



Dear Stakeholder,

We have now completed the initial phase of our engagement to establish our Design Principles for the re-development of the Airspace in the Southeast of England. Thank you very much to those who have responded to our Design Principles Questionnaire or for attending a focus group event. We are very grateful for everybody's engagement with the process and for all of the views expressed by the various representative bodies and individuals.

The questionnaire responses have been analysed along with the comments and discussion recorded during the focus groups to formulate an initial list of Design Principles. We now need your help to provide further comments on the list and to help us understand which Design Principles are most important to you or your organisations.

Please take a look at the attached Design Principles. For each of the ten Design Principles we would like you to complete the table as follows:

1. Do you agree with this Design Principle: Yes or No
2. Please rank the 10 Design Principles in order of priority from 1 Highest to 10 Lowest.
3. If you feel any of the Design Principles are not applicable to you, please mark it as '0'.
4. Please use the Comments Box to provide comments as to why you agree or disagree with the Design Principle or to suggest any additional Design Principles you feel ought to be considered by us.

### **How to Respond**

Please save the file that includes your responses and attach to an email to the following address:

[Airspace.Change@bigginhillairport.com](mailto:Airspace.Change@bigginhillairport.com)

In addition to the word file, we will accept scanned, hand-written responses or email responses as long as they are legible and clearly identify the Design Principle to which your response relates.

We will also accept legible postal responses to the following address within the timescales specified below:

LAMP AIRSPACE-CHANGE  
London Biggin Hill Airport  
Passenger Terminal  
Main Road  
Biggin Hill  
TN16 3BH

It is important that individual email responses clearly show your name and contact details; this will allow us to cross refer to the emails we send out.

**Please respond by mid-day Friday 5<sup>th</sup> July 2019**



	Design Principle	Rationale	Do you agree with this Design Principle?	Where would you rank this Design Principle as a Priority (1-10 or 0)?
	<b>Supporting Comments:</b>			
DP1	SAFETY – New routes must be safe for all aircraft types.	Routes should be designed such that they are easily adhered to by flight crew and do not operate close to the limits of their performance.		
	<b>Comments:</b>			
DP2	COMPLIANCE – Route should, where possible, be designed to be PANS OPS compliant.	New routes should be sufficiently standard that they do not require any additional flight crew training in order to operate to or from London Biggin Hill Airport. To achieve this objective, routes should, where possible, comply with ICAO PANS OPS internationally agreed criteria.		
	<b>Comments:</b>			



	Design Principle	Rationale	Do you agree with this Design Principle?	Where would you rank this Design Principle as a Priority (1-10 or 0)?
DP3	WORKLOAD - Routes must be designed to keep Air traffic Control workload as low as reasonably practical.	<p>The correct design of traffic flows can greatly reduce Air traffic Control workload which in turn expedites flow and improves safety. London Biggin Hill Airport will seek to design routes that 'procedurally deconflict' arrivals and departures from each other and from traffic operating in the London Terminal Manoeuvring Area (LTMA) or the Flight Information Region (FIR) below the LTMA*. 'Procedurally deconflicted' routes mean unique routes that ensure that, provided they are followed, an aircraft will not come into conflict with any other aircraft along that route.</p> <p>*(The LTMA is the area of controlled airspace that lies above most of London and the South East. This airspace has varying lower 'floor levels' but it is airspace that is restricted and designated for use primarily by large commercial aircraft and business jet traffic. The FIR is the open and unrestricted airspace that lies below and around the LTMA and which can be used by all air traffic including light aircraft and helicopters. In practice commercial aircraft and business jets use the LTMA and almost all non-commercial traffic uses the open FIR).</p>		
	<p><b>Comments:</b></p>			



	Design Principle	Rationale	Do you agree with this Design Principle?	Where would you rank this Design Principle as a Priority (1-10 or 0)?
DP4	NAVIGATION STANDARDS - New routes must be designed to the Required Navigation Performance	In order to comply with the proposed standards for the modernised UK airspace as a whole and in order to take full advantage of current and future aircraft navigation system capabilities, new routes must be based on GNSS navigation and designed to RNAV 1 (Area Navigation 1). Further information is available in the CAA Performance-Based Navigation (PBN) Enhanced Route Spacing Guidance ( <a href="#">CAP1385</a> ).		
	<b>Comments:</b>			
DP5	REGULATED AIRSPACE - London Biggin Hill Airport should consider the provision of Regulated Airspace to protect traffic using departure and arrival routes.	Aircraft arriving and departing London Biggin Hill Airport will be required to follow 'procedurally deconflicted' routes as they climb to 7,000ft AMSL in order to join or leave the airspace above 7000ft. This means that, provided aircraft do not deviate from a prescribed and unique route, they will not come into airborne conflict with any other traffic. This is the basis upon which modernised airspace below 7,000ft will operate in future. In order to assure safe separation of aircraft it is therefore imperative that aircraft do not need to deviate from the prescribed route – for instance in order to avoid another aircraft in uncontrolled airspace. The provision of Controlled Airspace would provide protection to climbing and descending aircraft through a known air traffic environment.		
	<b>Comments:</b>			



	Design Principle	Rationale	Do you agree with this Design Principle?	Where would you rank this Design Principle as a Priority (1-10 or 0)?
DP6	ENVIRONMENTAL CONCERNS - Arrival and Departure routes should, where possible, be designed to minimise the impact of noise below 7000ft.	One of the Governments key environmental objectives is to limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise. Therefore, consideration should be made regarding the ability to reduce noise over residential areas in close proximity to the airport and avoid designated noise sensitive areas.		
	<b>Comments:</b>			
DP7	EFFICIENT ROUTES - Arrival and Departure routes should, where possible, be designed to minimise track mileage flown.	In order to minimise emissions and optimise operational efficiencies, London Biggin Hill Airport should, where possible, design arrival and departure routes in order to minimise unnecessary airborne track mileage.		
	<b>Comments:</b>			



	Design Principle	Rationale	Do you agree with this Design Principle?	Where would you rank this Design Principle as a Priority (1-10 or 0)?
DP8	IMPROVED AIRCRAFT PERFORMANCE – Departure routes should, where possible, aim to take advantage of the high-performance climb characteristics of typical Business Jet types by offering a continuous and uninterrupted climb direct to 7,000ft AMSL.	High performance Business type aircraft are able to achieve climb rates which exceed those which can be achieved by most passenger airliners. This should be considered along with continuous climb profiles which may provide environmental benefits.		
	<b>Comments:</b>			
DP9	HARMONISED ROUTES - London Biggin Hill Airport should consider the effect of any changes in its flight routes on the behaviour of other airspace users making use of the airspace around Biggin Hill Airport.	Full consideration of other airspace users in the vicinity of Biggin Hill Airport in the design and development of flight routes to and from the airfield.		
	<b>Comments:</b>			



	Design Principle	Rationale	Do you agree with this Design Principle?	Where would you rank this Design Principle as a Priority (1-10 or 0)?
DP10	Procedures should be designed to avoid overflight of sensitive areas e.g. hospitals, schools, country parks or Areas Of Outstanding Natural Beauty (AONB).	Where noise modelling indicates it may be necessary, the routes should be designed to protect, as much as practicable, establishments that are sensitive to noise e.g. Hospitals, Schools. Consideration should also be given to avoid overflight of areas that are used by the public for recreational purposes e.g. public parks, Areas of Outstanding Natural Beauty.		
	<b>Comments:</b>			
	<b>Please use this space to tell us about any additional Design Principles you would like us to consider.</b>			