**Royal Air Force Northolt Draft Design Principles**

1. **In the tables below, we have set out the draft Design Principles that will help shape the Airspace Change Proposal for Royal Air Force Northolt. Some of the Design Principles are set in stone and no comment is requested, but we seek your input into the remainder.**
2. **Table 1. These Design Principles do not require your comments but are included for your awareness.**

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| **Proposed Design Principle** | **Reasoning** |
| Must be safe | Provide a safely designed airspace structure and routes, to ensure the safe operation of aircraft |
| Must ensure continuation of military and governmental operational activity | RAF Northolt must be able to operate to its current commitments and future Defence requirements |

1. **Table 2**. Please consider the Design Principles for the *general* *design of the Airspace Change Proposal* in Table 2 below. You are requested to rank them in level of importance to you and your organisation and residents, where 1 is the most important and 5 is the least important. Please then comment on your ranking for each Design Principle.

| **Proposed Design Principle** | **Reasoning** | **Ranking** | **Comment** |
| --- | --- | --- | --- |
| Should minimise impact on other airspace users | Minimise dependencies on other airspace users, including neighbouring airports, and consider opportunities to give away airspace that is not required for future operations |  |  |
| Should facilitate design using modern navigational technology | Airspace and routes designed favouring the latest navigational technology |  |  |
| Should facilitate operational efficiencies to maximise benefits to all stakeholders | Flight paths that minimise the workload of pilots and air traffic control, as well as design more efficient routes |  |  |
| Should minimise fuel and greenhouse gases (for civil operations) | Seek to minimise the amount of fuel and CO2 emissions produced. Consideration of short, direct flight paths |  |  |
| Should minimise the impact of aircraft noise | Comply with government regulation and policy on noise impact. Aim to reduce effects on health and quality of life by considering local circumstances |  |  |

1. **Table 3**. Please consider the Design Principles for *minimising the impact of aircraft noise* in Table 3 below. You are requested to rank them in level of importance to you and your organisation and residents, where 1 is the most important and 5 is the least important. Please then comment on your ranking for each Design Principle.

| **Proposed Design Principle** | **Reasoning** | **Ranking** | **Comment** |
| --- | --- | --- | --- |
| Minimise the number of people newly overflown | Limit designing new routes over those people who are not currently overflown by keeping routes as close to today’s flight paths as possible |  |  |
| Minimise the total number of people affected by noise | Reduce the number of people overflown by aircraft. This would lead to aircraft concentrated over a smaller number of routes |  |  |
| Consider fewer people affected, but more noise | A steeper climb gradient would result in a potential increase in noise, but over a smaller area |  |  |
| Consider more people affected, but less noise | A shallower climb gradient would result in potential reduction in noise, but over a larger area |  |  |
| Prioritise flight paths over rural areas rather than urban areas | Favour routes over rural areas, rather than residential areas in towns and cities |  |  |

1. Please make any other comments you see fit on our draft Design Principles.

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