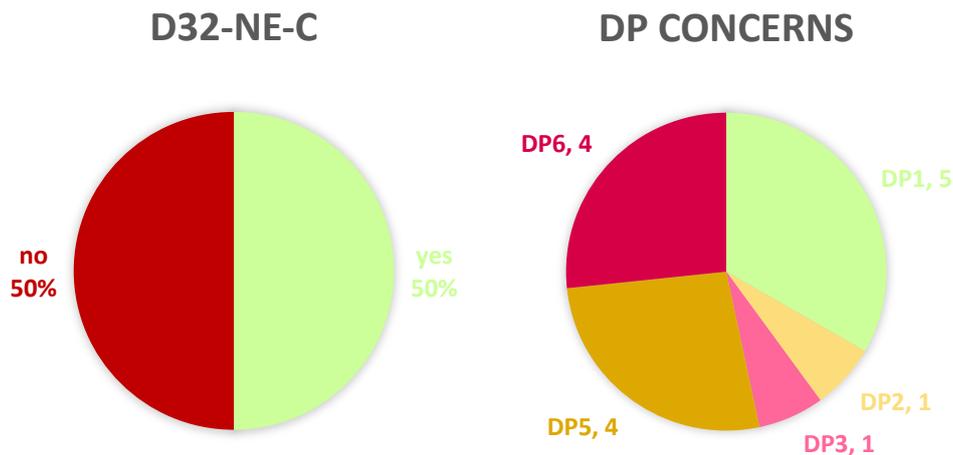
The feedback survey for Question 3 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-NE-B. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Peak District National Park Authority	Same as Q2.
Dales Hang Gliding and Paragliding Club (DHPC)	Same as Q1.
Wolds Gliding Club	Same as Q1.

<b>North West Leeds Transport Forum</b>	No; it overflies Burley in Wharfedale (though avoids overflying Menston);
<b>Regional Soaring Airspace Group (RSAG)</b>	Same as Q1.
<b>British Gliding Association</b>	Same as Q1.

### Question 4: D32-NE-C

**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 box.**



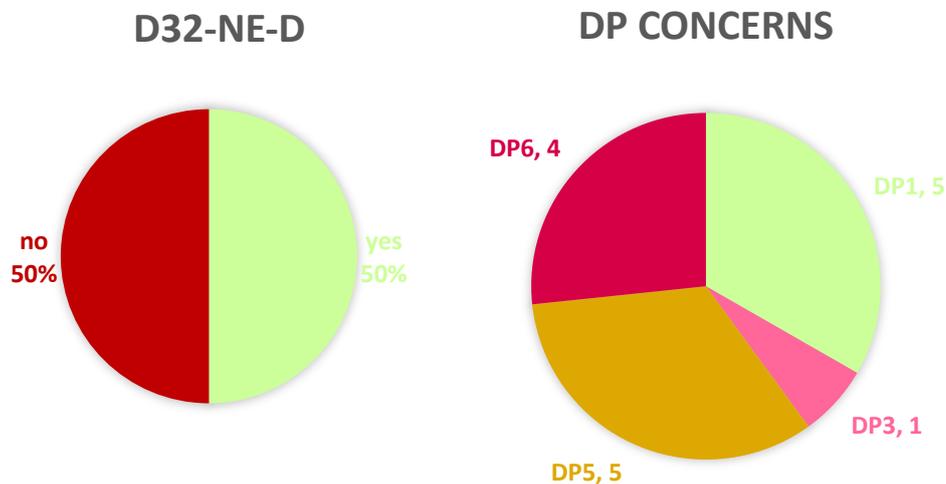
The feedback survey for Question 4 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-NE-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

<b>Stakeholder</b>	<b>Feedback</b>
<b>York Gliding Centre, Rufforth Airfield</b>	No; DP1: There is no recognition 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], or of the likelihood of encountering gliders in mountain wave above FL100 in swathe 32NE-C and 32NE-D;
<b>Dales Hang gliding &amp; Paragliding Club (DHPC)</b>	No; DP3: AMBER: Potential conflict with Nidderdale AONB. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	Same as Q1.
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Burley in Wharfedale (though avoids overflying Menston);
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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

<b>British Gliding Association</b>	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. ; Same as Q1.
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### Question 5: D32-NE-D

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 box.



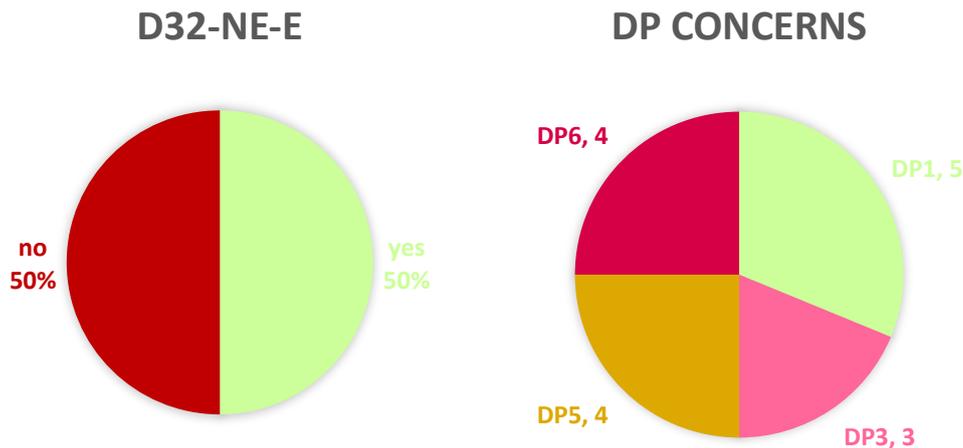
The feedback survey for Question 5 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-NE-D. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
York Gliding Centre, Rufforth Airfield.	No; DP1: There is no recognition 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], or of the likelihood of encountering gliders in mountain wave above FL100 in swathe 32NE-C and 32NE-D;
Dales Hang gliding & Paragliding Club (DHPC)	No; DP3: AMBER: Potential conflict with Nidderdale AONB. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	Same as Q1.

<b>North West Leeds Transport Forum</b>	No; (5) requires larger controlled airspace;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>British Gliding Association</b>	Same as Q1.

### Question 6: D32-NE-E

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 box.



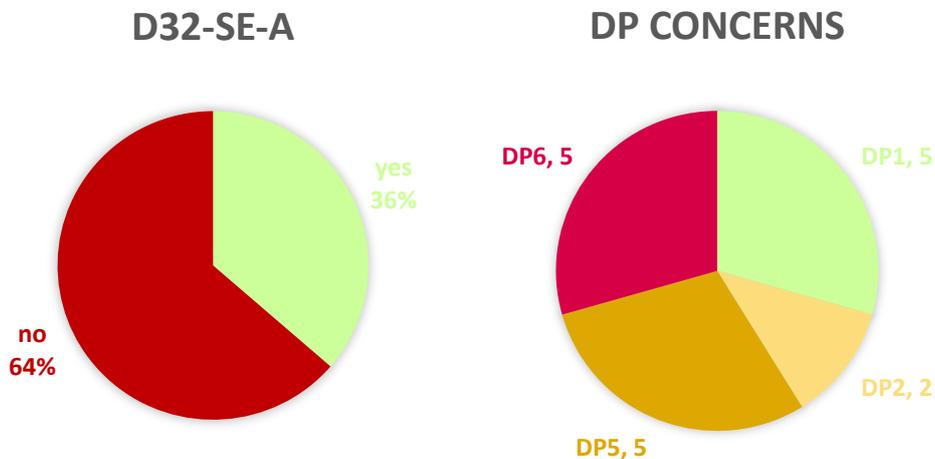
The feedback survey for Question 6 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-NE-E. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>York Gliding Centre, Rufforth Airfield</b>	Yes; DP1: However, we do need to understand more fully the flight levels anticipated at points along the swathe and the entry point into NATS controlled airspace to be sure,;
<b>Peak District National Park Authority</b>	No recognition under DP3 of overflight of Yorkshire Dales National Park; No;
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DP 3: AMBER: Potential conflict with YDNP. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety

	implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	Same as Q1.
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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.;
<b>British Gliding Association</b>	No; It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.;

### Question 7: D32-SE-A

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 box.



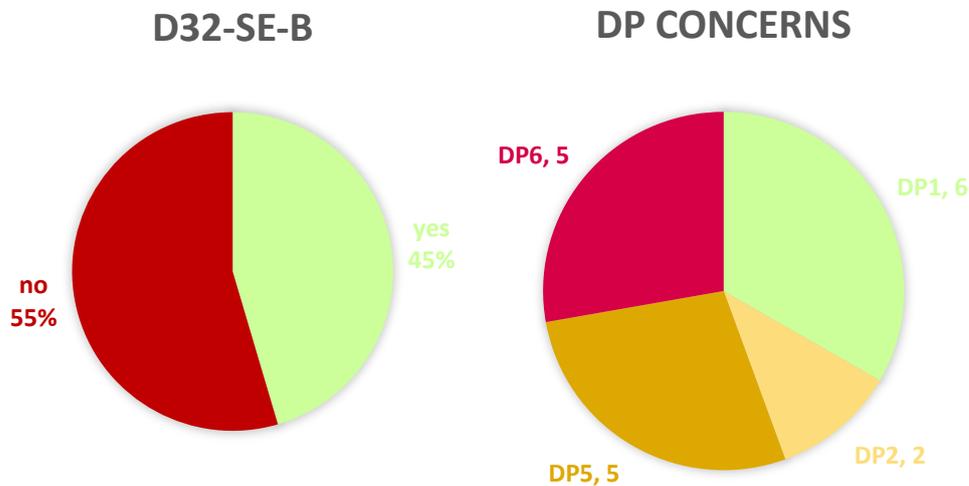
The feedback survey for Question 7 was completed by 12 stakeholder groups with 64% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D32-SE-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>York Gliding Centre, Rufforth Airfield</b>	No; DP1: There is no recognition 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], or of the likelihood of encountering gliders in thermal up to cloud base and in mountain wave above FL100 in swathe 32SE-A.;
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	Same as Q1.
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Bramhope. (5) requires larger controlled airspace (6) possible conflict with arrivals;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>British Gliding Association</b>	Same as Q1.
<b>Bramhope &amp; Carlton Parish Council</b>	DP 2 Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope"

### Question 8: D32-SE-B

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 box.



The feedback survey for Question 8 was completed by 12 stakeholder groups with 55% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D32-SE-B. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

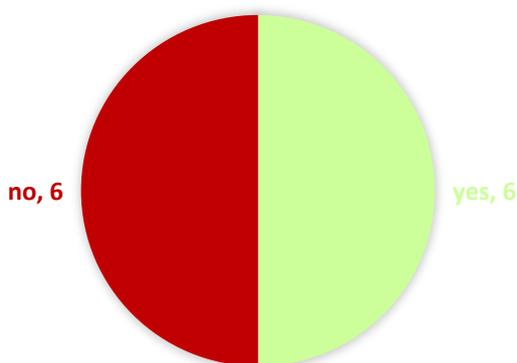
Stakeholder	Feedback
York Gliding Centre, Rufforth Airfield	No; DP1: It is also not clear if swathe 32SE-B will affect the agreement between DSA and the BGA to raise the floor of DSA CTA 8 & 9 in thermic soaring conditions (The 'Upton Corridor');
Dales Hang Gliding and Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	Same as Q1.
North West Leeds Transport Forum	No;(1) possible conflict over heavily built up area. (2) it overflies Bramhope and large areas of Leeds. (5) requires larger controlled airspace. (6) possible conflict with arrivals.;
Regional Soaring Airspace Group (RSAG)	No;DPs 1 ,5 & 6 RED: Our initial assessment based on our knowledge of the area and LBA's own evaluation. We require

	<p>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 &amp; 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. ;</p>
<p><b>British Gliding Association</b></p>	<p>No; It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.;</p>
<p><b>Bramhope and Carlton Parish Council</b></p>	<p>DP 2 Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope.</p>

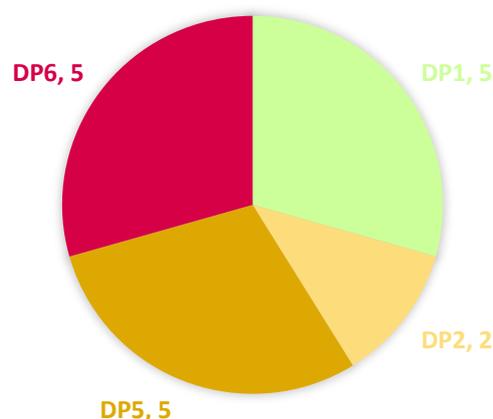
### Question 9: D32-SE-C

*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 box.*

**D32-SE-C**



**DP CONCERNS**



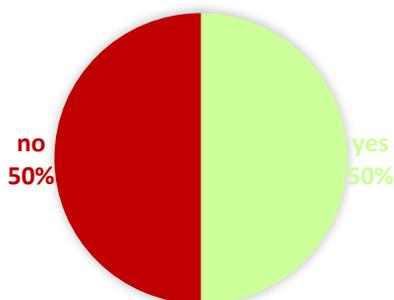
The feedback survey for Question 9 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-SE-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Dales Hang gliding and Paragliding Club	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	Same as Q1.
North West Leeds Transport Forum	No;(1) possible conflict over heavily built up area. (2) overflies Bramhope and large areas of Leeds. (5) requires larger controlled airspace. (6) possible conflict with arrivals.;
Regional Soaring Airspace Group (RSAG)	No; 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. ;
British Gliding Association	Same as Q1.
Bramhope & Carlton Parish Council	DP 2 Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope

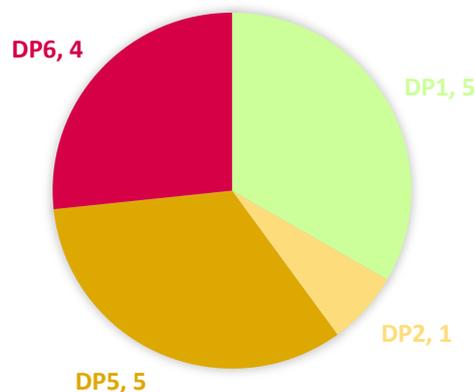
### Question 10: D32-SE-D

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 box.

**D32-SE-D**



**DP CONCERNS**

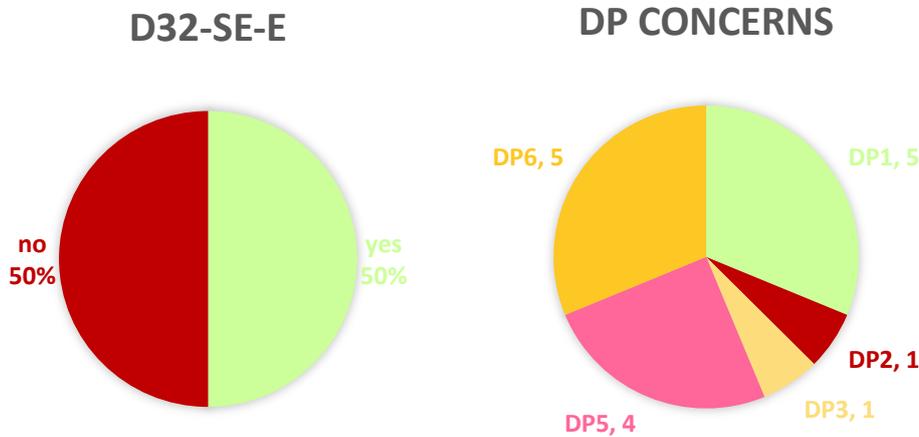


The feedback survey for Question 10 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe of swathe D32-SE-D. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Dales Hang gliding &amp; Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Baildon, Bingley, Shipley and Bradford;
<b>Regional Soaring Airspace Group</b>	No; 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. ;
<b>City of Bradford Metropolitan District Council</b>	No;DP3 overflies Ilkley Moor, Bradford;
<b>British Gliding Association</b>	It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.; No;

### Question 11: D32-SE-E

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 box.

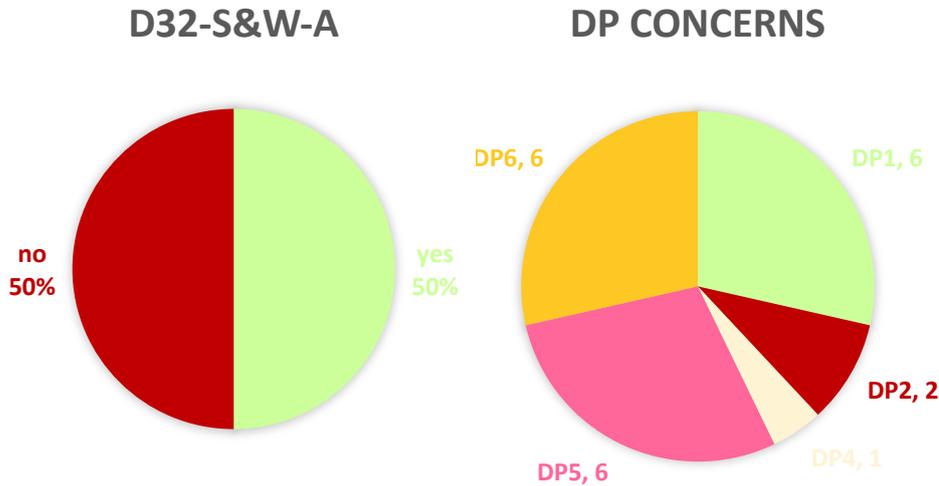


The feedback survey for Question 11 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-SE-E. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Dales Hang gliding & Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
North West Leeds Transport Forum	No;(1) possible conflict over heavily built up area. (2) it overflies Baildon, Bingley, Shipley, Bradford and Leeds. (6) possible conflict with arrivals.;
Regional Soaring Airspace Group (RSAG)	Same as Q1.
City of Bradford Metropolitan District Council	No;DP3 overflies Ilkley Moor, Bradford;

### Question 12: D32-S&W-A

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 box.



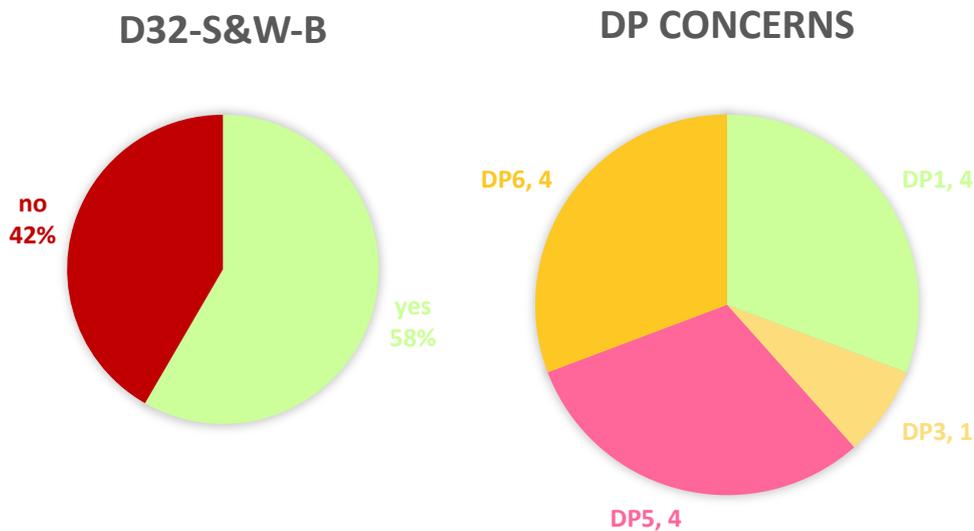
The feedback survey for Question 12 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-S&W-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Dales Hang gliding &amp; Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(1) possible conflict over heavily built up area. (2) it overflies Baildon, Bingley, Shipley, Bradford and Leeds. (6) possible conflict with arrivals.;
<b>Regional Soaring Airspace Group (RSAG)</b>	<i>Same as Q1.</i>

<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Ilkley Moor, Bradford;
<b>British Gliding Association</b>	Same as Q1.
<b>Bramhope &amp; Carlton Parish Council</b>	DP2 - as before Unclear what the comment "Baseline affects less people at lower levels than this option - Burley in Wharfedale / Bramhope"

### Question 13: D32-S&W-B

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 box.



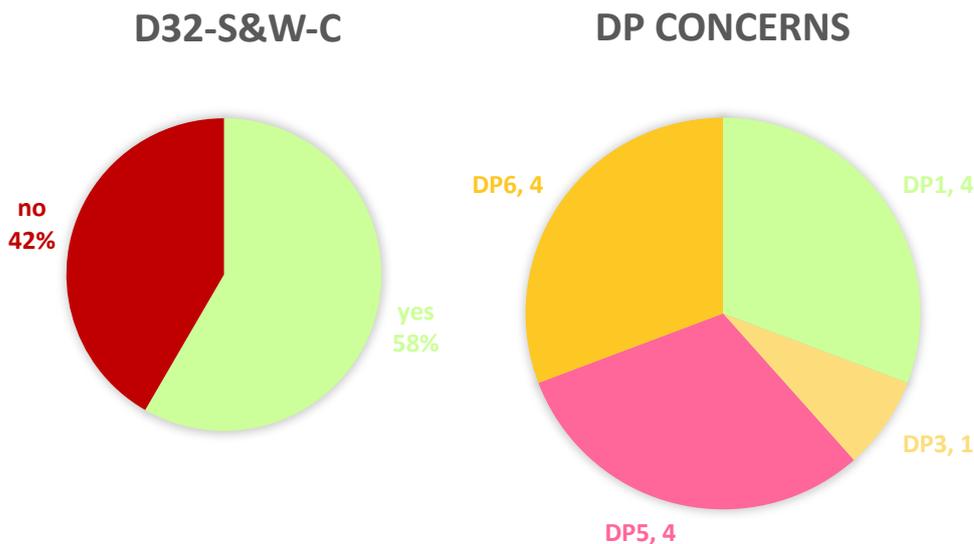
The feedback survey for Question 13 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **correctly** applied to the design of swathe D32-S&W-B. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

<b>Stakeholder</b>	<b>Feedback</b>
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No;The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it

	may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>City of Bradford Metropolitan District Council</b>	No;DP3 overflies Ilkley Moor;
<b>British Gliding Association</b>	<i>Same as Q1.</i>

### Question 14: D32-S&W-C

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 box.



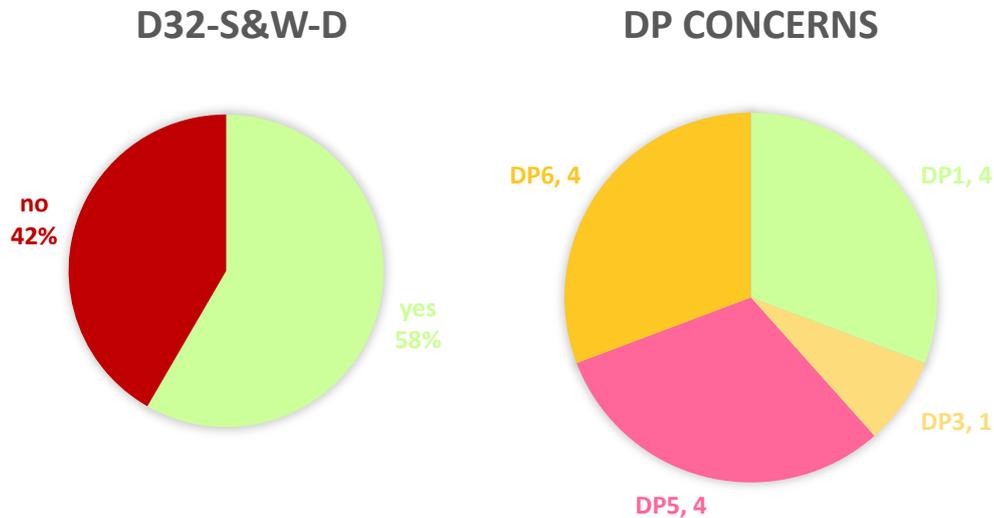
The feedback survey for Question 14 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **correctly** applied to the design of swathe D32-S&W-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;

<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Ilkley Moor;
<b>British Gliding Association</b>	Same as Q1.

### Question 15: D32-S&W-D

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 box.



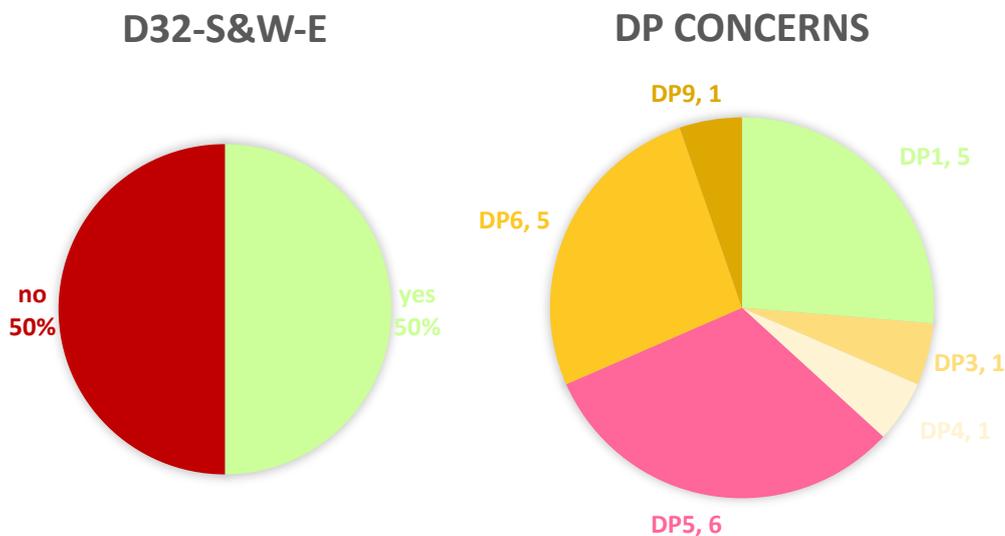
The feedback survey for Question 15 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **correctly** applied to the design of swathe D32-S&W-D. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

<b>Stakeholder</b>	<b>Feedback</b>
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for

	users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>Regional Soaring Airspace Group (RSAG)</b>	Same as Q1.
<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Ilkley Moor;
<b>British Gliding Association</b>	Same as Q1.

### Question 16: D32-S&W-E

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 box.



The feedback survey for Question 16 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D32-S&W-E. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

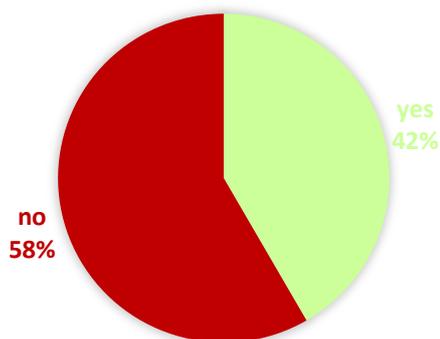
Stakeholder	Feedback
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DP 3: AMBER: Overflies Ilkley Moor and YDNP. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of

	the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No; (4) Extra track miles, (5) requires larger controlled airspace (9) extra track miles;
<b>Regional Soaring Airspace Group (RSAG)</b>	Same as Q1.
<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Ilkley Moor;
<b>British Gliding Association</b>	Same as Q1.

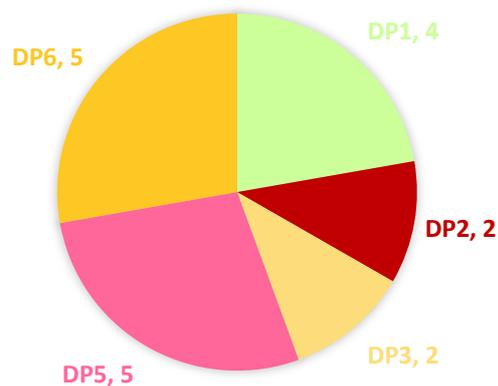
### Question 17: D14 - NW - A

*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 box.*

**D14-NW-A**



**DP CONCERNS**



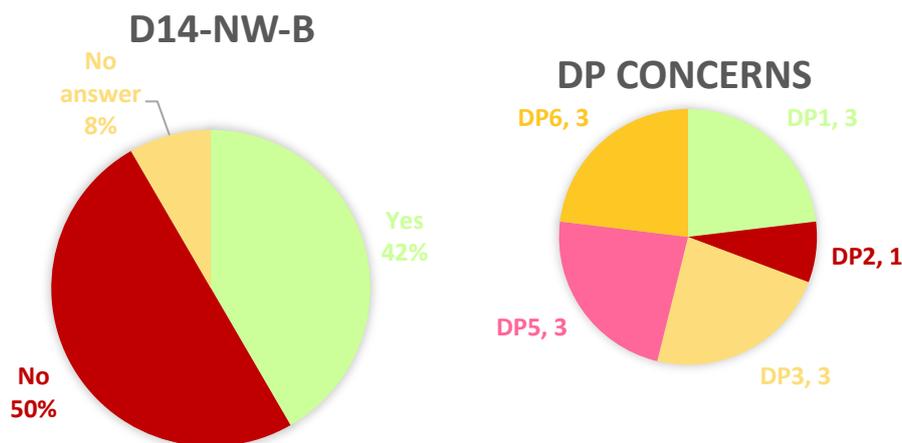
The feedback survey for Question 17 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-NW-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Peak District National Park Authority</b>	No; No recognition under DP3 of overflight of Yorkshire Dales National Park.;

<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DP 3: AMBER: Potential conflict with YDNP. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Headingley, Weetwood, Adel, Alwoodley, Chapel Allerton and Bramhope, (5) requires larger controlled airspace, (6) possible conflict with arrivals.;
<b>Regional Soaring Airspace Group (RSAG)</b>	Same as Q1.
<b>British Gliding Association</b>	Same as Q1.
<b>Bramhope &amp; Carlton Parish Council</b>	DP2- Noise- impacting Headingley and Leeds

### Question 18: D14-NW-B

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 box.



The feedback survey for Question 18 was completed by 12 stakeholder groups with a majority of 50% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D14-NW-B. Furthermore, one stakeholder group left this question blank. Those who

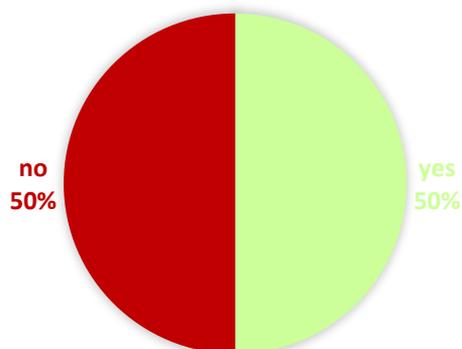
disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Peak District National Park Authority	No; No recognition under DP3 of overflight of Yorkshire Dales National Park.;
Dales Hang gliding and Paragliding Club (DHPC)	No; DP 3: AMBER: Potential conflict with YDNP. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	Same as Q1.
North West Leeds Transport Forum	No;(2) it overflies Headingley, Armley and Pudsey;
Regional Soaring Airspace Group (RSAG)	No; 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. ;
City of Bradford Metropolitan District Council	No; DP3 overflies Bradford;

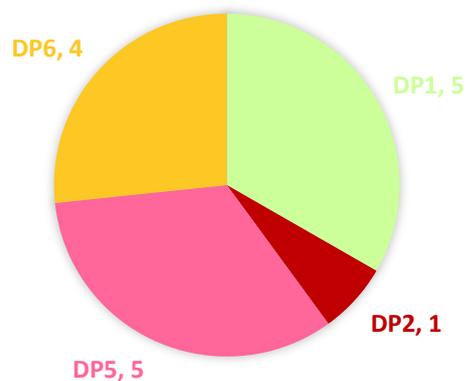
### Question 19: D14-NW-C

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 box.

**D14-NW-C**



**DP CONCERNS**

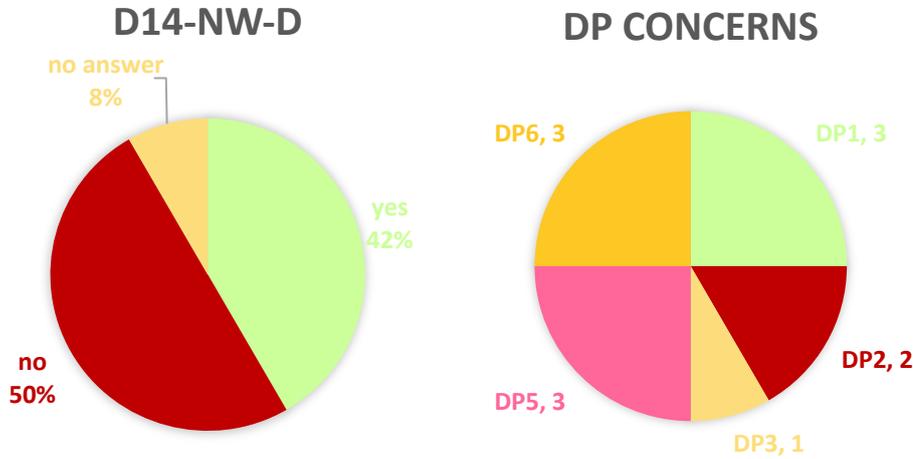


The feedback survey for Question 19 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D14-NW-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>York Gliding Centre, Rufforth Airfield</b>	No;DP1: There is no recognition 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], or of the likelihood of encountering gliders in mountain wave above FL100 in swathe 14NW- C.
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Headingley, Weetwood, Adel, Alwoodley, Chapel Allerton and Bramhope, (5) requires larger controlled airspace ;
<b>Regional Soaring Airspace Group (RSAG)</b>	No;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 ;
<b>British Gliding Association</b>	Same as Q1.

### Question 20: D14-NW-D

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 box.

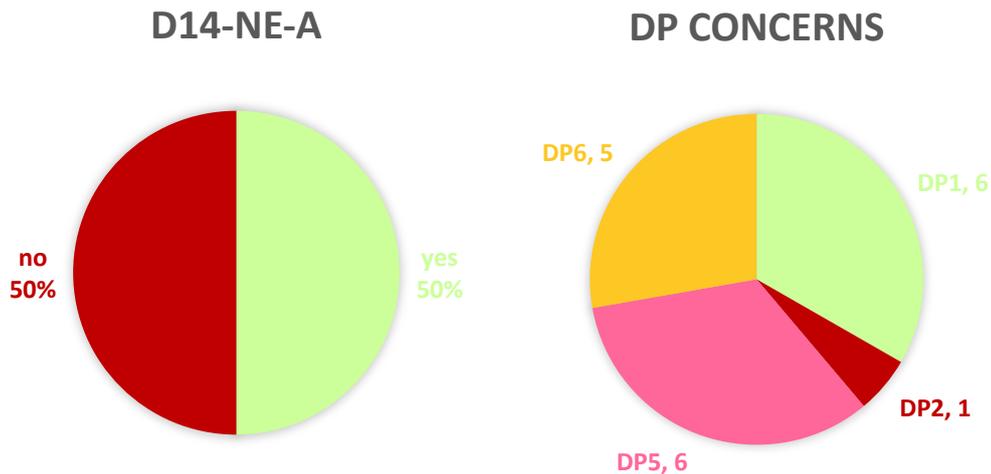


The feedback survey for Question 20 was completed by 12 stakeholder groups with a majority of 50% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D14-NW-D. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Dales Hang gliding and Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information, we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
North West Leeds Transport Forum	No;(2) it overflies Headingley, Burley, Armley and Wortley;
Regional Soaring Airspace Group (RSAG)	Same as Q1.
City of Bradford Metropolitan District Council	No;DP3 overflies Bradford;

### Question 21: D14-NE-A

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 box.



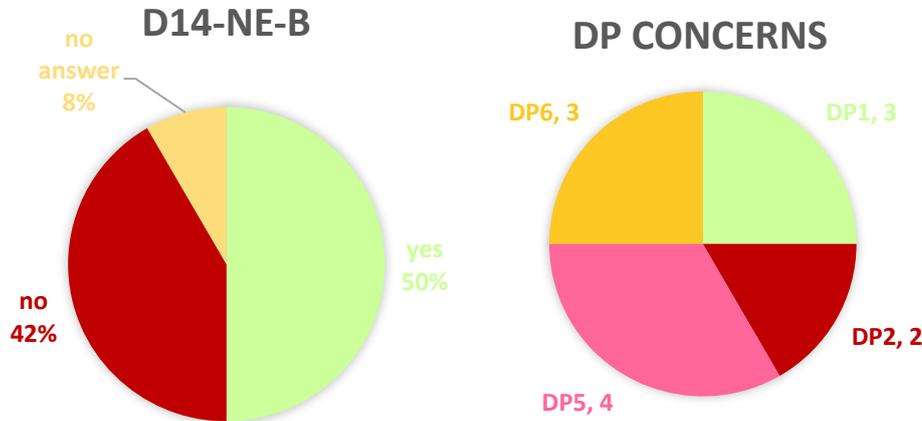
The feedback survey for Question 21 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D14-NE-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
York Gliding Centre, Rufforth Airfield	No;DP1: Besides fast jets from Leeming and other military bases passing through, swathe 14NE-A passes straight through an area of intense gliding activity in all soaring conditions. There is no recognition 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], or of the likelihood of encountering gliders in thermal up to cloudbase and in mountain wave above FL100.;
Dales Hang gliding and Paragliding Club (DHPC)	No;DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we

	recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Headingley, Weetwood, Adel, Alwoodley, Chapel Allerton and Bramhope, (5) requires larger controlled airspace;
<b>Regional Soaring Airspace Group (RSAG)</b>	No;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 ;
<b>British Gliding Association</b>	<i>Same as Q1.</i>

### Question 22: D14-NE-B

DEPARTURES Runway 14 - North East Do 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 box.



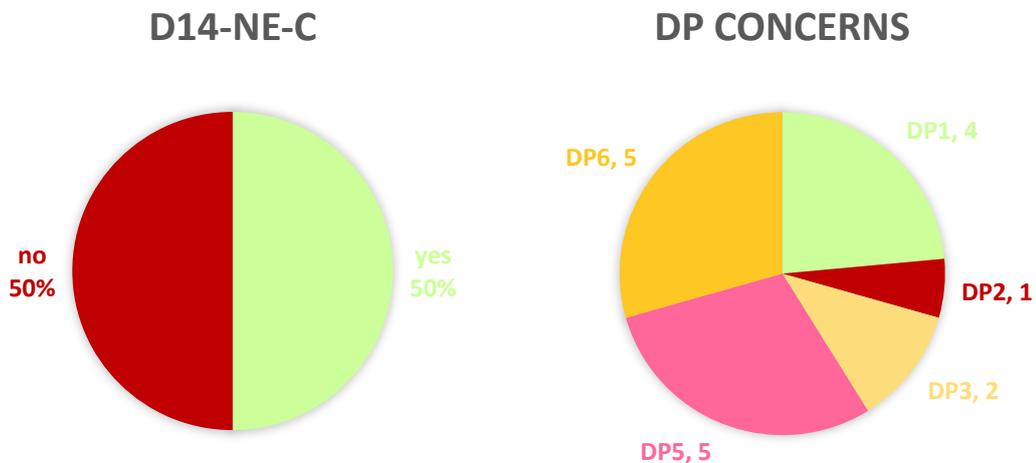
The feedback survey for Question 22 was completed by 12 stakeholder groups with 50% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-NW-B. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Dales Hang gliding and Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
North West Leeds Transport Forum	No; (2) it overflies Headingley, Burley, Armley and Wortley;
Regional Soaring Airspace Group (RSAG)	Same as Q1.

<b>City of Bradford Metropolitan District Council</b>	No;DP3 overflies Bradford;
<b>Bramhope &amp; Carlton Parish Council</b>	DP2 - Noise. The comments for D14-NW-B must also apply to D14-NW-D as the boundary of the swathes bisects Bradford.

### Question 23: D14-NE-C

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 box.



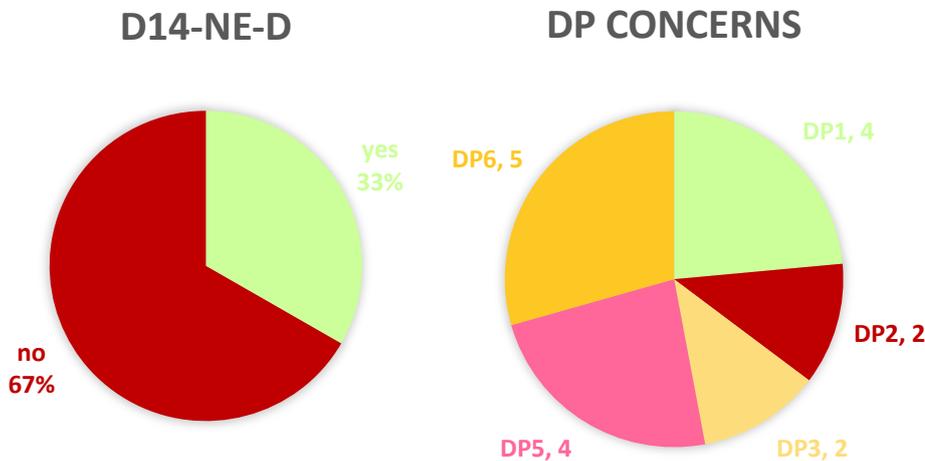
The feedback survey for Question 23 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D14-NE-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Yorkshire Dales National Park</b>	No recognition under DP3 of overflight of Yorkshire Dales National Park; No
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it

	may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) it overflies Headingley, Weetwood, Adel, Alwoodley, Chapel Allerton and Bramhope, (5) requires larger controlled airspace, (6) possible conflict with arrivals;
<b>Regional Soaring Airspace Group (RSAG)</b>	Same as Q1.
<b>British Gliding Association</b>	Same as Q1.

### Question 24: D14-NE-D

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 BOX.



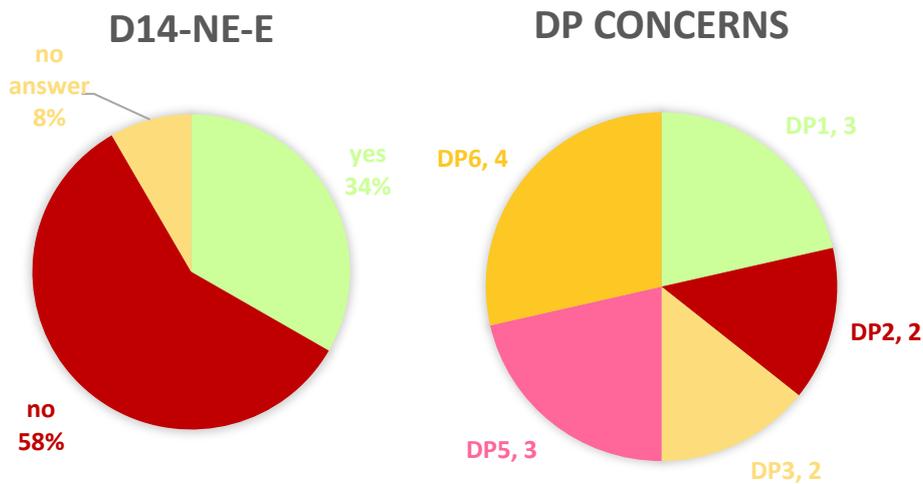
The feedback survey for Question 24 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D14-NE-D. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Yorkshire Dales National Park</b>	No recognition under DP3 of overflight of Yorkshire Dales National Park; No
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without

	specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) it overflies south west Leeds, Headingley and Pudsey (6) possible conflict with arrivals.;
<b>Regional Soaring Airspace Group (RSAG)</b>	Same as Q1.
<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Bradford;
<b>British Gliding Association</b>	Same as Q1.
<b>Bramhope &amp; Carlton Parish Council</b>	DP2 - the comment on D14-NE-A "Overflight of populated areas" must apply to D14-NE-D

### Question 25: D14-NE-E

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 box.



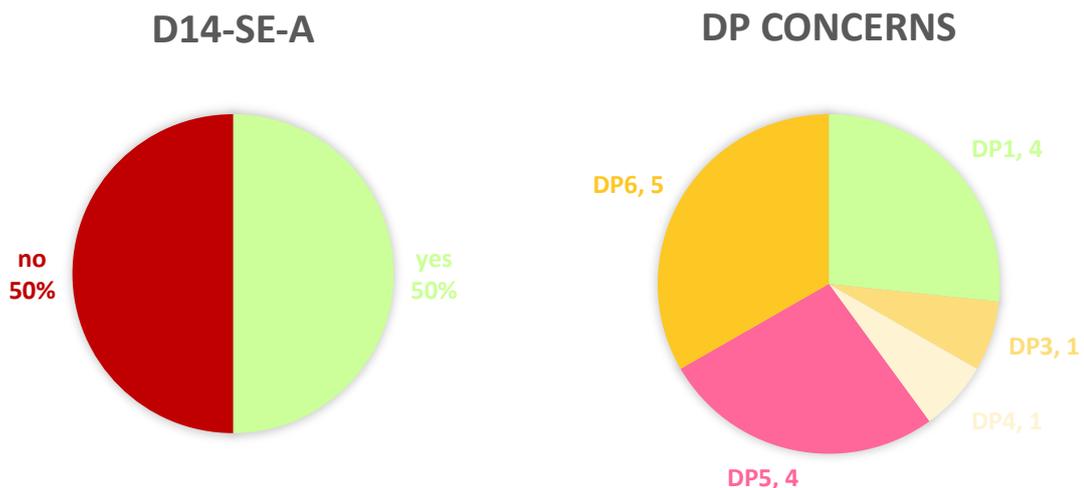
The feedback survey for Question 25 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **incorrectly** applied to the design of swathe D14-NE-E. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Yorkshire Dales National Park</b>	No recognition under DP3 of overflight of Yorkshire Dales National Park; No
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been

	promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	<i>Same as Q1.</i>
<b>North West Leeds Transport Forum</b>	No;(2) it overflies south west Leeds, Headingley and Pudsey (6) possible conflict with arrivals.;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>City of Bradford Metropolitan District Council</b>	No; DP3 overflies Bradford;
<b>British Gliding Association</b>	<i>Same as Q1.</i>
<b>Bramhope &amp; Carlton Parish Council</b>	DP2 - the comment on D14-NE-A "Overflight of populated areas" must apply to D14-NE-D

### Question 26: D14-SE-A

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 box.



The feedback survey for Question 26 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D14-SE-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
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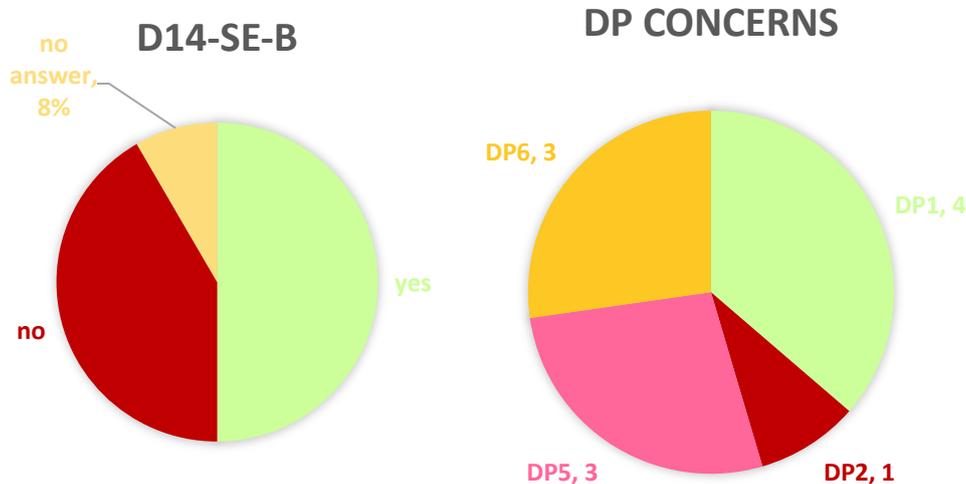
<b>Yorkshire Gliding Centre, Rufforth Airfield</b>	No;DP6: It is not clear how swathe 14SE-A will synchronise with the DSA CTA and the Yorkshire CTA that abuts it as no flight level information is given;
<b>Yorkshire Dales National Park</b>	No recognition under DP3 of overflight of Yorkshire Dales National Park; No
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No;DP4: AMBER: Extra track miles. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	Yes; Yes – except in respect of the extra track miles – but this could have been avoided by placing the swathe slightly further north (centred on the southern boundary of swathe B ) and the resulting swathe would have been better than all the others shown for departures on RW14 to the South East;
<b>Regional Soaring Airspace Group (RSAG)</b>	No;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. ;
<b>British Gliding Association</b>	No; It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact



on gliding. We refer you to the response of the Regional Soaring Airspace Group.;

### Question 27: D14-SE-B

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 box.



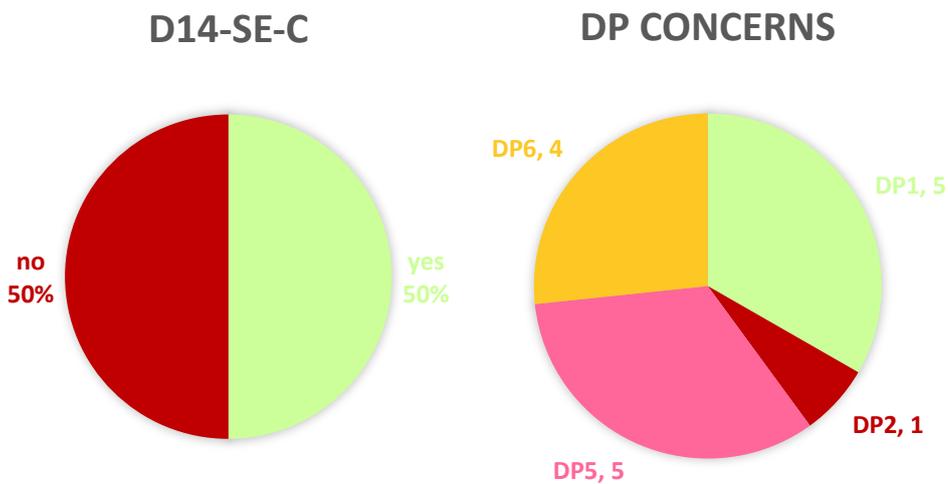
The feedback survey for Question 27 was completed by 12 stakeholder groups with 50% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-NW-D. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Yorkshire Gliding Centre, Rufforth Airfield	No; DP1: It is also not clear if swathe 14SE-B & D will affect the agreement between DSA and the BGA to raise the floor of DSA CTA 8 & 9 in thermic soaring conditions (The 'Upton Corridor'). Swathes 14SE C & D also overfly busy GA and gliding airfields with gliders likely to be encountered up FL195 and potentially (under AIP ENR 6-64/65) much higher along much of each swathe.;
Dales Hang gliding and Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	Same as Q1.
North West Leeds Transport Forum	No;(2) it overflies Leeds;
Regional Soaring Airspace Group (RSAG)	No;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. ;

### Question 28: D14-SE-C

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 box.



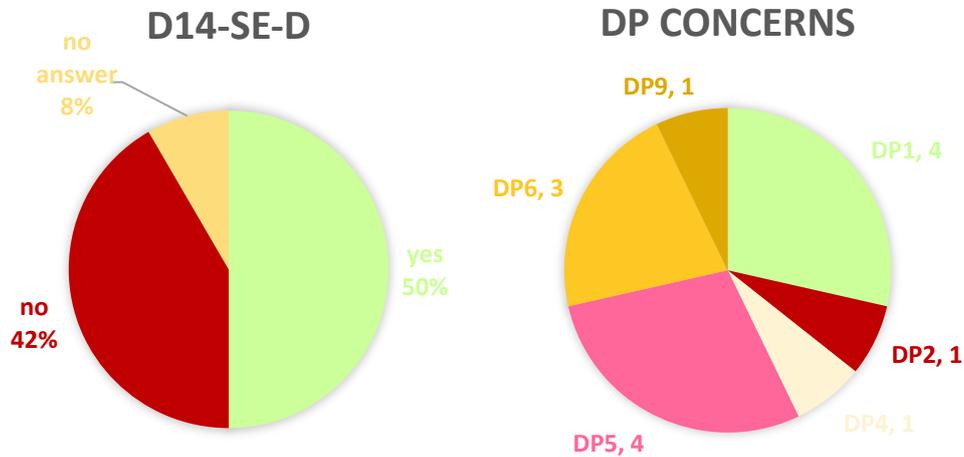
The feedback survey for Question 28 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of swathe D14-SE-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Yorkshire Gliding Centre, Rufforth Airfield	No; DP1: It is also not clear if swathe 14SE-B & D will affect the agreement between DSA and the BGA to raise the floor of DSA CTA 8 & 9 in thermic soaring conditions (The 'Upton Corridor'). Swathes 14SE C & D also overfly

	<p>busy GA and gliding airfields with gliders likely to be encountered up FL195 and potentially (under AIP ENR 6-64/65) much higher along much of each swathe.;</p>
<p><b>Dales Hang gliding and Paragliding Club (DHPC)</b></p>	<p>No; DPs 1, 5 &amp; 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;</p>
<p><b>Wolds Gliding Club</b></p>	<p><i>Repeated Feedback.</i></p>
<p><b>North West Leeds Transport Forum</b></p>	<p>No;(2) it overflies even more of Leeds than D14- SE-B, (5) requires larger controlled airspace;</p>
<p><b>Regional Soaring Airspace Group (RSAG)</b></p>	<p>No;DPs 1,5 &amp; 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 &amp; 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. ;</p>
<p><b>British Gliding Association</b></p>	<p><i>Repeated Feedback.</i></p>

### Question 29: D14-SE-D

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 box.



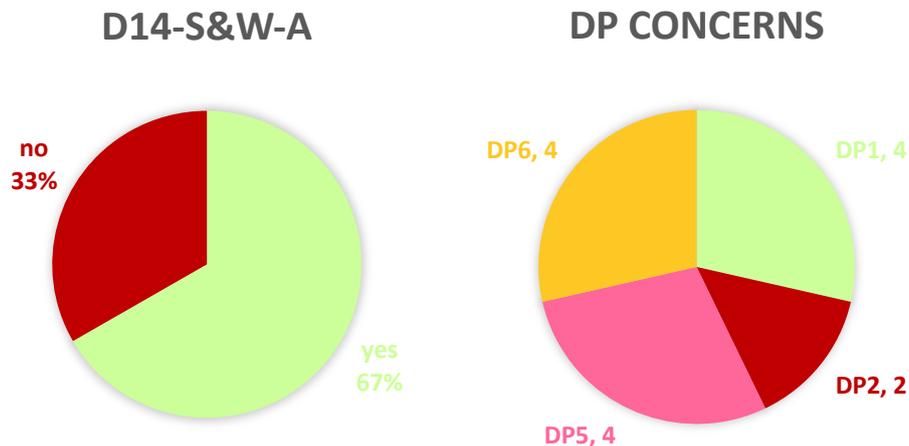
The feedback survey for Question 29 was completed by 12 stakeholder groups with 50% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-NW-D. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Yorkshire Gliding Centre, Rufforth Airfield	No; DP1: It is also not clear if swathe 14SE-B & D will affect the agreement between DSA and the BGA to raise the floor of DSA CTA 8 & 9 in thermic soaring conditions (The 'Upton Corridor'). Swathes 14SE C & D also overfly busy GA and gliding airfields with gliders likely to be encountered up FL195 and potentially (under AIP ENR 6-64/65) much higher along much of each swathe.;
Dales Hang gliding and Paragliding Club (DHPC)	<i>Repeated Feedback.</i>
Wolds Gliding Club	<i>Repeated Feedback.</i>
North West Leeds Transport Forum	No;(2) it overflies even more of Leeds, (4) additional track miles (5) requires larger controlled airspace (9) additional track miles;
Regional Soaring Airspace Group (RSAG)	No;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. ;

### Question 30: D14-S&W-A

*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 box.*



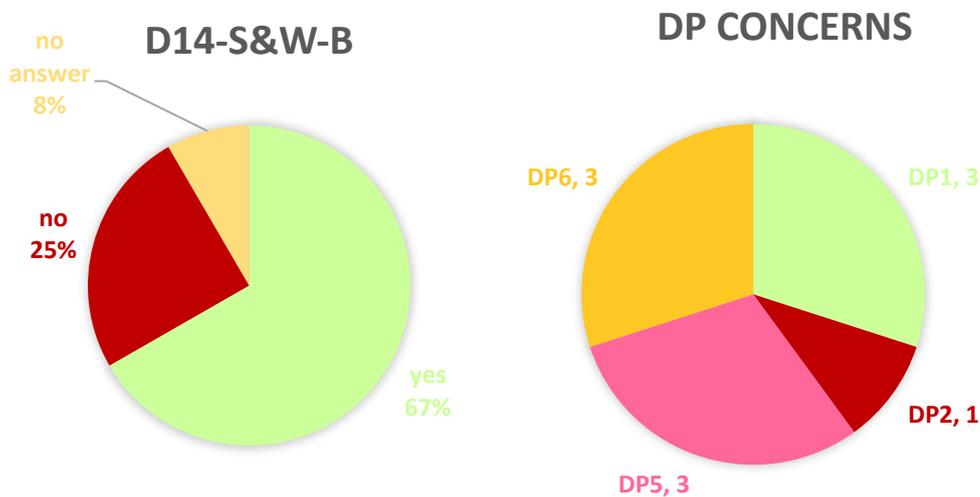
The feedback survey for Question 30 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-S&W-A. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Dales Hang gliding and Paragliding Club (DHPC)	No; DP9: AMBER: Extra track miles. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;

<b>Wolds Gliding Club</b>	<i>Repeated Feedback.</i>
<b>North West Leeds Transport Forum</b>	Yes;but (2) it overflies Bramley and Pudsey ;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>British Gliding Association</b>	<i>Repeated Feedback.</i>

### Question 31: D14-S&W-B

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 box.



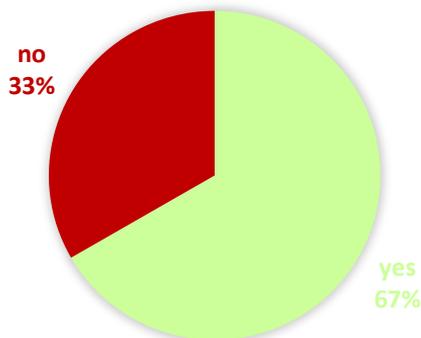
The feedback survey for Question 31 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-S&W-B. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	<i>Repeated Feedback.</i>
<b>North West Leeds Transport Forum</b>	Yes;but (2) it overflies Bramley and Pudsey ;

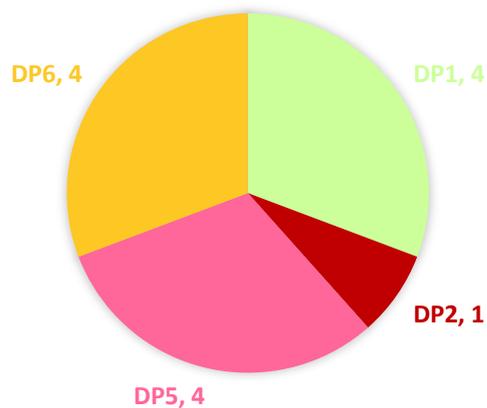
### Question 32: D14-S&W-C

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 box.

#### D14-S&W-C



#### DP CONCERNS



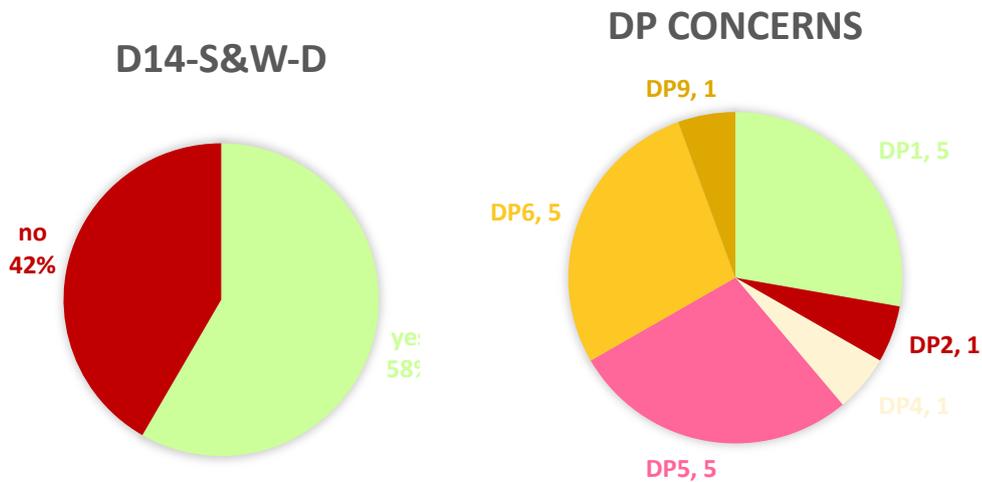
The feedback survey for Question 32 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-S&W-C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below

Stakeholder	Feedback
Dales Hang gliding and Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	<i>Repeated Feedback.</i>
North West Leeds Transport Forum	Yes; but (2) it overflies Bramley and Pudsey ;
Regional Soaring Airspace Group (RSAG)	No; 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. ;
British Gliding Association	No; It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not

appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.;

### Question 33: D14-S&W-D

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 box.



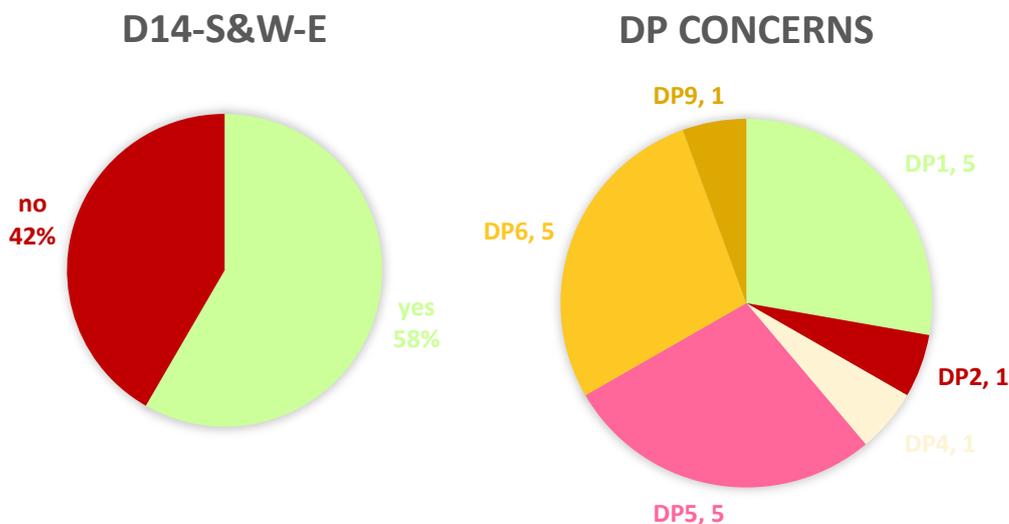
The feedback survey for Question 33 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-S&W-D. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Dales Hang gliding and Paragliding Club (DHPC)	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it

	may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(1) possible conflict, (2) it overflies Headingley, Weetwood, Adel, Alwoodley, Chapel Allerton and Bramhope, (4) extra track miles (5) requires larger controlled airspace, (6) possible conflict with arrivals, (9) extra track miles;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>British Gliding Association</b>	<i>Repeated Feedback.</i>

### Question 34: D14-S&W-E

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 box.



The feedback survey for Question 34 was completed by 12 stakeholder groups with 58% of these responses indicating that the DPs were **correctly** applied to the design of swathe D14-S&W-E. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

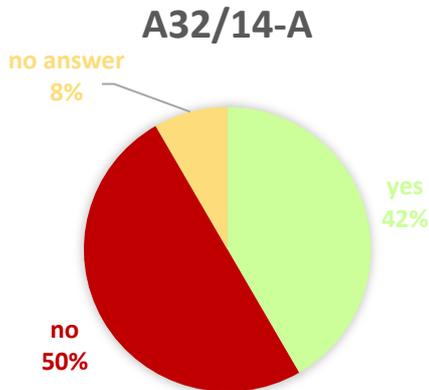
Stakeholder	Feedback
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for

	users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	<i>Repeated Feedback.</i>
<b>North West Leeds Transport Forum</b>	No;(1) possible conflict, (2) it overflies Headingley, Weetwood, Adel, Alwoodley, Chapel Allerton and Bramhope, (4) extra track miles (5) requires larger controlled airspace, (6) possible conflict with arrivals, (9) extra track miles;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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. ;
<b>British Gliding Association</b>	<i>Repeated Feedback.</i>

## Round 1 Feedback Survey Results- Arrivals

### Question 35: Arrivals 32/14 Option A

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.



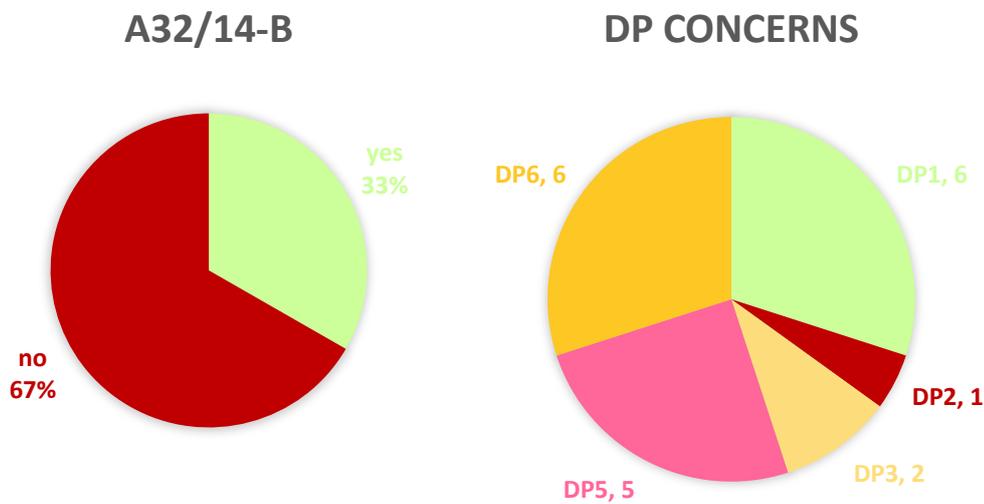
The feedback for Question 35 was completed by 12 stakeholder groups with a majority of 50% of these responses indicating that the DPs were **not correctly** applied to the design of Arrivals Option A. Furthermore, one stakeholder group left this question blank. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
York Gliding Centre, Rufforth Airfield	No analysis of Option A is given in the presentation provided;
Dales Hang gliding and Paragliding Club (DHPC)	No; Information on Option A was not provided in the presentation.;
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
North West Leeds Transport Forum	No;(2) the track to hold overflies the urban areas – though at high altitude, (6) the track to hold on bearings 320 and 360 conflict with departures on RW14 – although at different altitude. (approximates status quo?);
Regional Soaring Airspace Group (RSAG)	No; 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. ;
<b>British Gliding Association</b>	N/A
<b>Bramhope and Carlton Parish Council</b>	No matrix provided of RAG status against Design Principles

Question 36: Arrival 32/14- Option B

*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.*



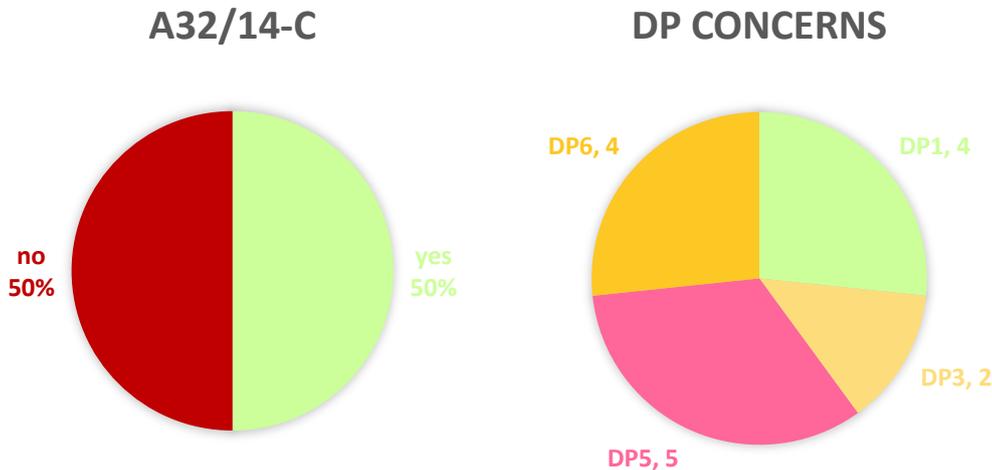
The feedback survey for Question 36 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **incorrectly** applied to the design of Arrivals Option B. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>York Gliding Centre, Rufforth Airfield</b>	No;DP1: There is no recognition 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], or of the likelihood of encountering gliders in thermal up to cloudbase and in mountain wave above FL100 in Arrivals Options B and E, both of which appear to require an extension of controlled airspace to the East which can be avoided by the adoption of Options C or D;

<b>Yorkshire Dales National Park</b>	No; It's unclear if consideration has been given to the Yorkshire Dales National Park under DP3;
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DP3: AMBER: Potential conflict with YDNP & Nidderdale AONB. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	No;(2) the arrival transition from SE hold to SW end of RW14 T- bar overflies Leeds. (6) arrival transition from SE hold to SW end of RW14 T-bar and from NW hold to SW end of RW32 T- bar could conflict with departures on RW14.;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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 full.
<b>British Gliding Association</b>	It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.;No;

### Question 37: Arrivals 32/14- Option C

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.



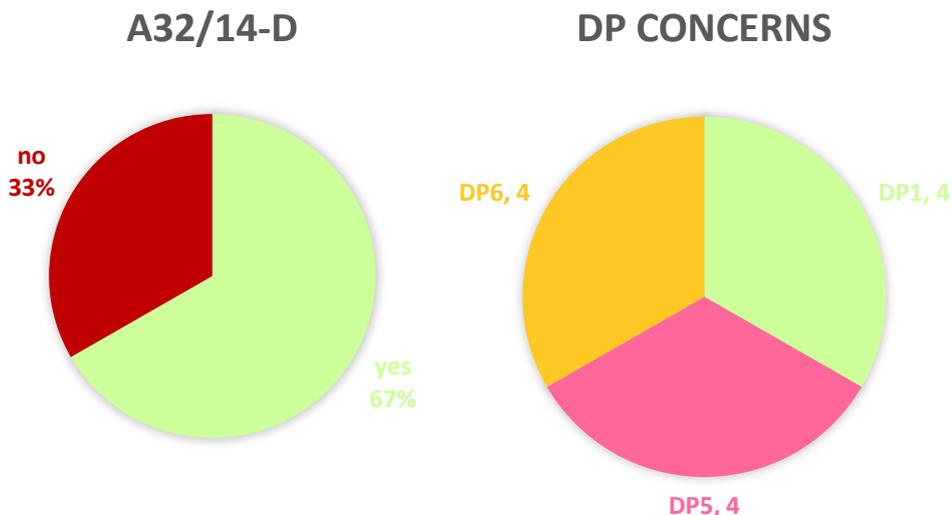
The feedback survey for Question 37 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of Arrivals Option C. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
Yorkshire Dales National Park	No; It's unclear if consideration has been given to the Yorkshire Dales National Park under DP3;
Dales Hang gliding and Paragliding Club (DHPC)	No; DP3: AMBER: Potential conflict with YDNP & Nidderdale AONB. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
Wolds Gliding Club	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
North West Leeds Transport Forum	No;(5) requires larger controlled airspace?;

<b>Regional Soaring Airspace Group (RSAG)</b>	No;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. ;
<b>British Gliding Association</b>	It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact on gliding. We refer you to the response of the Regional Soaring Airspace Group.;No;

### Question 38: Arrivals 32/14 Option D

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.



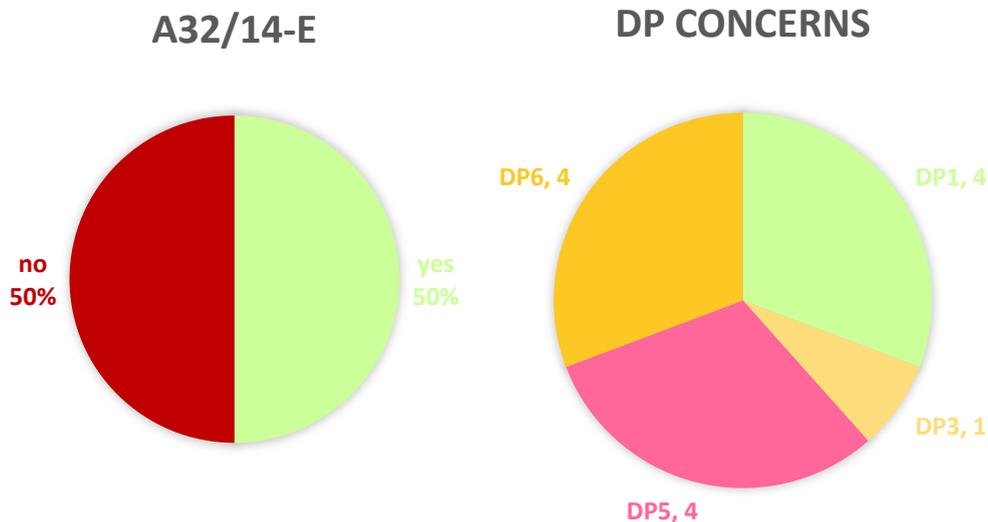
The feedback survey for Question 38 was completed by 12 stakeholder groups with 67% of these responses indicating that the DPs were **correctly** applied to the design of Arrivals Option D. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly

	assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	<i>Repeated Feedback.</i>
<b>North West Leeds Transport Forum</b>	Yes;—assuming inbound tracks (not shown on the slide) do not require any Tracks to Hold in LBA airspace.;
<b>Regional Soaring Airspace Group (RSAG)</b>	<i>Repeated Feedback.</i>
<b>British Gliding Association</b>	<i>Repeated Feedback.</i>

### Question 39: Arrivals 32/14 Option E

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.



The feedback survey for Question 39 was completed by 12 stakeholder groups with a 50/50 divide in the responses regarding the application of the DPs to the design of Arrivals Option E. Those who disagreed with the design option were provided the opportunity to leave comment, and they are listed below.

Stakeholder	Feedback
<b>York Gliding Centre</b>	No; there is no recognition 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], or of the likelihood of encountering gliders in thermal up to cloudbase and in mountain wave above FL100 in Arrivals Options B and E, both of which appear to require an extension of

	controlled airspace to the East which can be avoided by the adoption of Options C or D;
<b>Yorkshire Dales National Park</b>	No; It's unclear if consideration has been given to the Yorkshire Dales National Park under DP3;
<b>Dales Hang gliding and Paragliding Club (DHPC)</b>	No; DP3: AMBER: Potential conflict with YDNP & Nidderdale AONB. DPs 1, 5 & 6: AMBER. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.;
<b>Wolds Gliding Club</b>	No; The published swathe runs through class G airspace utilised by gliders. Without specific airspace height information we cannot accurately assess the impact of the change. Therefore, we must assume that it may lead to conflict with gliders and fails to meet DP1 DP5 DP6.;
<b>North West Leeds Transport Forum</b>	Yes; Query: (we note that the questionnaire did not ask for any stakeholder opinion on options F1, F2 or F3 – we understand that these are not viable because of the large amount of extra airspace that would be required) ;
<b>Regional Soaring Airspace Group (RSAG)</b>	No; 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 full.
<b>British Gliding Association</b>	It is difficult to ascertain how DPs 1, 5 and 6 have been applied as there does not appear to be any airspace design proposed at stage 2 so any impact on us as a stakeholder is unclear. Lowering or increasing controlled airspace generally has a detrimental impact



on gliding. We refer you to the response of  
the Regional Soaring Airspace Group.;No;

## Round 2: 31 March 2023-29 April 2023

Following the feedback of Round 1, a revised list of Design Options was shared with the same stakeholder groups from the 31 March 2023 to 29 April 2023 through a presentation supplied via email. The presentation was accompanied by a second online survey which once again sought to understand whether stakeholders felt that the Design Principles and been correctly and consistently applied to the Design options.

The decision to engage via email communications was due to most of the detail having been previously explained to stakeholders. The second round of engagement sought to build detail upon the ideas and concepts provided in round 1, therefore email format was deemed appropriate.

### Changes Presented in Round 2

	Departures	Arrivals
<b>Why?</b>	The main driver was a need for an option of straight ahead to circa 4.5nm for each direction of travel as it was requested by some stakeholders during the previous Stage 2 engagement.	The Dos previously conceived were insufficiently detailed to make an adequate qualitative assessment and they did not 'meet the need' set out in the Statement of Need. The Airport is keen to modernise/systemise (in keeping with the AMS) as opposed to simply sticking with the status quo.
<b>What has changed?</b>	<p>Some additional departure options conceived off Runway 32 (RW32) to the North-West, West, South and South-East.</p> <p>May be no requirement for the Option of a Standard Instrument Departure (SID) to the North-East due to minimal demand- may be possible to use the North- West SID and then turn towards GASKO.</p> <p>Nothing new developed off RW14.</p>	<p>Conceived a variety of hold options at the end of the Standard Arrivals (STARS) including some outside of the existing LBA delegated airspace at GOLES and NELSA respectively. These are complemented with Arrival Transitions to various T/Y-Bar options.</p> <p>The existing Missed Approach Procedure (MAP) does not work well; it needs controller intervention and so something different is required- various options developed.</p>

#### Additional Departures Design Options:

- RW32 South-East: 2 new options
- RW32 South & West: 3 new options
- RW32 North-West: 1 new option

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

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

It was also noted that previous options included Point Merge. These were never appropriate for the traffic levels or the airspace available to the Airport and accordingly these have been removed. Stakeholders were informed that further explanation on this would be contained in the Stage 2 documentation posted on the ACP Portal.

During this second round of stakeholder engagement, Leeds Bradford Airport received a greater total response to the stakeholder feedback survey hearing from 27 individuals/organisations. This included:

#### Local Councils/Resident Representative Bodies

- Burley in Wharfedale Parish Council
- Otley Town Partnership
- Moor Lane Residents Association
- Burley Residents
- Menston Parish Council
- Bramhope and Carlton Parish Council

#### General Aviation (GA)

- Dales Hang Gliding and Paragliding Group (DHPC)
- York Gliding Centre
- Regional Soaring Airspace Group (RSAG)

#### Other Technical Stakeholders

- John Lennon Airport
- Ministry of Defence (MoD)
- North West Leeds Transport Forum
- NATS NERL

#### Environmental Stakeholders

- Peak District National Park Authority

LBA also heard from 13 individuals, including residents and homeowners from Menston, Bramhope and Otley. The full feedback from each of these stakeholders is documented below.

Stakeholders were once again informed that their feedback will be used to help finalise the DPE alongside the conduction and documentation of an Initial Options Appraisal (IOA).

## Round 2 Feedback Survey Results:

### Departures Question 01.

Have we correctly evaluated the new departure swathes off RW32 routing to the South-East against the Design Principles (i.e. Options F & G)?

Organisation	Date Completed	Have we correctly evaluated the new departure swathes off RW32 routing to the South-East against the Design Principles (i.e. Options F & G)?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for both DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation does not help.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	

<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	Inadequate consultation plus these flight paths in the past were rejected on safety grounds.
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	Re all options and design principle numbers. There has been insufficient volume and quality of consultation with Otley residents or their elected officials (key stakeholders) to access the optimum way forward: in particular addressing the existing problems of early morning and late-night noise which could be exacerbated by some of the options. My view is that this deficiency means that the Options appraisal should not be permitted to pass the next gateway.
<b>Resident (Bramhope)</b>	27/04/2023	No	The proposed variations increase over flight of residential areas not currently blighted.
<b>Self</b>	27/04/2023	No	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	No.	Regarding 32SEF, DP2 should be RED (because residents of North West Leeds would be subject to the noise and disturbance of aircraft departing to the Southeast regardless of which runway had been used. This would

			removed any semblance of respite. Also this path would be wholly contrary to the spirit of the local planning condition which, in order to reduce noise disturbance in the main built up area, requires departures to use RW32 whenever it is safe to do so. DP4 should be RED and DP9 should be ORANGE (as a result of the extra track miles- as per your evaluations of 14S&WD AND 14S&WE). DP1 and DP6 should both be ORANGE (due to the potential conflict with arriving aircraft- vertical separation would be required and contingency arrangements made for situations where this fails).
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32- North-Westerley Departures- RIBEL- Options B, below.
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### **Departures Question 02.**

Have we correctly evaluated the previously existing departure swathes off RW32 routing to the South-East against the Design Principles (i.e. Options A-E)?

<b>Organisation</b>	<b>Date Completed</b>	<b>Have we correctly evaluated the previously existing departure swathes off RW32 routing to the South-East against the Design Principles (i.e. Options A-E)?</b>	<b>If no, please provide the Option Letter, Design Principle number and your reason.</b>
<b>Dales Hang gliding and Paragliding Club</b>	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety

			implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Obfuscation.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	
<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
<b>York Gliding Centre</b>	24/04/2023	Yes.	
<b>Burley Residents</b>	24/04/2023	Yes.	
<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	Again, previously flying over Bradford Road was the safe route . How can this have changed. Plus, you haven't consulted with public according to rules
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above
<b>Resident (Bramhope)</b>	27/04/2023	Yes	
<b>Self</b>	27/04/2023	No	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	No.	Regarding 32SEA, 32SEB and, most particularly 32SEC, DP2 should be red (because residents of North West Leeds would be subject to the noise and disturbance of aircraft departing to the Southeast regardless of which runway had been used. This would remove any semblance of respite. Also this path would be wholly contrary to the spirit of the local planning condition which, in order to reduce noise disturbance in the main built up area, requires departures to use RW32 whenever it is safe to do so). DP4 should be red and DP9 should be orange (as a result of the extra track). DP1 and DP6 should both be orange (due to the potential conflict with arriving aircraft

			– vertical separation would be required and contingency arrangements made for situations where this fails).
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32- North-Westerley Departures- RIBEL- Options B, below.
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 03.

Have we correctly evaluated the new departure swathes off RW32 routing to the South & West against the Design Principles (i.e. Options F-H)

<b>Organisation</b>	<b>Date Completed</b>	<b>Have we correctly evaluated the new departure swathes off RW32 routing to the South &amp; West against the Design Principles (i.e. Options F-H)</b>	<b>If no, please provide the Option Letter, Design Principle number and your reason.</b>
<b>Dales Hang gliding and Paragliding Club</b>	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Obfuscation.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	
<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *

<b>York Gliding Centre</b>	24/04/2023	Yes.	
<b>Burley Residents</b>	24/04/2023	Yes.	
<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	No.	Regarding 32S&WF, DP2 should be red (because residents of North West Leeds would be subject to the noise and disturbance of aircraft departing to the Southeast regardless of which runway had been used. This would remove any semblance of respite. Also this path would be wholly contrary to the spirit of the local planning

			condition which, in order to reduce noise disturbance in the main built up area, requires departures to use RW32 whenever it is safe to do so). DP4 and DP9 should both be red (as a result of the extra track). DP1 and DP6 should both be red (due to the potential conflict with arriving aircraft – vertical separation would be required and contingency arrangements made for situations where this fails)
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32- North-Westerley Departures- RIBEL- Options B, below.
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 04.

Have we correctly evaluated the previously existing departure swathes off RW32 routing to the South & West against the Design Principles (i.e. Options A-E)?

Organisation	Date Completed	Have we correctly evaluated the previously existing departure swathes off RW32 routing to the South & West against the Design Principles (i.e. Options A-E)?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	

<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	Yes.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	No.	Regarding 32S&WA, DP2 should be red (because residents of North West Leeds would be subject to the noise and disturbance of aircraft departing to the SouthEast regardless of which runway had been used. This would remove any semblance of respite. Also this path would be wholly contrary to the spirit of the local planning condition which, in order to reduce noise disturbance in the main built up area, requires departures to use RW32 whenever it is safe to do so). DP4 and DP9 should both be red (as a result of the extra track). DP1 and DP6 should both be red (due to the potential conflict with arriving aircraft – vertical separation would be required and contingency arrangements made for situations where this fails).
<b>NATS NERL</b>	28/04/2023	Yes.	

<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32- North-Westerley Departures- RIBEL- Options B, below.
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 05.

Have we correctly evaluated the new departure swathes off RW32 routing to the North- West against the Design Principles (i.e. Option B)?

<b>Organisation</b>	<b>Date Completed</b>	<b>Have we correctly evaluated the new departure swathes off RW32 routing to the North- West against the Design Principles (i.e. Option B)?</b>	<b>If no, please provide the Option Letter, Design Principle number and your reason.</b>
<b>Dales Hang gliding and Paragliding Club</b>	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Obfuscation.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	
<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
<b>York Gliding Centre</b>	24/04/2023	Yes.	
<b>Burley Residents</b>	24/04/2023	Yes.	

<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	
<b>Member of the Public</b>	27/04/2023	No.	<p>This comment replaces my previous comment. Design principle no 2. I am a member of the public and am posting this here as I don't know where else to make my opinion known. The document is not the easiest for a lay person to decipher but option B of the north westerly departures seems to push the extent of the flight path further over to Otley, such that it crosses Burras Lane and Ilkley Road somewhere near the Fleece public house. This would not only affect people directly under the flight path but many more people living in Otley than is current. In or around 2020 you nudged the flight path over towards Otley and away from Menston so that planes now cross over Bradford Road between Otley and Menston. This probably is a good balance for the peoples of both communities so any proposals to shift any of the flight paths further towards Otley are plain wrong. I can't comment on how many more or less people will be affected by this option but with Otley being nearer to the airport it means that the people here are affected more so than the people further up the valley in Ilkley. So even if less people in total are affected by option B you need to take into account the level of interference that would be inflicted on the number of people living in Otley.</p>
<b>Public</b>	27/04/2023	Yes.	

<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	Principle design no2
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	<p>RW32 – North-Westerly Departures - RIBEL - Option B          The proposed Option B overflies a much larger part of the residential area of Otley than at present, and also newly overflies the town of Burley-in-Wharfedale.</p> <p>The parts of Otley which would be affected by Option B are : the Ilkley Road and Bradford Road areas south of the River Wharfe the Weston area of Otley, north of the river Wharfedale Hospital, which is only a very short distance to the East of the proposed Option B flight path.</p> <p>Allotment areas, used for growing food, at the West of Otley.</p>

			<p>Aircraft will still be at a relatively low height when overflying these areas, which will lead to increased noise and air pollution for residents and hospital patients in this area.</p> <p>Locations as shown in the map on p. 18 of the Powerpoint document (CPJ-5692- PRE-028-LBA-FASIN-ACP-Design-Option-Update-Brief-V1.0-1.pdf)</p> <p>The towns of Otley and Burley-in-Wharfedale are erroneously not mentioned in the DP2 Noise column of the options appraisal on p. 19 of the Powerpoint document referred to above.</p> <p>I live on Ilkley Road in Otley, slightly to the East of the current north-westerly flight path. Depending on the wind direction, I can sometimes taste oily pollution residues from aircraft flying nearby, and this would increase if the direct overflights resulting from Option B were to be approved.</p>
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	No.	RW32NWB DP3 Impact on the Yorkshire Dales National Park
<b>Self</b>	28/04/2023	No.	32NW Noise. The proposed routing covers larger areas of Otley, which would expose a larger number of people to increased noise levels. Occasional Military training flights use similar routings, and the noise levels from these are significant, however they are infrequent and not at anti social hours. Regular use of these routings would cause nuisance. Pollution in these areas would also increase. adding to the already significant road traffic pollution.

### Departures Question 06.

Have we correctly evaluated the previously existing departure swathes off RW32 routing to the North-West against the Design Principles (i.e. Option A)?

Organisation	Date Completed	Have we correctly evaluated the previously existing departure swathes off RW32 routing to the North-West against the Design Principles (i.e. Option A)?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	

<b>Member of the Public</b>	27/04/2023	Yes.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	Principle design no2
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	No.	RW32NWB DP3 Impact on the Yorkshire Dales National Park
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 07.

Have we correctly evaluated the previously existing departure swathes off RW32 routing to the North- East against the Design Principles?

Organisation	Date Completed	Have we correctly evaluated the previously existing departure swathes off RW32 routing to the North- East against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	
Member of the Public	27/04/2023	No.	

<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	Design no2
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

Departures Question 08.

Have we have correctly evaluated the previously existing departure swathes off RW14 routing to the South- East against the Design Principles?

Organisation	Date Completed	Have we have correctly evaluated the previously existing departure swathes off RW14 routing to the South- East against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	
Member of the Public	27/04/2023	No.	
Public	27/04/2023	Yes.	
Otley Resident	27/04/2023	No.	See above.
Resident (Bramhope)	27/04/2023	No.	

<b>Self</b>	27/04/2023	Yes.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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. n. 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
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	No.	Regarding 32SEB, 32SEC and 32SED, DP2 should be orange (because of increased noise disturbance to the heavily populated area of North and Central Leeds)
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 09.

Have we correctly evaluated the previously existing departure swathes off RW14 routing to the South & West against the Design Principles?

Organisation	Date Completed	Have we correctly evaluated the previously existing departure swathes off RW14 routing to the South & West against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	
Member of the Public	27/04/2023	No.	

<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	No.	Regarding 14SWD and 14SWE, DP1 and DP6 should be orange (due to the potential conflict with arrivals and the need for contingency arrangements for failure of the required vertical separation)
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	No.	RW14S&WC DP2 Should indicate potential noise increase for the areas overflown (Bradford and surroundings)
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 10.

Have we correctly evaluated the previously existing departure swathes off RW14 routing to the North- West against the Design Principles?

Organisation	Date Completed	Have we correctly evaluated the previously existing departure swathes off RW14 routing to the North- West against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	
Member of the Public	27/04/2023	No.	

<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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. 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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 11.

Have we correctly evaluated the previously existing departure swathes off RW14 routing to the North- East against the Design Principles?

Organisation	Date Completed	Have we correctly evaluated the previously existing departure swathes off RW14 routing to the North- East against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for all DOs. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	
Member of the Public	27/04/2023	No.	

<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	No.	See above.
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Departures Question 12.

Do you have anything to further to add on the Departure Options?

Organisation	Answer
Dales Hang gliding and Paragliding Club	No.
Liverpool John Lennon Airport	No further suggestions
Local Resident	Sadly current is not an actual representation of current. Also end of runway is not an appropriate measuring point.
MOD	No
Moor Lane Residents Association	In future, please include the NPRs on images for reference. There also appears to be no acknowledgement or reference 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.
Otley Town Partnership	PLEASE SEE THE SEPARATE LETTER SUBMITTED BY EMAIL 21 APRIL 2023 ON BEHALF OF OTLEY TOWN PARTNERSHIP
York Gliding Centre	The above responses should not be interpreted as agreement to the finally determined routes. We require a detailed breakdown of the proposed routes, especially those passing to the East.
Burley Residents	No
Peak District National Park Authority	The Peak District National Park Authority is principally concerned with departures that overfly the Peak District National Park. Only one of the assessed departures does so (14SEA), and this is not one of the new ones. We have some secondary concerns about the potential impact on other National Parks and AONBs (Yorkshire Dales NP and Nidderdale AONB), but believe that representatives of the bodies responsible for these designated landscapes are best placed to provide more meaningful comment.
Burley in Wharfedale Parish Council	We assume that options F & G will now appear within the final consultation at Stage 3

<b>Menston Resident</b>	Yes. Please abide by the proposed options F and G. It will significantly improve the quality of lives for many people in Menston. Both for noise reduction and improved air quality in the immediate vicinity. Regarding question 17, I don't know the answer. It's a very long and detailed document.
<b>Homeowner</b>	Option G seems particularly sensible. Allowing aircraft to gain far greater altitude before turning, which will minimise noise and air pollution to the more densely populated areas close to the flight path. A win win!
<b>Myself</b>	You have not followed public consultation rules
<b>Member of the Public</b>	I refer to my answer at question 14 should any of the newly proposed flight departure options push flights further towards Otley
<b>Public</b>	No
<b>Otley Resident</b>	See above
<b>Resident (Bramhope)</b>	Existing routing is entirely sufficient
<b>Self</b>	Design 2
<b>Coordinator, RSAG</b>	No
<b>N/A</b>	Please stick to the night flight quota
<b>Menston Parish Council</b>	.
<b>Myself</b>	Avoid OTLEY flight path
<b>North West Leeds Transport Forum</b>	Regarding 14SE departures, we believe that an optimal swathe would start out as per 14SEA and then turn slightly left when it reaches the M62 in order to avoid overflying Wakefield (starting out as per 14SEA rather than 14SEB would reduce the population overflow in the first 6 miles or so)
<b>NATS NERL</b>	NATS NERL (MTMA ACP) considers the swathes presented indicatively suggest network compatibility within the requirements of a stage 2 ACP. We fully support our ongoing positive collaborative relationship with Leeds Bradford Airport by working together to progress conceptual indicative options to mutually compatible airport >network designs.
<b>Local Resident</b>	I found it unhelpful on this form that later options could only be commented upon by clicking "No" to all earlier questions about whether particular proposals for other departure swathes have been correctly evaluated.
<b>Bramhope &amp; Carlton Parish Council</b>	It is difficult to tell whether DP2 are assessed correctly as Amber (or Green or Red) without some form of noise forecast and comparison with specimen current noise levels. Where a swathe is over an urban area and flights are below 7000 feet, the default rating seems to be Amber - may not meet the DP - which is probably a sensible approach. As a lay person, one is only really qualified to comment on DP2 , and DP3 as one can understand the potential impact on the land below. Even to comment on DP4 is speculation.
<b>Self</b>	I see no reason to change existing routes.

### Arrivals Question 01.

Have we correctly evaluated Arrival Option 1 against the Design Principles?

Organisation	Date Completed	Have we correctly evaluated Arrival Option 1 against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for option 1. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
Liverpool John Lennon Airport	19/04/2023	Yes.	
Local Resident	19/04/2023	No.	Obfuscation.
MOD	20/04/2023	Yes.	
Moor Lane Residents Association	19/04/2023	Yes	
Otley Town Partnership	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
York Gliding Centre	24/04/2023	Yes.	
Burley Residents	24/04/2023	Yes.	
Peak District National Park Authority	25/04/2023	Yes.	
Burley in Wharfedale Parish Council	26/04/2023	Yes.	
Menston Resident	26/04/2023	Yes.	
Homeowner	26/04/2023	Yes.	
Myself	27/04/2023	No.	
Member of the Public	27/04/2023	No.	

<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	Yes.	
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### **Arrivals Question 02.**

Have we correctly evaluated Arrival Option 2 against the Design Principles?

<b>Organisation</b>	<b>Date Completed</b>	<b>Have we correctly evaluated Arrival Option 2 against the Design Principles?</b>	<b>If no, please provide the Option Letter, Design Principle number and your reason.</b>
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<b>Dales Hang gliding and Paragliding Club</b>	10/04/2023	No.	DPs 1, 5 & 6: AMBER for option 2. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Obfuscation.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	
<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
<b>York Gliding Centre</b>	24/04/2023	No.	No account is taken of the GA and other traffic that will be operating in the area previously bounded by the DSA CTA/CTR. There are potential safety concerns (DP1)
<b>Burley Residents</b>	24/04/2023	Yes.	
<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	Yes.	
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	

<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### **Arrivals Question 03.**

Have we correctly evaluated Arrival Option 3 against the Design Principles?

<b>Organisation</b>	<b>Date Completed</b>	<b>Have we correctly evaluated Arrival Option 3 against the Design Principles?</b>	<b>If no, please provide the Option Letter, Design Principle number and your reason.</b>
<b>Dales Hang gliding and Paragliding Club</b>	10/04/2023	No.	DPs 1, 5 & 6: AMBER for option 3. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety

			implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Obfuscation.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	
<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
<b>York Gliding Centre</b>	24/04/2023	Yes.	
<b>Burley Residents</b>	24/04/2023	Yes.	
<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	Yes.	
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
N/A	27/04/2023	No.	
Menston Parish Council	27/04/2023	Yes.	
Myself	28/04/2023	Yes.	
North West Leeds Transport Forum	28/04/2023	Yes.	
NATS NERL	28/04/2023	Yes.	
Local Resident	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
Bramhope & Carlton Parish Council	28/04/2023	Yes.	
Self	28/04/2023	Yes.	

### Arrivals Question 04.

Have we correctly evaluated Arrival Option 4 against the Design Principles?

Organisation	Date Completed	Have we correctly evaluated Arrival Option 4 against the Design Principles?	If no, please provide the Option Letter, Design Principle number and your reason.
Dales Hang gliding and Paragliding Club	10/04/2023	No.	DPs 1, 5 & 6: AMBER for option 4. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.

<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Obfuscation.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	
<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
<b>York Gliding Centre</b>	24/04/2023	Yes.	
<b>Burley Residents</b>	24/04/2023	Yes.	
<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	Yes.	
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	

<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	
<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### **Arrivals Question 05.**

Have we correctly evaluated Arrival Option 5 against the Design Principles?

<b>Organisation</b>	<b>Date Completed</b>	<b>Have we correctly evaluated Arrival Option 5 against the Design Principles?</b>	<b>If no, please provide the Option Letter, Design Principle number and your reason.</b>
<b>Dales Hang gliding and Paragliding Club</b>	10/04/2023	No.	DPs 1, 5 & 6: AMBER for option 5. We are unable to make meaningful comment until details of the proposed controlled airspace have been promulgated. The safety implications for users outside CAS cannot be properly assessed at this stage. Until they are, we recommend that these DPs be colour coded amber.
<b>Liverpool John Lennon Airport</b>	19/04/2023	Yes.	
<b>Local Resident</b>	19/04/2023	No.	Same.
<b>MOD</b>	20/04/2023	Yes.	
<b>Moor Lane Residents Association</b>	19/04/2023	Yes	

<b>Otley Town Partnership</b>	21/04/2023	No.	Please see the separate letter submitted by email 21 April 2023 on behalf of Otley Town Partnership. *
<b>York Gliding Centre</b>	24/04/2023	Yes.	
<b>Burley Residents</b>	24/04/2023	Yes.	
<b>Peak District National Park Authority</b>	25/04/2023	Yes.	
<b>Burley in Wharfedale Parish Council</b>	26/04/2023	Yes.	
<b>Menston Resident</b>	26/04/2023	Yes.	
<b>Homeowner</b>	26/04/2023	Yes.	
<b>Myself</b>	27/04/2023	No.	
<b>Member of the Public</b>	27/04/2023	No.	
<b>Public</b>	27/04/2023	Yes.	
<b>Otley Resident</b>	27/04/2023	Yes.	
<b>Resident (Bramhope)</b>	27/04/2023	No.	
<b>Self</b>	27/04/2023	No.	
<b>Coordinator, RSAG</b>	27/04/2023	No.	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.
<b>N/A</b>	27/04/2023	No.	
<b>Menston Parish Council</b>	27/04/2023	Yes.	
<b>Myself</b>	28/04/2023	Yes.	
<b>North West Leeds Transport Forum</b>	28/04/2023	Yes.	
<b>NATS NERL</b>	28/04/2023	Yes.	

<b>Local Resident</b>	28/04/2023	No.	No comment for this section. Please see comments on RW32 – North- Westerly Departures - RIBEL - Option B, above
<b>Bramhope &amp; Carlton Parish Council</b>	28/04/2023	Yes.	
<b>Self</b>	28/04/2023	Yes.	

### Arrival Question 06.

Do you have anything to further to add on the Arrival Options?

<b>Organisation</b>	<b>Answer</b>
<b>Dales Hang gliding and Paragliding Club</b>	No.
<b>Liverpool John Lennon Airport</b>	No further suggestions
<b>Local Resident</b>	Ibid.
<b>MOD</b>	MOD would not support DO that require significant increases in CAS, particularly when considered cumulatively with MTMA proposals
<b>Moor Lane Residents Association</b>	No.
<b>Otley Town Partnership</b>	PLLEASE SEE THE SEPARATE LETTER SUBMITTED BY EMAIL 21 APRIL 2023 ON BEHALF OF OTLEY TOWN PARTNERSHIP
<b>York Gliding Centre</b>	The future of DSA airspace has a direct bearing on our determinations.
<b>Burley Residents</b>	No.
<b>Peak District National Park Authority</b>	None of the arrivals appear to have a direct impact on the Peak District National Park, so it would be innappropriate to provide additional comment.
<b>Burley in Wharfedale Parish Council</b>	No.
<b>Menston Resident</b>	No. My thoughts are made clear above. Whether it be departures or arrivals please desist from flying over Bleach Mill Lane. Until 12(ish) years ago flights could be heard and seen but they followed the correct route through the valley and

	over the beacons and, most importantly, flew directly over very few houses. It would be much appreciated if this route were to be reinstated and followed correctly.
<b>Homeowner</b>	No
<b>Myself</b>	You haven't followed an ethical public consultation or provided environmental impact
<b>Member of the Public</b>	I refer to my answer at question 14 should any of the newly proposed flight arrival options push flights further towards Otley.
<b>Public</b>	No
<b>Otley Resident</b>	See above
<b>Resident (Bramhope)</b>	The existing flight paths/routes provide a balanced and substantively unblighted position without impacting on residential areas. New. Proposals blight additional residential areas.
<b>Self</b>	.
<b>Coordinator, RSAG</b>	No
<b>N/A</b>	Please stick to the night flight quota
<b>Menston Parish Council</b>	.
<b>Myself</b>	Avoid OTLEY flight path
<b>North West Leeds Transport Forum</b>	We do not fully understand the hold options and so have refrained from comment at this stage.
<b>NATS NERL</b>	NATS NERL ( MTMA ACP) considers the swathes presented indicatively suggest network compatibility within the requirements of a stage 2 ACP however, we observe indicative hold locations and elements of arrival options do require further collaborative design activities to determine overall network compatibility which at best case, may wholly be within the swathes presented however, some uncertainty will remain as to complete network/airport compatibility until further joint analysis and design options development work is progressed. We fully support our ongoing positive collaborative relationship with Leeds Bradford Airport by working together to progress conceptual indicative options to mutually compatible network > airport designs that deliver acceptable benefits to all parties, as per a fundamental aspiration of the AMS.
<b>Local Resident</b>	No further comments
<b>Bramhope &amp; Carlton Parish Council</b>	Not possible to disagree with the DP ratings without a degree of technical knowledge that I do not possess.
<b>Self</b>	I have not had sufficient time to evaluate any of these options

## Round 3: 22<sup>nd</sup> November 2023- 20<sup>th</sup> December 2023

A Stage 2 Gateway submission was made to the CAA in Summer 2023; however, it was ultimately unsuccessful, with feedback from the regulator determining that the DPE and IOA needed review to ensure a consistent application of criteria was met across the DOs. As a result, stakeholder engagement was utilised for a third time.

Stakeholders received an overview via email titled LEEDS BRADFORD AIRPORT FUTURE AIRSPACE- CAP1616 ACP- STAGE 2- 3<sup>RD</sup> ROUND ENGAGEMENT, alongside a presentation and an online survey for feedback on the application of DPs to each of the DOs. Stakeholders were given the period of the 22 November 2023 to the 20 December 2023 to provide their feedback. The update can be found in Appendix C.

Stakeholders received two presentations, one for Arrivals and one for departures, which detailed the changes being implemented at this round of engagement:

Why?	What has changed?
<b>ARRIVALS</b>	
As with the departures, the DPE needed to be revised following CAA review and following bilateral meetings between NATS En-Route Ltd (NERL) and LBA, an additional arrival option was deemed necessary.	<p>The Arrival DOs that utilised a hold location to the NW of the Airport (named NELSA) may ultimately prove to be not viable. Discussion with NERL has resulted in a conclusion that Arrival DOs 2- 3- 4 and 5 are not viable. Accordingly, an arrival system has been conceived that utilises the LBA (for aircraft from the North, NW and West) and GOLES (for aircraft from the South, SW and East). Additionally, we have developed systems that utilise a hold out to the NW combined with the LBA and GOLES holds.</p> <p>The DPE for all the Arrival DOs has been revised following CAA review. A revised DPE is presented for comment.</p>
<b>DEPARTURES</b>	
Seven new Departure Dos have been developed, five for RW32 and two for RW14. These Dos share the same initial climb-out but then split in the required departure directions.	<p>We have looked to recently improved procedure design and navigational techniques to try and avoid some of the communities closer to the Airport.</p> <p>Many of these new Dos have been developed specifically to provide communities with respite or night-time noise relief.</p>
The requirement for SIDs towards the NW and NE has been reviewed and it was concluded there was insufficient demand. Accordingly, the NW and NE SID options have been removed from evaluation.	<p>The DPE for all the Departure Dos has been revised post CAA-review. It was considered that the DPs had not been applied consistently to each DO and therefore a revised DPE is presented for comment.</p>

Via the first presentation, stakeholders were provided with 7 new Departure Options alongside the existing ones; The second presentation detailed the 6 existing Arrival Options and 4 New Arrival Options being carried forward into Stage 3 of the CAP1616 process, alongside 4 additional RNP AR Design Options.

Furthermore, engaged stakeholders were informed of an online briefing held on 05 December 2023 from 1200hrs to 1400hrs, which permitted stakeholders the opportunity to have obscure concepts explained or their questions answered. Twenty-two stakeholder representatives attended and was held via Microsoft Teams. A reminder for the briefing was sent to the stakeholder list on 04 December 2023 via email.

The rationale for LBA's decision to hold an online briefing during the third round of engagement was to refresh stakeholders' understanding of the proposal, given the time elapsed since the previous briefing. However, it also provided stakeholders the opportunity to ask any new questions that may have emerged in that time or during the earlier rounds of engagement.

This briefing was followed by a survey, sent via email on 15 December 2023, to allow stakeholders to feedback on the presented DOs and the application of them against the DPs. The survey received 15 responses which came from the following organisations:

- Peak District NP
- York Gliding Centre
- North West Leeds Transport Association (NWLTA)
- Ministry of Defence (DAATM)
- DHPC
- Yorkshire, Derbyshire and Nottinghamshire RSAG
- Leeds City Council
- Otley Town Council
- BGA
- Bramhope & Carlton Parish Council
- NATS NERL (MTMA ACP)
- Menston Parish Council
- Ryanair
- Moor Lane Residents Association
- Burn Gliding Club Ltd

There were a couple of comments made in relation to the presentation of the engagement material. Some felt there was insufficient detail provided on the pre-existing DOs in order to conduct their own DPE. Whilst greater detail was provided on the newer DOs that were being presented for the first time, the Sponsor believes there was sufficient detail included on the 'legacy' Dos in the previous publications and engagement material on the ACP portal.

**Question 1: RW32 NEWA**

Organisation	Have we correctly evaluated the RW32 New Option A departure swathes against the Design Principles?	If no please provide the Design Principle number and your reason.
Peak District National Park Authority	Yes	
York Gliding Centre (Rufforth West Airfield)	Yes	
North West Leeds Transport Forum	No	2
Ministry of Defence	Yes	
Dales Hang Gliding and Paragliding Club	No	DP6 (AMBER): Need to review LoA for Baildon Moor. Departures to SSE not a particular concern for this club, but likely to be more of an issue for the Derbyshire Soaring Club and BGA clubs.
Regional Soaring Airspace Group	No	1, 5 & 6 Although LBA evaluate all as GREEN, we note that no information on the base heights and ceilings of proposed departure routes within this swathe or potential changes, including reductions, that could be made to existing LBA CAS constructs has been provided nor can we assess the potential implications including safety to other users of this airspace. We cannot therefore confirm that DPs 1, 5 & 6 have been applied (so rate as AMBER).
Leeds City Council	Yes	
Otley Town Council	No	This option would appear to follow the existing northbound NPR swathe, but any flights on this route pass near or over the west side of Otley at below 4,000ft and so will have a noise and tranquillity impact which we are unable to quantify at this stage.
British Gliding Association	No	We support the RSAG ACP response on this point.
Bramhope and Carlton Parish Council	Yes	
NATS/NERL	Yes	

<b>Menston Parish Council</b>	No	DP 2,3,4 and 7 have not been evaluated correctly. It is listed as a potential respite route but there is no indication of how often and when it would be used so evaluation against the DP's is not possible. So DP2- noise, 3, tranquillity, 4 emissions and air quality impact cannot be assessed. It is also a tight turn, flyability ( DP7) will be challenging, risking violation of future noise reduction methods. It is suggested that Routes 32 SEG, 32S and 32WH would be better options as per the Step 2a Design option update April 2023.
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	No	DP2,3,4 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), Tranquility(DP3) Emissions and Air Quality.(DP4). In addition due the the tight radius of turn flyability will be challenging ( DP7) resulting in violation of future noise reduction methods. This route has been labeled a Potential Respite Route with the objective of reducing noise nuance by 'sharing the load' between this new route and the existing one. There is no indication as to how often and in 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 per Step 2a Design Option Update-April 2023
<b>Burn Gliding Club Ltd</b>	No	Its very difficult to assess whether any of these proposals meet the objectives due to the way the information has been presented on the slides. It would be far easier to understand if the green / amber / red assessment information had been included on the slides so that its possible to see the proposal and the LBA comments all together, rather than showing all the options first and then giving a summary for all of them afterwards. This makes it almost impossible to comprehend which set of comments are being applied to each of the design options.

### Question 2: RW32NEWB

Organisation	Have we correctly evaluated the RW32 New Option B departure swathes against the Design Principles?	If no please provide the Design Principle number and your reason.
Peak District National Park Authority	No	Embsay and Skipton suggesting possible impact
York Gliding Centre (Rufforth West Airfield)	Yes	
North West Leeds Transport Forum	Yes	
Ministry of Defence	Yes	
Dales Hang Gliding and Paragliding Club	No	DP6 (RED):Threat to site at Addingham Moorside (currently 3,000'). DP6 (AMBER): Need to review LoA for Ilkley Moor.
Regional Soaring Airspace Group	No	1, 5 & 6 Although LBA evaluate all as GREEN, we note that no information on the base heights and ceilings of proposed departure routes within this swathe or any potential changes, including reductions, they may require to existing LBA CAS constructs has been provided. We have not been provided with details of when a "Night Route" would operate nor of the implications for the CAS required to contain it. In addition, there are potential implications for soaring in the Otley, Ilkley and Addingham area. We cannot therefore confirm that DPs 1, 5 & 6 have been applied (so rate DPs 5 & 6 AMBER and DP1 RED).
Leeds City Council	No	It's not a "complete no". It may be correct to assess it overall within the Green RAG category, however it would seem that by turning from the NPR earlier it would affect some of the community more so than existing situation, but this not noted in the same way as either A or C has been.
Otley Town Council	No	For this option, any flights on this route will pass near or over the east side of Otley at below 4,000 ft so will have a noise and tranquility impact which we are unable to quantify at this stage.

<b>British Gliding Association</b>	No	We support the RSAG ACP response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	No	DP 2 and 3 It is not clear when this would be used? Always at night? Night hours- 2300-0700? DP2 and 3. Without this the evaluation cannot be made. DP 7 Also, the early right turn after departure might incur aircraft performance issues if there is an engine failure and the closeness to the rising ground of the Chevin ( DP7)
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	No	DP2,3 and 7 have not been evaluated correctly Is there a commitment to using this at all times 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)
<b>Burn Gliding Club Ltd</b>	No	Its very difficult to assess whether any of these proposals meet the objectives due to the way the information has been presented on the slides. It would be far easier to understand if the green / amber / red assessment information had been included on the slides so that its possible to see the proposal and the LBA comments all together, rather than showing all the options first and then giving a summary for all of them afterwards. This makes it almost impossible to comprehend which set of comments are being applied to each of the design options.

### Question 3: RW32NEWC

Organisation	Have we correctly evaluated the RW32 New Option C departure swathes against the Design Principles?	If no please provide the Design Principle number and your reason.
Peak District National Park Authority	Yes	
York Gliding Centre (Rufforth West Airfield)	Yes	
North West Leeds Transport Forum	No	Because of potential conflict with arriving aircraft
Ministry of Defence	Yes	
Dales Hang Gliding and Paragliding Club	No	DP6 (AMBER): Need to review LoA for Baildon Moor.
Regional Soaring Airspace Group	No	1, 5 & 6 Although LBA evaluate GREEN/AMBER, we note that no information on the base heights and ceilings of proposed departure routes within this swathe or any potential changes they may require to LBA CAS constructs has been provided. We have not been provided with details of when a "Night Route" would operate nor of the implications for any CAS was required to contain it. In addition, there are potential implications for soaring to the north/northeast of the existing CAS. We cannot therefore confirm that DPs 1, 5 & 6 have been applied (so rate DPs 1 & 6 AMBER and DP5 RED).
Leeds City Council	Yes	
Otley Town Council	No	For this option, any flights on this route will pass near or over the east side of Otley at below 4,000 ft so will have a noise and tranquility impact which we are unable to quantify at this stage.
British Gliding Association	No	We support the RSAG ACP response on this point.

<b>Bramhope and Carlton Parish Council</b>	No	<p>DP2 Noise Should be Amber or possibly Red. As it stands the swathe overflies Golden Acre Park, West Park Rugby Club and what was agricultural and green belt land between Kings Road Bramhope and Breary Lane East Bramhope. However, the Spring Wood Park development, still in progress, means that 380 houses will occupy this site. It is unclear whether or not this development features on the map provided against which the swathes are depicted. (NB. It would be helpful in future to confirm the date of the maps used.)</p> <p>Comment was made in the presentation that navigational elements would be needed to be more precise in using this swathe. This would be required to avoid Spring Wood Park.</p>
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	No	<p>DP2, 3 &amp; 4... It is not clear when this "potential respite route" might be used so evaluation cannot be made.</p>
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	No	<p>DP2,3,4 have not been evaluated correctly. This route has been labeled 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 in what circumstances this new route would be used. Is there a commitment to using this at all times 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.</p>

<b>Burn Gliding Club Ltd</b>	No	<p>The slides appear to show this option as being completely contained within existing airspace from a plan view point of view and yet the comments then seem to contradict this by saying the airspace may not be sufficient to contain the initial climb out. Which then suggests this option could ultimate lead to the need to expand the current class d airspace further to the east.</p> <p>Plus, its very difficult to assess whether any of these proposals meet the objectives due to the way the information has been presented on the slides. It would be far easier to understand if the green / amber / red assessment information had been included on the slides so that its possible to see the proposal and the LBA comments all together, rather than showing all the options first and then giving a summary for all of them afterwards. This makes it almost impossible to comprehend which set of comments are being applied to each of the design options.</p>
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#### Question 4: RW32NEWD

Organisation	Have we correctly evaluated the RW32 New Option D departure swathes against the Design Principles?	If no please provide the Design Principle number and your reason.
Peak District National Park Authority	Yes	
York Gliding Centre (Rufforth West Airfield)	Yes	
North West Leeds Transport Forum	No	2 The scores assume rapid ascents (to reach 5000 feet over Cookridge), but this cannot be guaranteed and if it is not then many problems will emerge. In the light of this, DP1 should be orange because of potential conflict with arriving aircraft. DP2 should be red because number of people affected by noise in East Otley, Bramhope, Adel, Cookridge and Horsforth would be greater than those no longer affected near Menston and Burley
Ministry of Defence	Yes	
Dales Hang Gliding and Paragliding Club	No	DP6 (AMBER): Need to review LoA for Baildon Moor.

<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Although LBA evaluate GREEN/AMBER, we note that no information on the base heights and ceilings of proposed departure routes within this swathe or any potential changes they may require to LBA CAS constructs has been provided. We have not been provided with details of when a "Night Route" would operate nor of the implications for any CAS was required to contain it. In addition, there are potential implications for soaring to the north/northeast of the existing CAS. We cannot therefore confirm that DPs 1, 5 & 6 have been applied (so rate DPs 1 & 6 AMBER and DP5 RED).
<b>Leeds City Council</b>	No	Its not a "complete no. It may be correct to assess it overall within the Green RAG category, however it would seem that by turning from the NPR earlier it would affect some of the community more so than the existing situation, but this is not noted in the same way as either A or C has been.
<b>Otley Town Council</b>	No	For this option, any flights on this route will pass near or over the east side of Otley at below 4,000 ft so will have a noise and tranquility impact which we are unable to quantify at this stage. There may also be a noise and tranquility impact on the north side of Otley but again we are unable to quantify this.
<b>British Gliding Association</b>	No	We support the RSAG ACP response on this point.
<b>Bramhope and Carlton Parish Council</b>	No	DP2 Noise Should be Amber or possibly Red. As it stands the swathe overflies Golden Acre Park, West Park Rugby Club and what was agricultural and green belt land between Kings Road Bramhope and Breary Lane East Bramhope. However, the Spring Wood Park development, still in progress, means that 380 houses will occupy this site. It is unclear whether or not this development features on the map provided against which the swathes are depicted. (NB. It would be helpful in future to confirm the date of the maps used.) Comment was made in the presentation that navigational elements would be needed to be more precise in using this swathe. This would be required to avoid Spring Wood Park.
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	No	DP2, 3 & 4... as it is not possible to evaluate against the design principles as the possible use of this route (time) is not clearly stated.

<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	No	DP2,3,4 have not been evaluated correctly. There is no indication as to how often and in what circumstances this new route would be used. Is there a commitment to using this at all times 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.
<b>Burn Gliding Club Ltd</b>	No	The slides appear to show this option as being completely contained within existing airspace from a plan view point of view and yet the comments then seem to contradict this by saying the airspace may not be sufficient to contain the initial climb out. Which then suggests this option could ultimate lead to the need to expand the current class d airspace further to the east.

### Question 5: RW32NEWE

<b>Organisation</b>	<b>Have we correctly evaluated the RW32 New Option E departure swathes against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	No	The route passes very close to Bolton Abbey, Embsay & Skipton suggesting possible impact on DP3 for the Yorkshire Dales National Park.
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	DP6 (RED): Threat to side Addingham Moorside (currently 3000'). Need to review LoA for Ilkley Moor.

<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Although LBA evaluate all as GREEN, we note that no information on the base heights and ceilings of proposed departure routes within this swathe or any potential changes, including reductions, they may require to existing LBA CAS constructs has been provided. We have not been provided with details of when a "Night Route" would operate nor of the implications for any CAS required to contain it. There are potential implications for soaring in the Addingham area. We cannot therefore confirm that DP1, 5 & 6 have been applied (so rate all AMBER)
<b>Leeds City Council</b>	No	Its not a "complete no. It may be correct to assess it overall within the Green RAG category, however it would seem that by turning from the NPR earlier it would affect some of the community more so than the existing situation, but this is not noted in the same way as either A or C has been.
<b>Otley Town Council</b>	No	For this option, any flights on this route will pass near or over the west side of Otley at below 4,000 ft so will have a noise and tranquility impact which we are unable to quantify at this stage.
<b>British Gliding Association</b>	No	We support the RSAG ACP response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	Again very hard to say if the info presented is accurate for the reasons given already but this option doesn;t appear to affect any gliding activity in the Vale of York.

**Question 6: RW14NEWA**

Organisation	Have we correctly evaluated the RW14 New Option A departure swathes against the Design Principles?	If no please provide the Design Principle number and your reason.
Peak District National Park Authority	Yes	
York Gliding Centre (Rufforth West Airfield)	Yes	
North West Leeds Transport Forum	No	DP2 Should be coded green because the number of people affected by noise would definitely be reduced. This option provides significant benefits and should be the usual route not simply the respite route.
Ministry of Defence	Yes	
Dales Hang Gliding and Paragliding Club	Yes	
Regional Soaring Airspace Group	No	1, 5 & 6 Although LBA predict no CAS requirements given the lack of detail on base heights and other potential changes we evaluate all as Amber rather than LBA's evaluation as all as GREEN.
Leeds City Council	Yes	
Otley Town Council	Yes	
British Gliding Association	No	Although LBA predict no CAS requirements given the lack of detail on base heights and other potential changes, lack of data means we are unable to evaluate the impact on DPs 1, 5 & 6.
Bramhope and Carlton Parish Council	Yes	
NATS/NERL	Yes	
Menston Parish Council	Yes	

<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	Yes	

### Question 7: RW14NEWB

<b>Organisation</b>	<b>Have we correctly evaluated the RW14 New Option B departure swathes against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	No	The route passes very close to Bolton Abbey, Embsay & Skipton suggesting possible impact on 3 for the Yorkshire Dales National Park
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	No	DP2 Should be coded green because the number of people affected by noise would definitely be reduced.
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	DP6 (RED): Threat to site at Addingham Moorside (currently 3,000'). DP6 (AMBER): Need to review LoA for Ilkley Moor.
<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 No details provided of the "potential new CAS requirement". We have not been provided with details of when a "Night Route" would operate nor of the implications for any CAS required to contain it. We note LBA evaluate all AMBER. but given the lack of detail and related uncertainties we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	There may be noise and tranquillity impact on the north side of Otley but again we are unable to quantify this.

<b>British Gliding Association</b>	No	Although LBA predict no CAS requirements given the lack of detail on base heights and other potential changes, lack of data means we are unable to evaluate the impact on DPs 1, 5 & 6.
<b>Bramhope and Carlton Parish Council</b>	No	DP3 Tranquillity is correctly shown as Red but the extent of impact is unclear. Is the AONB the area between Denton and Timble or around Eccup Reservoir? (NB would be useful to have a separate map showing National Parks, AONBs and SSSEs. This would provide clarity at Stage 3 - the Public Consultation.)
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	Its very difficult to say "yes" due to the way the info has been presented. However, overall this procedure does seem to fall down on numerous issues including a query over containment within existing airspace and large increase in track miles.

### Question 8: 32 South East Departures

<b>Organisation</b>	<b>Have we correctly evaluated the departure swathes off RW32 routing to the South East against the DPS (32SEA-6 Option A has been rejected)?</b>	<b>If no please provide the Design Principle number and your reason.</b>	<b>Do you agree with the options being rejected?</b>	<b>If no please provide the Option Letter and your reason.</b>
<b>Peak District National Park Authority</b>	Yes		Y	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes		Y	

<b>North West Leeds Transport Forum</b>	No	1 32SEC (and possibly 32SEB) should have DP1 as orange because of potential conflict with inbound aircraft if the rate of climb is less than expected (as per 32SEE and 32SEF). The DP1 texts for 32SEC and 32SEF should include reference to additional overflying of North West Leeds	Y	
<b>Ministry of Defence</b>	Yes		Y	
<b>Dales Hang Gliding and Paragliding Club</b>	No	Agree with options 32SE B, C & F. Remaining options DP6 (AMBER): Need to review LoA for Ilkley Moor and Baildon Moor.	N	I did not have sufficient time to assess the options that you rejected. Due to the failure of the survey, it was not obvious that this was going to be a question until 48 hours before the deadline. Our request for an extension was declined.
<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Runway 32 - South East B Potential impact to soaring north of Otley. In addition, we need to understand the detailed dimensions and location of the GOLES Hold area (and any related CAS) which aligns with this swathe, the relationship with NERL/MTMA proposals and any impact on the Upton Corridor Agreement existing between the BGA and DSA which allowed the bases of DSA CTA 8 & 9 (the long-term status of which are still not confirmed by the CAA) to be raised to facilitate transiting North/South (and vice versa) cross country gliders. We have evaluated DPs 1, 5 & 6. We note LBA evaluate them as AMBER (DPs 1 & 5 and RED DP6). Given the uncertainties above we evaluate all as RED.	N	Given the limited timescale the survey has only been available today, we have not had time to evaluate rejected options.

<b>Leeds City Council</b>	No	Within the consultation brief, none of the existing departure options have been described or illustrated with the same level of detail as the new options. It is therefore very difficult to establish whether they have been assessed correctly and consistently in line with each other.	N	Not so much disagreement that option A has been rejected as much it is unclear why option B and C are still retained.
<b>Otley Town Council</b>	No	The images/maps/diagrams are lacking in detail. However, based on what we can see we make the following observations based on flights at below 4,000ft. Options B&C go close to or near to the west of Otley and would have a noise and tranquillity impact. Options D, E & G looks similar to the existing northbound NPR swathe but also go close to or near to Otley and will also have a noise and tranquillity impact. Option F looks like it will have the biggest impact as it is likely to impact on west, east and north of Otley in terms of noise and tranquillity.	Y	
<b>British Gliding Association</b>	No	We support the RSAG response on this point.	Y	
<b>Bramhope and Carlton Parish Council</b>	Yes		Y	
<b>NATS/NERL</b>	Yes		Y	
<b>Menston Parish Council</b>	Yes		Y	
<b>RYANAIR</b>	Yes		Y	
<b>Moor Lane Resident Association</b>	Yes	Please refer to my answers to your previous questions relating to Runway 32 departures to the West and South West as these are all relevant.	Y	
<b>Burn Gliding Club Ltd</b>	Yes		Y	

### Question 9: 32 South and West Departures

Organisation	Have we correctly evaluated the departure swathes off RW32 routing to the South & West against the DPS (32S&WA-H Options B & E have been rejected)?	If no please provide the Design Principle number and your reason.	Do you agree with the options that are being rejected?	If no please provide the Option Letter and your reason.
Peak District National Park Authority	Yes		Y	
York Gliding Centre (Rufforth West Airfield)	Yes		Y	
North West Leeds Transport Forum	No	1 32SEC (and possibly 32SEB) should have DP1 as orange because of potential conflict with inbound aircraft if the rate of climb is less than expected (as per 32SEE and 32SEF). The DP1 texts for 32SEC and 32SEF should include reference to additional overflying of North West Leeds	Y	
Ministry of Defence	Yes		Y	
Dales Hang Gliding and Paragliding Club	No	Agree with options 32SE B, C & F. Remaining options DP6 (AMBER): Need to review LoA for Ilkley Moor and Baildon Moor.	N	I did not have sufficient time to assess the options that you had rejected. Due to a failure of the survey, it was not obvious that this was going to be a question until 48 hours before the deadline. Our request for an extension was declined.

<b>Regional Soaring Airspace Group</b>	No	<p>1, 5 &amp; 6 Runway 32 - South East B Potential impact to soaring north of Otley. In addition, we need to understand the detailed dimensions and location of the GOLES Hold area (and any related CAS) which aligns with this swathe, the relationship with NERL/MTMA proposals and any impact on the Upton Corridor Agreement existing between the BGA and DSA which allowed the bases of DSA CTA 8 &amp; 9 (the long-term status of which are still not confirmed by the CAA) to be raised to facilitate transiting North/South (and vice versa) cross country gliders. We have evaluated DPs 1, 5 &amp; 6. We note LBA evaluate them as AMBER (DPs 1 &amp; 5 and RED DP6). Given the uncertainties above we evaluate all as RED.</p>	N	No time to evaluate rejected options
<b>Leeds City Council</b>	No	<p>Within the consultation brief, none of the existing departure options have been described or illustrated with the same level of detail as the new options. It is therefore very difficult to establish whether they have been assessed correctly and consistently in line with each other.</p>	N	<p>It is unclear why some options are rejected and some others retained. For example Option B does not look that dissimilar in general direction to some of the new options but is rejected due to its where it is pointing?</p>

<b>Otley Town Council</b>	No	The images/maps/diagrams are lacking in detail. However, based on what we can see we make the following observations based on flights at below 4,000ft. Options B&C go close to or near to the west of Otley and would have a noise and tranquillity impact. Options D, E & G looks similar to the existing northbound NPR swathe but also go close to or near to Otley and will also have a noise and tranquillity impact. Option F looks like it will have the biggest impact as it is likely to impact on west, east and north of Otley in terms of noise and tranquillity.	Y	
<b>British Gliding Association</b>	No	We support the RSAG response on this point.	N	We support ther RSAG ACP response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes		Y	
<b>NATS/NERL</b>	Yes		Y	
<b>Menston Parish Council</b>	Yes	DP2 The impact on Menston has not been noted in connection with S and W: A,C and D	Y	
<b>RYANAIR</b>	Yes		Y	
<b>Moor Lane Resident Association</b>	Yes	Please refer to my answers to your previous questions relating to Runway 32 departures to the West and South West as these are all relevant.	N	Please to refer to my answers to your previous questions relating to runway 32 departures to the West and South West as these are all relevant

<b>Burn Gliding Club Ltd</b>	Yes	<p>With Option A and F, how can there uncertainty as to whether the swathe is or isn't contained within existing airspace? Either it is or it isn't ! Meanwhile, looping around clockwise to the east of LBA in both options A and F should presumably result in the same evaluation result for DP4 and DP9 but for some reason the evaluation of option A is deemed less unfavourable than option F which is deemed even more unfavourable. Why not just ditch both options completely?</p>	N	<p>Do we agree with what exactly? Is this continuation of the previous question or have we moved on to something new?</p>
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### Question 10: 14 South East Departures

<b>Organisation</b>	<b>Have we correctly evaluated the departure swathes off RW14 routing to the South East against the DPS (14SEA-D -Options C and D have been rejected)?</b>	<b>If no please provide the Design Principle number and your reason.</b>	<b>Do you agree with the options that are being rejected?</b>	<b>If no please provide the Option Letter and your reason.</b>
Peak District National Park Authority	Yes		Y	
York Gliding Centre (Rufforth West Airfield)	Yes		Y	

<b>North West Leeds Transport Forum</b>	No	2 DP2 for 14SEA should be green because the total number of people affected would be reduced. DP2 for 14SEB should be red because the affected population is likely to be greater due to the high population densities in areas such as North Woodhouse and Little London	Y	
<b>Ministry of Defence</b>	Yes		Y	
<b>Dales Hang Gliding and Paragliding Club</b>	Yes		N	I did not have sufficient time to assess the options that you had rejected. Due to a failure of the survey, it was not obvious that this was going to be a question until 48 hours before the deadline. Our request for an extension was declined.
<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Runway 14 - South East A As no flight level information is provided, it is difficult to determine how/if swathe 14SE-A will integrate with the Yorkshire CTA (and DSA CTA?) and the potential adverse impact on the Camphill Wave Box. We also need to understand links to NERL/MTMA proposals. We note LBA evaluate all as GREEN). Given the uncertainties above we evaluate all as AMBER . Runway 14 - South East B We need to understand how/if swathe 14SE-B impacts the Upton Corridor Agreement	N	No time to evaluate rejected options
<b>Leeds City Council</b>	No	Within the consultation brief, none of the existing departure options have been described or illustrated with the same level of detail as the new options. It is therefore very	Y	

		difficult to establish whether they have been assessed correctly and consistently in line with each other.		
<b>Otley Town Council</b>	Yes		Y	
<b>British Gliding Association</b>	No	We support the RSAG response on this point.	N	We support the RSAG ACP response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes		Y	
<b>NATS/NERL</b>	Yes		Y	
<b>Menston Parish Council</b>	Yes		Y	
<b>RYANAIR</b>	Yes		Y	
<b>Moor Lane Resident Association</b>	Yes		Y	
<b>Burn Gliding Club Ltd</b>	Yes	It's good to know that options C and D have been rejected out of hand as both would have required a considerable increase in CAS to the east of LBA in the vale of York AIAA and been highly detrimental to GA, gliding and military use of the class G airspace. Meanwhile does VRP "GOLES" still exist? It's not shown on the CAA charts at all?	Y	

### Question 11: 14 South & West Departures

Organisation	Have we correctly evaluated the departure swathes off RW14 routing to the South & West against the DPS (14SS&WA-D -Options A and B have been rejected)?	If no please provide the Design Principle number and your reason.	Do you agree with the options that are being rejected?	If no please provide the Option Letter and your reason.
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<b>Peak District National Park Authority</b>	Yes		Y	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes		Y	
<b>North West Leeds Transport Forum</b>	No	1 14S&WD and potentially 14S&WE should have DP1 as orange because of potential conflict with inbound aircraft if the rate of climb is less than expected (as per 32SEE and 32SEF).	Y	
<b>Ministry of Defence</b>	Yes		Y	
<b>Dales Hang Gliding and Paragliding Club</b>	No	14S&W C: agree. 14S&W D: DP6 (AMBER): Need to review LoA for Ilkley Moor and Baildon Moor. 14S&W E: DP6 (AMBER): Need to review LoA for Ilkley Moor.	N	I did not have sufficient time to assess the options that you had rejected. Due to a failure of the survey, it was not obvious that this was going to be a question until 48 hours before the deadline. Our request for an extension was declined.
<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Runway 14 - South & West C No predicted CAS requirements or other potential soaring implications. We note LBA evaluate all as GREEN. Given the lack of detail we evaluate all as AMBER. Runway 14 - South & West D Potential new CAS requirement but need to see details. We note LBA evaluate DP1 as GREEN and DPs 5 & 6 as AMBER. Given the uncertainties above we evaluate all as AMBER.	N	No time to evaluate rejected options
<b>Leeds City Council</b>	No	Within the consultation brief, none of the existing departure options have been described or illustrated with the same level of detail as the new options. It is therefore very difficult to establish whether they have been assessed correctly and consistently in line with each other.	Y	

<b>Otley Town Council</b>	No	Options A, B and C do not affect Otley. Options D & E the swathe goes directly over the entire town of Otley and will therefore have a major impact in terms of noise and tranquillity.	Y	
<b>British Gliding Association</b>	No	We support the RSAG response on this point.	N	We support ther RSAG ACP response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes		Y	
<b>NATS/NERL</b>	Yes		Y	
<b>Menston Parish Council</b>	Yes		Y	
<b>RYANAIR</b>	Yes		Y	
<b>Moor Lane Resident Association</b>	Yes		Y	
<b>Burn Gliding Club Ltd</b>	Yes	With regards to options D and E, how can we be sure that DP9 "continuous climb offsets additional miles"? Meanwhile DP5 "uncertainty that the swathe is contained within CAS" doesn't make any sense. Either the swathes looping around to the east are in CAS or not. As they have been drawn in plan view, it appears they are contained and therefore wouldn't require any extra airspace to the east of LBA.	Y	

### Question 12: Arrivals Option 1

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 1 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	

<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.
<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note LBA rate as GREEN (DP1 & 6) and AMBER (DP5). Given the lack of detail provided we evaluate as AMBER (DPs 1 & 6) and RED (DP5)
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	From an Otley perspective any arrivals to the northern entrance to the runway pass over or near to the west of Otley at below 4,000ft and so will have a noise and tranquillity impact. The holding patterns at above 5,000ft would suggest there are no noise and tranquillity impacts on Otley - however, there is no evidence that we can draw upon to arrive at this conclusion. Any missed approaches on R32 would appear to have both noise and tranquillity impacts on Otley.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	

<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The assessment appears to show that the current situation is safe but appears rather downbeat on other criteria- probably as a justification for un-necessary change.

### Question 13: Arrivals Option 2

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 2 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.

<b>Regional Soaring Airspace Group</b>	No	1, 5 & 6 Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We need to understand implications of the GOLES and NELSA Holds (exact location, dimensions) and any related CAS requirements including links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL100. We note LBA rate as GREEN (DP1) and AMBER (DP5 & 6). Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	

<b>Burn Gliding Club Ltd</b>	No	I cannot understand how you can have a hold at Goles with a base of FL80 within the airway? You have then drawn the hold completely contained within the current geographical limits of the airway and then stated it would be likely to require additional CAS? This seems totally illogical indeed. If the base of the current airway needs to be as low as it is currently to facilitate arrivals to Manchester and LBA, then how can you stick a hold in the middle of it? Meanwhile the purple lozenge shape around the proposed hold has a significant area to the north of the current airway structure that would then lie within the vale of York AIAA which is extensively used by GA, gliding and the military. Its also an area regularly used for wave flying by gliders within the bounds of the NSGA. The fact that LBA could even contemplate a hold within the airway suggests that the base of the airway around Goles could be significantly raised from where it is today.
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### Question 14: Arrivals Option 3

Organisation	Have we correctly evaluated Arrival Option 3 against the Design Principles?	If no please provide the Design Principle number and your reason.
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.

<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	Yes

### Question 15: Arrivals Option 4

Organisation	Have we correctly evaluated Arrival Option 4 against the Design Principles?	If no please provide the Design Principle number and your reason.
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<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	No	1 DP1 Should be red because, when RW32 is in use for arrivals, there is a potential conflict with arriving aircraft if, following a MAP, an aircraft departs LBA hold without having gained sufficient altitude (e.g. if it departs the hold without circling).
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.
<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.

<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of york AIAA.

### Question 16: Arrivals Option 5

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 5 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	No	DP3- depending on the flexibility of the window, the map suggests an overflight of the north east of the Peak District National park for UDDER (wider window).
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	No	6 We suggest that, while RW32 is in use for arrivals, the provision of three potential MAP routes adds unnecessary complexity and that this should be added to the text of DP6.
<b>Ministry of Defence</b>	Yes	

<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.
<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	

<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of York AIAA.
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### Question 17: Arrivals Option 6

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 6 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	Yes	
<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.



<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of York AIAA.

### Question 18: Arrivals Option 7

Organisation	Have we correctly evaluated Arrival Option 7 against the Design Principles?	If no please provide the Design Principle number and your reason.
Peak District National Park Authority	Yes	
York Gliding Centre (Rufforth West Airfield)	Yes	
North West Leeds Transport Forum	Yes	
Ministry of Defence	Yes	
Dales Hang Gliding and Paragliding Club	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.
Regional Soaring Airspace Group	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
Leeds City Council	Yes	
Otley Town Council	No	See response to Option 1.
British Gliding Association	No	We support the RSAG response on this point.

<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of York AIAA.

### Question 19: Arrivals Option 8

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 8 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	No	DP6 - Airspace Complexity - the LBA and trombone airspace appear to have an increase in complexity as in Arrival Option 7.



<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.
<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	



<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of york AIAA.

**Question 20: Arrivals Option 9**

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 9 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	No	DP3 - depending on the flexibility of the window, the map suggests an overflight of the north east of the Peak District National Park for Udder (wider window).
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	Yes	



<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 & DP6 AMBER.
<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	



<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of York AIAA.

**Question 21: Arrivals Option 10**

<b>Organisation</b>	<b>Have we correctly evaluated Arrival Option 10 against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	No	2 DP2 should perhaps be orange because, when RW14 is in use, it appears that potential additional overflying of eastern Leeds (swathe marked in violet) would counter- balance any "improvement in swathes" leaving no overall improvement.
<b>Ministry of Defence</b>	Yes	



<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 AMBER. Unclear if coloured swathes require additional CAS. The area to the North is of particular concern.
<b>Regional Soaring Airspace Group</b>	No	Will require more CAS to Northeast to contain eastern T-bar (for RW14 arrivals) which also overflies Nidderdale with potential soaring implications. We note that “significantly” more CAS will be to contain the AIREY Hold and we need to understand implications on existing CAS structures to the east and southeast of LBA and links to emerging NERL/MTMA proposals. There is no acknowledgement 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], nor that gliders operate in thermals up to cloud base and in mountain wave above FL1000. We note LBA rate as AMBER DP1 & 6 and RED DP5. Given the lack of detail provided and our concerns above we evaluate all as RED.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	



<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Any new holds at AIREY or GOLES appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of York AIAA.

**Question 22: Additional RNP AR Option**

<b>Organisation</b>	<b>Have we correctly evaluated Arrival RNP AR Option against the Design Principles?</b>	<b>If no please provide the Design Principle number and your reason.</b>
<b>Peak District National Park Authority</b>	Yes	
<b>York Gliding Centre (Rufforth West Airfield)</b>	Yes	
<b>North West Leeds Transport Forum</b>	Yes	
<b>Ministry of Defence</b>	No	Yes and no- without greater fidelity of optimised routes rather than concept, it doesn't allow full evaluation against DPs.
<b>Dales Hang Gliding and Paragliding Club</b>	No	See general comment 1 at end of survey. DP1 AMBER. Unclear if approach for FW 14 is contained within existing CAS.

<b>Regional Soaring Airspace Group</b>	No	By LBA's own admission this is a "concept only" option and while it may provide a good solution so little detail is provided that at this stage we can evaluate it against DPs 1, 5 & 6 as no higher than AMBER.
<b>Leeds City Council</b>	Yes	
<b>Otley Town Council</b>	No	See response to Option 1.
<b>British Gliding Association</b>	No	We support the RSAG response on this point.
<b>Bramhope and Carlton Parish Council</b>	Yes	
<b>NATS/NERL</b>	Yes	
<b>Menston Parish Council</b>	Yes	
<b>RYANAIR</b>	Yes	
<b>Moor Lane Resident Association</b>	Yes	
<b>Burn Gliding Club Ltd</b>	No	The diagrams don't load making this very difficult to contemplate. Meanwhile the routes depicted in the presentation don't show any existing CAS either. Any new holds at "Airey" or "Goles" appear illogical whether they sit within the existing airway structure or not. If they do, they block up the airway, if they don't they require extra airspace within the vale of York AIAA. Is there really any advantage to the public on the ground of aircraft following wavy approach lines in terms of noise abatement? I doubt it. Meanwhile such an approach could be very unnerving for passengers.

**Question 23: Any additional Comments**

Organisation	Do you have anything further to add?
<b>Peak District National Park Authority</b>	<p>Document CPJ-5692-PRE-0323-12-01 2-LBA FASI(N) ACP Further Design Option Update Brief-Part 1 Departures-V1.0 includes maps showing the boundaries of the Nidderdale National Landscape (formerly AONB) against which potential impacts are assessed, but not those of the National Parks. In the case of the Yorkshire Dales, parts of the National Park are within the Climb Gradient Range Rings, but no assessment of impact on the National Park of any routes appear to have been assessed.</p> <p>It would be useful to include both appropriate National Park boundaries as per the Nidderdale AONB (National Landscape) boundary to make assessment of any possible effects easier to assess.</p>
<b>York Gliding Centre (Rufforth West Airfield)</b>	<p>We look forward to commenting on the routings that arise as a result of this exercise. We are keen to ensure that no encroachment for airspace to the East and that any to the South East is constrained to FL80 and above.</p>
<b>North West Leeds Transport Forum</b>	<p>(a) Some of our previous scorings have been revised in the light of the clarification of the interpretation of different colour codes .</p> <p>(b) We strongly support the new departure proposal RW14A and the new arrival proposal for RNP AR. We hope that a means can be found to require or incentivise airlines to use these routes in preference to the existing ones.</p> <p>(c) Regarding the arrival proposals, we note that different holds may be appropriate while arrivals are on RW14 from those which are appropriate while arrivals are on RW32.</p> <p>(d) Regarding Arrival proposal 2, we suggest that, while RW32 is in use for arrivals, GOLES Hold be used for arrival holds and NELSA Hold be used for MAPs (to minimise the population affected by noise following a MAP).</p> <p>Finally, at Q6 the questionnaire would not accept our reason for disagreeing with the DP2 assessment. Our reason is that the DP2 colour should be green because fewer people will be exposed to noise</p>
<b>Ministry of Defence</b>	<p>Any option that significantly increases the existing volume of controlled airspace is unlikely to be supported by MOD, particularly taking into account the cumulative effect of MTMA expansion. Until further detail is available with regards to dimensions and levels, the exact impact cannot be accurately assessed.</p>

**Dales Hang Gliding and  
Paragliding Club**

1. Until such time as details of the proposed CAS have been published, we are unable to comment meaningfully against DPs 1, 5 & 6 for all options. This is of particular concern when assessing choke points and cross-country routes outside CAS. We therefore recommend that these DPs be colour coded AMBER at this time.
2. It is unfortunate that the additional swathes and options were not identified initially, and that this stage of consultation is having to be repeated, with another 120 pages of documentation to review.
3. None of the DPs relate to limitations placed upon other air users – for example the loss (or limitation) of a paragliding site. Where I consider this to be an issue, I have marked it against DP6 – RED for the loss or reduced ceiling of an existing site; AMBER (minor challenges to other aviators) where a review of the LoA would be required but without significant additional limitations.
4. Although we only operate during the daytime, we have commented upon night routes on the assumption that CAS dimensions are likely to be consistent 24/7.
5. I found the format of the review thoroughly confusing and hard to follow. The diagrams of rejected swathes were still included, and I couldn't find any charts depicting hold MAMUL.
6. The revised DPE Criteria were, in some cases, too specific and difficult for the layman to understand. For example, the AMBER definition of DP1 (Safety) is, 'Issues identified that would require significantly more robust safety argument than today's operation to overcome'. Gobble-de-gook! How about, 'Requires additional safety measures? Frankly I preferred the DPE Criteria published on 1 Jun 23.

**Regional Soaring  
Airspace Group**

A copy of these general comments will be included in a separate letter to the CAA and NATS/NERL.

Our member clubs' operations include local soaring and cross-country flights. These use combinations of ridge, thermal and mountain wave soaring. In areas where regulations allow and with appropriate equipment, our members could be flying at any height between the surface and FL240. To understand the real implications to our operations we need to see LBA's FASI(N) proposals alongside NERL's MTMA proposals. That should collectively provide a complete picture of the proposed airspace constructs at the heights we potentially operate at. We can then properly assess the impact of all or any component part on our operations. We assume there is this "big-picture" but we have no visibility of it. LBA is asking for our response by 20 December 2023 whereas NERL/MTMA are not presenting to stakeholders again until end January 2024 at the earliest.

AMS is clearly a complex programme to deliver, but we would have expected a "topdown" approach to driving it forward as a coherent programme of interrelated ACPs rather than the disconnected and out of sequence collection we seem to have. For the external stakeholder trying to piece together the overall implications of the programme through the lens of the particular ACP they are engaged with is as difficult as knitting fog.

We see the problem has been highlighted elsewhere and that in the LTMA region the proposal is for a Single Design Entity (SDE) to address it. A similar solution might be appropriate here in what is already a highly complex airspace/ACP environment. Unlike other major infrastructure programmes, we surely want to avoid at all costs funding, commissioning and building "the new railway station" on the line that will never be built

**Leeds City Council**

The responses provided are more a personal view than an agreed "corporate" position due to the limited chance to brief and discuss internally. From a Leeds City Council point of view, many aspects of the proposed impacts are outside of the district and will not be of as much interest overall as those impacts much closer to the runway. As the responses have indicated, the comparison between the impacts of the original and new departure options is difficult to compare due to the difference in the level of detail provided.

**Otley Town Council**

This evaluation has been done by members of the Traffic & Transport Sub-Committee which consists of elected Councillors and members of local Otley community groups.

Due to the very technical nature of the Design Principles and the Design Options we are only able to evaluate against Design Principle 2 Noise and Design Principle 3 Tranquillity, and only then as they apply to Otley residents.

The feedback we have provided is, by nature, subjective and without key information like how often a swathe will be used and when and where within a swathe a flight is likely to pass and the distance that noise pollution will emanate out from a swathe there is a very real limit as to how well we were able to evaluate even the two Design Principles above.

If asked the view of the Traffic & Transport Committee is that the existing routes probably cause the least disruption for people in Otley and so on balance we would prefer to stay with them.

**British Gliding  
Association**

This consultation has been presented as a standalone ACP with a large number of options resulting in a significant amount of information for stakeholders to understand and respond to, but with potentially useful data such as the vertical extent of swathes not provided. It is an unnecessarily difficult consultation to respond to in a meaningful way.

But the problem is greater than the complexity of this consultation. The only way the real impact on gliding operations can be assessed is by reviewing a complete picture of the LBA FASI(N) and NERL MTMA proposals. However, elements of these significant airspace developments are presented by the ACP sponsors to a timeframe that meets their needs but does not allow stakeholders to understand the complete picture. This is a significant issue as without a complete view of the implications of these interlinked ACP's, we are unable to assess the impact on gliding.

The Regional Soaring Airspace Group has applied many hours of volunteer study and local airspace insight in developing its response, which is fully supported by the British Gliding Association, the UK representative body of sport gliding.

We also note that FASI(N) ACPs and MTMA ACPs are running into complexity issues that have been identified by Government and the CAA as a critical issue going forward. We would encourage this ACP sponsor to identify a significantly improved method of engaging and consulting on its part of the FASI(N) and MTMA construct going forward.

Please ensure these comments are shared with the ACP case officer.

**Bramhope and Carlton  
Parish Council**

1. It seems clear that RNP-AR should be the strategic direction for Airspace Change even though this would make LBA a pioneer. It provides for much more precise routing enabling greater mitigation of the environmental impacts. Even if the CAA will not accept this as part of the change proposals, the proposals should assume that in the near future (2030 onwards) there will be a switch to RNP-AR.
2. Without specialist technical knowledge it is difficult to judge the assessments, particularly the arrival routes. I have taken 2 approaches:
  - a) Impact on Bramhope & Carlton in terms of noise - parochial but my prime responsibility
  - b) Completeness of the assessment matrices and accuracy as far as I can judge
3. When it comes to the Public Consultation I would recommend:
  - a) much clearer maps with a baseline date, and indications of the boundaries of National Parks, AONBs and SSSEs
  - b) a more understandable indication of height/noise The circles at 4000 and 7000 feet are helpful but some form of noise indication is needed e.g. at 4000 feet a 737- 800 is nn Db and at 8000 feet it is nn Db.
  - c) graphic indication of the vertical height above communities. The public might assume that a plane shown as flying over Otley might be at a low level when there is in fact considerable vertical separation. (This might be difficult to do as you have to show multiple factors. Perhaps a simple animation?) Though there is the risk that too much information could confuse.

<b>NATS/NERL</b>	<p>In addition to the feedback given for questions 1-30 NATS NERL would like to offer the following comments.</p> <p>CAP1616 Stage 3 design and engagement activities with NATS NERL and the MTMA FASl airports will be continued to optimise arrival connectivity, departure connectivity and hold locations ensuring a system wide design that is compatible with all MTMA ACP sponsors.</p> <p>NATS NERL is unable to comment on local and environmental factors below 7000ft within the Leeds Bradford Airport ACP however, the options presented and evaluated here demonstrate good alignment with collaborative NERL Stage 3 options development to date. NATS NERL are confident that a solution exists within the options presented.</p> <p>Further development and refinement leading to a final design will be sought collaboratively within a program of NATS NERL real time development simulations within CAP1616 Stage 3.</p>
<b>Menston Parish Council</b>	<p>We are unclear what has happened to Route 32 SEG, 32 S and 32 WH as per the Step 2a design option update - April 2023 which would benefit residents in Menston by way of noise reduction (DP 2).</p> <p>This is a very complex questionnaire to complete with the need to refer to two other documents explaining the options.</p>
<b>RYANAIR</b>	<p>Yes</p>

<p><b>Moor Lane Resident Association</b></p>	<p>Runway 32 departure Route F is the best option and has a groundswell of public support with a petition that will be presented later in the process.</p>
<p><b>Burn Gliding Club Ltd</b></p>	<p>I'd like to think with 40 years flying experience and a chemistry degree that I'm a reasonably intelligent person. However, the way this survey or "consultation" has been put together is mind boggling. It seems to be full of already rejected proposals and designed to tie stakeholders up in knots. The original ACP was supposed to be to support the business plan (which aimed to double the number of passengers) whilst the original ACP claimed to be good for everyone by reducing emissions, noise etc. without mentioning anything about doubling passenger numbers. This latest plan seems to largely do away with any idea of reduced track miles and lower emissions per flight and seek to justify changes - no doubt increases - to the amount of controlled airspace around LBA blaming systemization of flight procedures and the benefits of PBN which if anything should reduce the amount of controlled airspace required around LBA. Roll this together with FASI(N) and the need to fit in with the MTMA and NATS /NERL and the whole thing becomes largely incomprehensible.</p> <p>One way to improve such presentations in future might be to include the DPE assessment on each slide for the option being considered. Its deeply worrying that this process could be described as "stakeholder engagement or stakeholder consultation".</p>

## Departure Design Options Round 3 Stakeholder Feedback

Outside of the feedback survey sent out to stakeholders, Leeds Bradford Airport also received written feedback on their DOs via letter and email. These responses have been paraphrased in figure 2.

### Departure DOs Stakeholder Feedback

Stakeholder Group	Feedback on Departure Routes	Sponsor Response
<b>Manchester Airport Group</b>	<p>Existing Options: Routes via MAMUL and NELSA do not appear to interact with any MAN departure or arrivals options below 7000ft. However, LBA routes via POL do have the potential to interact with MAN departures to the north, depending on the Runway direction and route options chosen for the MAN Stage 3 systems.</p> <p>LBA Runway 32 Options A to E: There is the possibility for MAN departures to the north to interact with these LBA departures via POL depending on the route options chosen for the MAN Stage 3 systems.</p> <p>Whilst the probability of interaction below 7000ft is low on either existing or new options, these will be worth examining within future bilateral workshops under CAF.</p>	<p>MAGs comments are duly noted, and these will be worked through within future bilateral workshops under the Cumulative Assessment Framework (CAF). The POL departure routing has been favoured by NERL in the bilateral meetings to date, so it is assumed that any potential conflict with MAN departures is being considered.</p>
<b>City of Doncaster Council</b>	<p>CDC comment on the 'new options' of the LBA departure route network was 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 were 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. Sponsor response to feedback: Noted. 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</p>	<p>This is acknowledged however LBA needed to work on the premise that DSA was no longer operational. Owing to the flow of traffic managed by NERL in and out of the MTMA to/from the East, it is unlikely that a MAMUL/LAMIX SID would end up in the GOLES area but more likely west of BATLI/MAMUL. 32SEA has already been rejected and the other swathes that route into that area have been rated Red for DP6 and DP8 owing to complexity in the GOLES area. These comments will be borne in mind during the conduct of the IOA.</p> <p>Owing to the flow of traffic managed by NERL in and out of the MTMA to/from the East, it is unlikely that a MAMUL/LAMIX SID would end up in the GOLES area but more likely west of BATLI/MAMUL. These comments will be borne in mind during the conduct of the IOA.</p>

	<p>and DP8 comments: DSA SIDs routing through the area adjacent to GOLES and the STARs through UPTON and MAMUL.</p> <p>We would favour Option 14SEA as the planned route sits west of the BATLI/MAMUL area. The analysis of the 14SEB Option identifies only a confliction 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.</p>	
<p><b>Dales Hang-gliding and Paragliding Club</b></p>	<p>It is unfortunate that the additional swathes and options were not identified initially, and that this stage of consultation is having to be repeated, with another 120 pages of documentation to review.</p> <p>None of the DPs relate to limitations placed upon other air users – for example the loss (or limitation) of a paragliding site. Where I consider this to be an issue, I have marked it against DP6 – RED for the loss or reduced ceiling of an existing site; AMBER (minor challenges to other aviators) where a review of the LoA would be required but without significant additional limitations.</p> <p>Although we only operate during the daytime, we have commented upon night routes on the assumption that CAS dimensions are likely to be consistent 24/7.</p> <p>I found the format of the review thoroughly confusing and hard to follow. The diagrams of rejected swathes were still included, and I couldn't find any charts depicting hold MAMUL.</p> <p>The revised DPE Criteria were, in some cases, too specific and difficult for the layman to understand. For example, the AMBER definition of DP1 (Safety) is, 'Issues identified that would require significantly more robust safety argument than today's operation to overcome'. Gobble-de-gook! How about, 'Requires additional safety measures?' Frankly I preferred the DPE Criteria published on 01 Jun 23.</p> <p>The only way to comment on each individual swathe/option in the survey was to disagree with your assessment. This wasn't always the case!</p> <p>The links to the survey (&amp; CAA portal) in the notification email dated 22 Nov 23 did not work on 3 devices tried (mimecast error?). It was only on 15 Dec 23 (5 days before the survey ended – and just before Christmas) that I was able to access the survey thanks to the link in the reminder email. Once accessed I discovered that the survey didn't work (it was impossible to proceed beyond Q17 if you disagreed with Q5 and wanted to comment). This was resolved 48 hours before the deadline for submissions.</p>	<p>Options development is an iterative process and work done in the wider MTMA has resulted in some of the evolution of the options. Furthermore, many stakeholders sought an airspace change process in which sponsors would be held accountable for failure to adhere to process. LBA has had to repeat this stage as a consequence of failing to satisfy the CAA that the process has been followed but a consequence of this is hopefully that the best solutions will be found and implemented.</p> <p>DP5 (Airspace Dimensions) is intended to address this issue. The DPs were agreed through stakeholder engagement at Stage 1 of the process.</p> <p>This assumption is not necessarily correct. Airspace is a commodity, a limited resource, that should be managed and shared appropriately. It might be that some CAS is reverted to Class G in the daytime, but this is finer detail not yet determined.</p> <p>There is not a hold intended for MAMUL. The rejected swathes were included as we wanted to know if stakeholders felt they should have been rejected or not. The nature of this project is extremely complex, and we have done our utmost to simplify it without losing the detail that many stakeholders desire.</p> <p>The CAA did not approve of our DPE criteria used in the first submission. Accordingly, more specific criteria were crafted and utilised in an attempt to ensure consistency in the evaluation process.</p> <p>There was a free text field at the end of the survey for this purpose.</p> <p>The mimecast error you encountered is not a technical issue caused by our survey but rather more likely a security or firewall issue at the user end. The issue with Q5 was resolved as soon as the problem was raised with us (18 December 2023) and at this time only four responses had been received.</p>

### Arrivals DOs Stakeholder Feedback

Stakeholder Group	Feedback on Arrivals Routes	Sponsor Response
<b>Manchester Airport Group</b>	<p>Existing Options: Option 2 - The position of either NELSA holds (N or S) creates a possible interaction with MAN departures to the north depending on the Runway direction and route options chosen for the MAN Stage 3 systems. Option 5 - There remains some uncertainty on the separation needed between RNAV holds and systemised dep/arrivals routes. Although vertical separation is likely to provide a safe resolution of any conflict, the separation/containment required between the UDDER hold and MAN arrivals to runway 23L/R is worth examining within future bilateral / trilateral workshops with NERL.</p> <p>New Options: Of the new Options presented, Options 6, 7 and 8 are well separated for MAN inbound and outbound routes. Option 9 is a modification to the UDDER routings, but the interactions/separation in our comments on Option 5 above remain. Option 10 appears to resolve many of the interaction issues commented on above. MAN fully support this option in its ability to provide greater separation between our operations.</p>	<p>MAGs comments are duly noted, and these will be worked through within future bilateral workshops under the Cumulative Assessment Framework (CAF). [...] Any concerns relating to the location of the holds may well be ameliorated as the options are refined moving into Stage 3 of the process. MAN support for Arrival Option 10 is understood as is the dislike for Options 2, 5, and 9.</p>
<b>City of Doncaster Council</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Deny access to the enroute network for DSA traffic at an optimum level;</li> </ul>	<p>It is not possible at this stage to understand the exact implications of having a hold at GOLES. The existence of DSA has not been ignored in the options development stage, but it was believed that a hold at GOLES would still be workable. NERL has indicated that it is favourable for the MTMA to have traffic from the East and the South East routed via GOLES into LBA. Given the wholesale review of MTMA operations taking place as a consequence of the FASI-N</p>

	<ul style="list-style-type: none"> <li>• Probably require DSA aircraft to be levelled off under the hold until clear to the west</li> <li>• Restricting the climb (bullet 2) would have:             <ul style="list-style-type: none"> <li>o An environmental impact and introduce inefficiency in the route design;</li> </ul> </li> <li>• Potentially impact optimum descent profiles for aircraft arriving from the east into the Manchester TMA;             <ul style="list-style-type: none"> <li>o Create high complexity in effecting safe integration (include LBIA inbounds to the mix makes it worse;</li> </ul> </li> <li>• Require DSA to establish different SIDs avoiding the GOLES/UPTON area which could be problematic to the route network and necessitate a DSA ACP.</li> </ul> <p>Conclusion:          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.</p>	<p>programme, it is likely that DSA might have to adapt their procedures to fit into the overall flow of the MTMA.</p>
<b>Dales Hang Gliding and Paragliding Club</b>	<p>It is unfortunate that the additional swathes and options were not identified initially, and that this stage of consultation is having to be repeated, with another 120 pages of documentation to review.</p> <p>None of the DPs relate to limitations placed upon other air users – for example the loss (or limitation) of a paragliding site. Where I consider this to be an issue, I have marked it against DP6 – RED for the loss or reduced ceiling of an existing site; AMBER (minor challenges to other aviators) where a review of the LoA would be required but without significant additional limitations.</p> <p>Although we only operate during the daytime, we have commented upon night routes on the assumption that CAS dimensions are likely to be consistent 24/7.</p> <p>I found the format of the review thoroughly confusing and hard to follow. The diagrams of rejected swathes were still included, and I couldn't find any charts depicting hold MAMUL.</p>	<p>Options development is an iterative process and work done in the wider MTMA has resulted in some of the evolution of the options. Furthermore, many stakeholders sought an airspace change process in which sponsors would be held accountable for failure to adhere to process. LBA has had to repeat this stage as a consequence of failing to satisfy the CAA that the process has been followed but a consequence of this is hopefully that the best solutions will be found and implemented.</p> <p>DP5 (Airspace Dimensions) is intended to address this issue. The DPs were agreed through stakeholder engagement at Stage 1 of the process.</p> <p>This assumption is not necessarily correct. Airspace is a commodity, a limited resource, that should be managed and shared appropriately. It might be that some CAS is reverted to Class G in the daytime, but this is finer detail not yet determined.</p>

The revised DPE Criteria were, in some cases, too specific and difficult for the layman to understand. For example, the AMBER definition of DP1 (Safety) is, 'Issues identified that would require significantly more robust safety argument than today's operation to overcome'. Gobble-de-gook! How about, 'Requires additional safety measures? Frankly I preferred the DPE Criteria published on 01 Jun 23.

The only way to comment on each individual swathe/option in the survey was to disagree with your assessment. This wasn't always the case!

The links to the survey (& CAA portal) in the notification email dated 22 Nov 23 did not work on 3 devices tried (mimecast error?). It was only on 15 Dec 23 (5 days before the survey ended – and just before Christmas) that I was able to access the survey thanks to the link in the reminder email. Once accessed I discovered that the survey didn't work (it was impossible to proceed beyond Q17 if you disagreed with Q5 and wanted to comment). This was resolved 48 hours before the deadline for submissions.

There is not a hold intended for MAMUL. The rejected swathes were included as we wanted to know if stakeholders felt they should have been rejected or not. The nature of this project is extremely complex, and we have done our utmost to simplify it without losing the detail that many stakeholders desire.

The CAA did not approve of our DPE criteria used in the first submission. Accordingly, more specific criteria were crafted and utilised in an attempt to ensure consistency in the evaluation process.

There was a free text field at the end of the survey for this purpose.

## ROUND 4: May 2025 Clarification Update

In May 2025, targeted stakeholder groups received an update titled: LEEDS BRADFORD AIRPORT (LBA) FUTURE AIRSPACE – CAP1616 ACP – Stage 2 – Clarification Update and New Arrival Options Assessment, on request of the CAA following the May 2024 Gateway failure. The CAA highlighted where LBA needed to provide updates to stakeholders and which areas needed further clarification. LBA decided to do this via email format due to it being purely for clarification purposes.

The aims of this update were as follows:

- To introduce a new arrival option;
- Clarification on the presentation of new DOs;
- To provide LBAs rationale for the retention of certain DOs
- Details of changes to the Design Principle Evaluation

LBA requested feedback on the new arrival option- Option 11- as well as comments on the update itself. In total, three responses were received relating to the new option, and the remaining feedback is detailed below.

Feedback	Response
<p><b>Dales Hang gliding and Paragliding Club</b>  <i>Thanks for your latest update. I note that our suggestions about previous options have not been incorporated. Our views remain unchanged, but it would be nugatory to repeat them.</i></p> <p><i>Thank you for your feedback. A response to previous suggestions has been included in the Options Development and Design Principle Evaluation Step 2A Document (Page 142, Paragraph 5.11).</i></p> <p><i>Furthermore, following comments from DHGPC, a newly appointed subject matter expert (SME) reassessed several DPE6 Airspace Complexity evaluations, resulting in their downgrade from Green to Amber in the latest DPE engagement materials shared with stakeholders in May 2025.</i></p> <p><i>As previously stated, we find it difficult to provide meaningful comment until details of the associated controlled airspace are published (PG &amp; HG are generally not equipped to enter CA).</i></p> <p>Design Principles:</p>	<p>At this stage of the process, we acknowledge that stakeholders may find it challenging to provide meaningful input due to the absence of precise dimensions for Controlled Airspace (CAS). However, we are required to adhere to the established procedural framework. The exact CAS dimensions necessary for various options will be determined as the project progresses. Stakeholders affected by these developments will continue to be engaged throughout the process to ensure their perspectives are considered.</p> <p>In response to previous feedback, we endeavoured to incorporate qualitative estimations of the Controlled Airspace (CAS) required for the proposed Eastern downwind arrival transition for Runway 32. This was done to support stakeholders in conducting an initial assessment of the potential impact on their respective areas of operation.</p>

<p>a. <i>DP1 (Safety). This should consider the safety of those outside controlled airspace (choke points) as appears to be accepted in DP6 (Airspace Complexity).</i></p> <p>b. <i>DP2 (Noise). To be meaningful this should consider height as well as route/population.</i></p> <p>c. <i>DP 9 (Operational Cost) is confused and appears to mix efficiency with impact on the community (DP 2 - noise). The final solution will be a compromise of principles, but this compromise should come later in the process.</i></p> <p>d. <i>DP 9 (Operational Cost) &amp; DP4 (Emissions &amp; Air Quality). If these are both based upon fuel burn could they not be merged into a single DP?</i></p> <p><i>Easterly Approach Transition (Option 11). We are concerned about the effects of any expansion of controlled airspace in this region as it will further constrict the existing choke point. DP1 (Safety) should be amber at this stage.</i></p>	<p>Thank you for your feedback. We have produced a new, formal DPE which provides a standardised and consistent method of assessment for each option. This methodology can be seen on our Stage 2A document. We understand that the advantages/requirement of additional Controlled Airspace (CAS) for the airport could potentially be offset the perceived risks associated with bottlenecks in Class G. Hopefully you find that our new methodology considers both the pros and cons of the CAS impacts in the direct relationship between assessments for DP5 and DP6. Much more detailed consultation will be conducted with the relevant aviation organisations operating in the vicinity of Leeds in Stage 3 of the process. This will facilitate a more comprehensive understanding of their operational areas and any concerns they may have.</p>
<p><b>AOPA</b></p> <p><i>The Leeds Bradford Airport (LBA) Airspace Change Proposal (ACP) and its evolving design, including the newly introduced eastern transition for Runway 32, have significant implications for General Aviation (GA) in the region. The introduction of controlled airspace structures and instrument flight procedures may enhance safety and operational efficiency for commercial traffic but could constrain access to Class G airspace commonly used by GA pilots. Revisions to the Design Principle Evaluation (DPE) suggest heightened emphasis on noise mitigation and efficiency, potentially introducing routing constraints or transits that GA may need to navigate around or request clearance through. This can increase pilot workload, planning complexity, and potential delays, particularly for VFR operations. If the proposed airspace architecture results in vertical or lateral compression of GA routes, it may also impact training activity, gliding, and recreational flying. Continued engagement is essential to ensure equitable airspace access and</i></p>	<p>Thank you for your feedback. We have produced a new, formal DPE which provides a standardised and consistent method of assessment for each option. This methodology can be seen on our Stage 2A document. We understand that the advantages/requirement of additional Controlled Airspace (CAS) for the airport could potentially be offset the perceived risks associated with bottlenecks in Class G. Hopefully you find that our new methodology considers both the pros and cons of the CAS impacts in the direct relationship between assessments for DP5 and DP6. Much more detailed consultation will be conducted with the relevant aviation organisations operating in the vicinity of Leeds in Stage 3 of the process. This will facilitate a more comprehensive understanding of their operational areas and any concerns they may have.</p>

<p><i>maintain the viability of local GA operations alongside commercial air traffic.</i></p>	
<p><b>Private Correspondence</b>          Many thanks for keeping me up to date. We were sitting in our garden and saw planes taking off. I had barely commented to my wife that aircraft followed a less intrusive flight path during the consultation exercise. I have previously suggested that LBA maintains a log of all flights by individual aircraft. That way ill informed comments could easily be quashed.</p>	<p>Thank you for your feedback. All aircraft departing from Leeds Bradford Airport adhere to the established noise abatement procedures, as agreed with local planning authorities. Deviations occur solely for safety reasons, such as adverse weather conditions along the route. The airport systematically tracks and records every flight, and any deviations from the noise abatement procedure are thoroughly investigated.</p>

## Acronyms List

Acronym	Definition
CAA	Civil Aviation Authority
DO	Design Option
DP	Design Principle
IOA	Initial Options Appraisal
RNP AR	Required Navigational Performance Authorisation Required
SID	Standard Instrument Departure