



Department
for Transport

[REDACTED], Aviation Policy
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Date: 21st March 2019

To: [REDACTED]
[REDACTED]
Airspace, ATM & Aerodromes, Civil Aviation Authority

cc: [REDACTED]
[REDACTED]

Dear [REDACTED],

**The Civil Aviation Authority (Air Navigation) Directions 2017, Direction 6
Leeds Bradford Airport airspace design change proposal**

Thank you for CAP1770 which, as requested in my letter to [REDACTED] of 19th February, sets out the CAA's assessment of whether the Leeds Bradford Airport airspace change proposal has met the call-in criteria.

I am writing to let you know that the Department's decision on the Leeds Bradford Airport proposal is that it will not be called-in for determination by the Secretary of State as it does not meet the minimum call in criteria.

When making this decision, the Department:

- noted and took account of the CAA's assessment in CAP1770 that the Leeds Bradford Airport airspace change proposal does not meet the minimum call in criteria;
- considered the proposal against the call-in criteria and the reasons given for the call in request by the North West Leeds Transport Forum, as well as the reasons provided in the other call in request which is on the CAA website;
- noted that the net increase in population in the 54 dB LAeq 16hr noise contour, whilst subject to some dispute, is expected to be under the minimum net increase figure of 10,000;
- noted that on the basis of the call-in request by the North West Leeds Transport Forum the CAA has conducted additional analysis to validate Leeds Bradford Airport's noise modelling and has analysed the North West Leeds Transport Forum's alternative assessment of population exposed to noise; and

- noted the additional correspondence from both call-in requestors and the CAA's response to this information.

I am also writing today to the North West Leeds Transport Forum to make them aware of the Department's decision.

Yours sincerely,

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