ExeterAirport

Part of Regional & City Airports

1B Design Principles

Stakeholder Focus Group

13th June 2019

Welcome to Exeter Airport

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The Airspace Change Team

- name redacted – Exeter Operations Director
- name redacted – Exeter Air Traffic Services Manager
- name redacted – Exeter Management Systems Coordinator

Our Consultants – Osprey Consulting Services Ltd

- name redacted – Airports and Airspace Principal Consultant
- name redacted – Airports and Airspace Senior Consultant

Agenda

1. Current Operations at Exeter
2. Drivers for Change
3. Supporting Statistics
4. Design Principles Explanation
5. Open Forum for discussion

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Introduction to the ACP

(Presenter's name redacted)
– Operations Director

- Current Operations
  - 365 days/year practically H24
  - Circa 43,000 movements annually
  - Circa 950,000 passengers
  - 300 employees
  - Range of Traffic
    - GA / Commercial / Military / Corporate Exec
  - Services Provided in-house by the Airport
    - ATS
    - Fuel
    - Security
    - Fire
    - Ground Handling including PRM/Airfield Operations

Introduction to the ACP

(Presenter's name redacted)
– ATS Manager

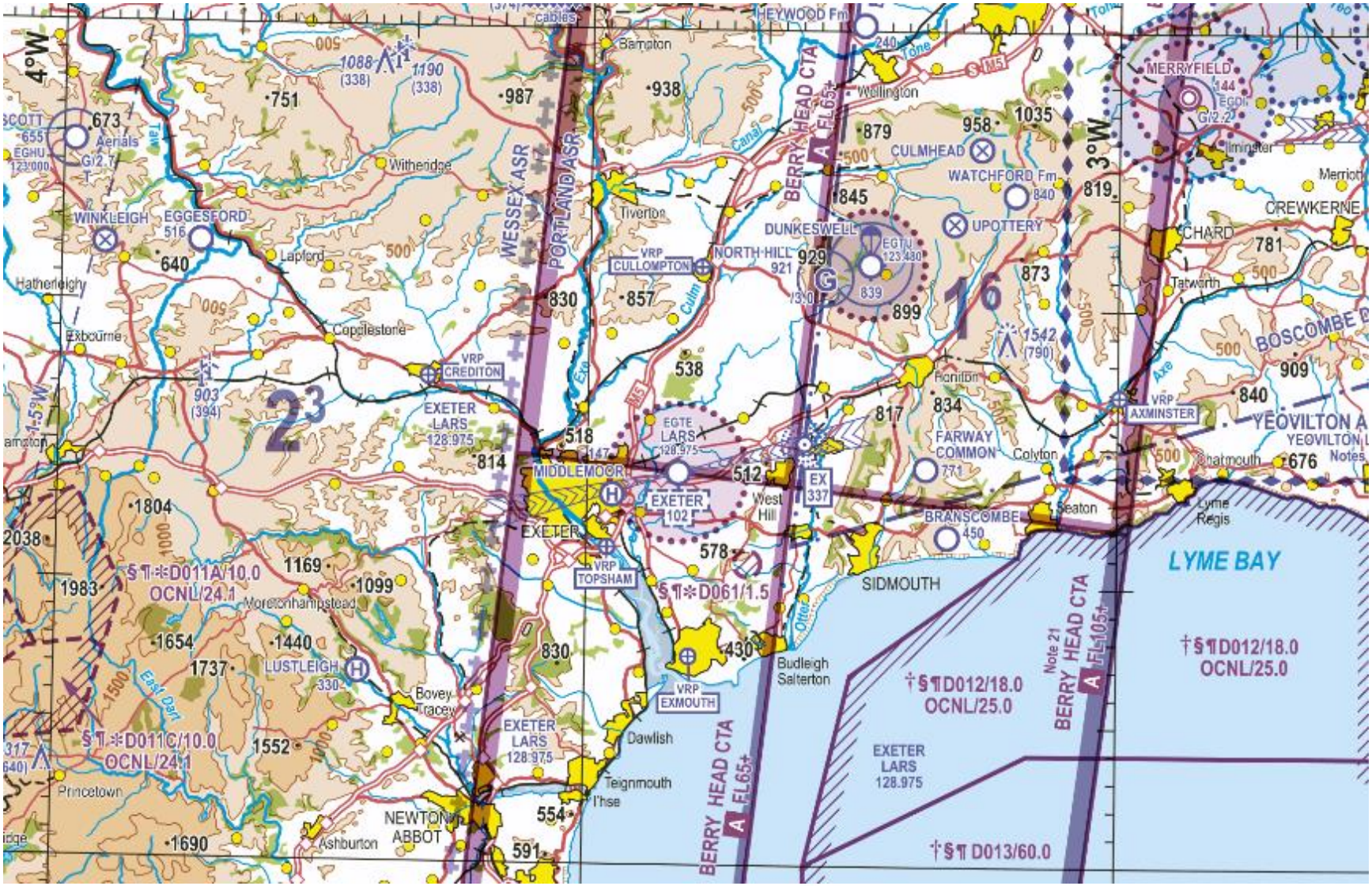
- Drivers for Change
  - Safety
  - Improved resilience and efficiency of operations

Background: Exeter Airport Drivers for Change

To adapt the existing airspace structure surrounding Exeter Airport to assist Air Traffic Control (ATC) in providing enhanced levels of information to aircraft operating in and out of the Airport, and to aircraft operating in the local area.

The principle concerns:

- limited protection currently afforded to Commercial Air Transport (CAT) aircraft flying final approach and initial departure routes through Class G Uncontrolled Airspace, outside the Aerodrome Traffic Zone (ATZ).



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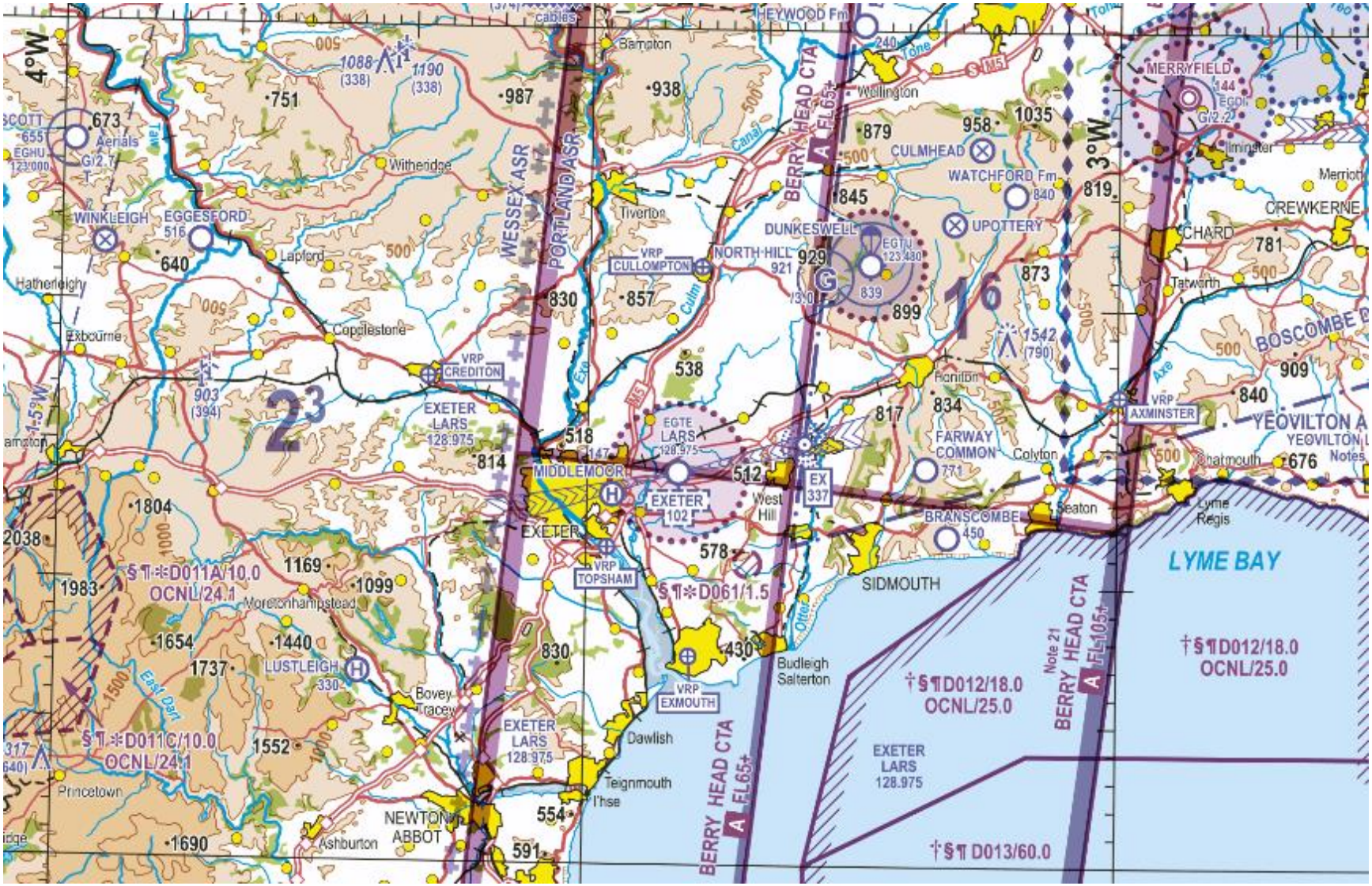
- ATC tactical intervention repeatedly required in order to maintain separation from local and transitory general aviation users.



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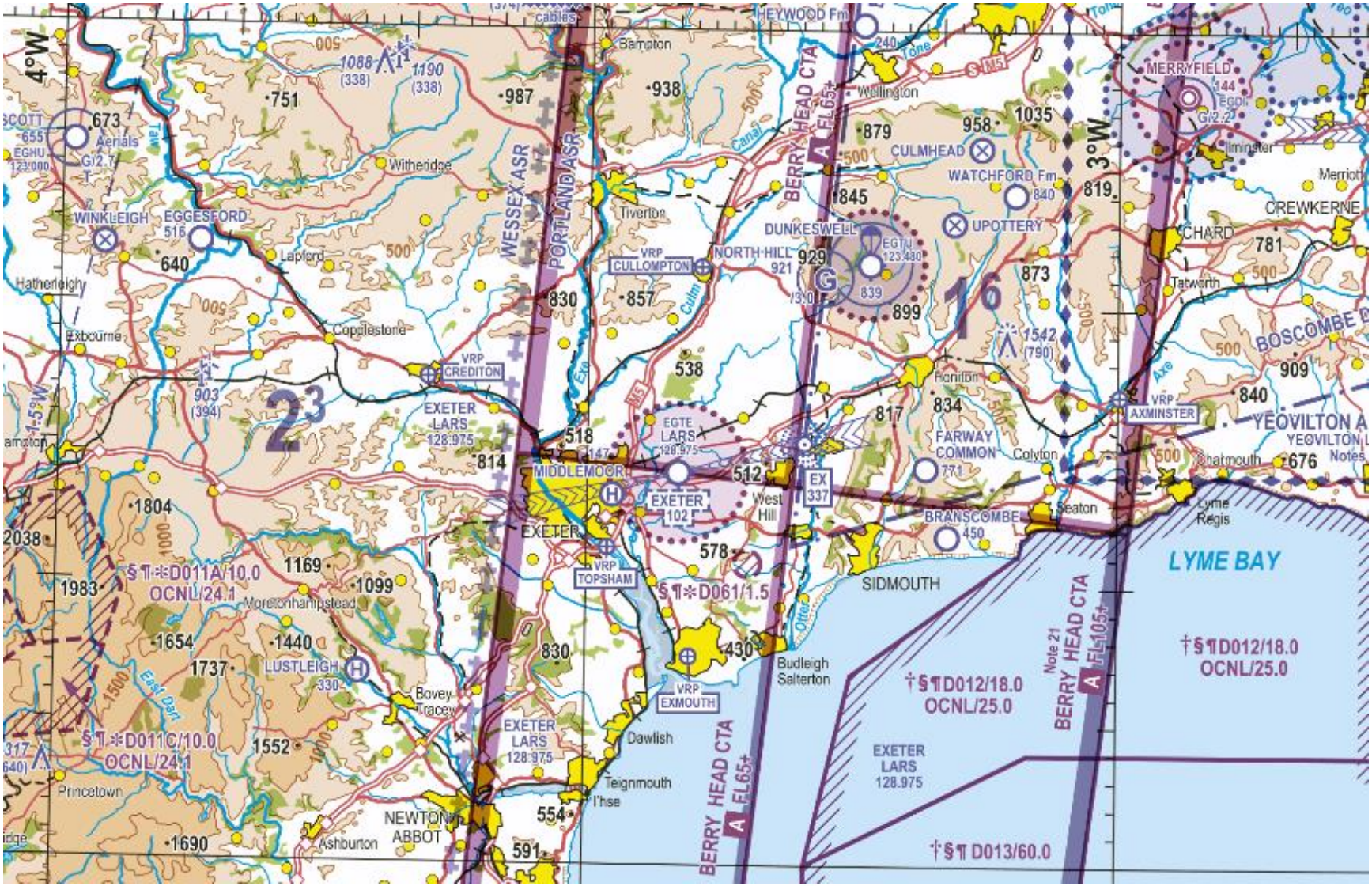
- ATC tactical intervention repeatedly required in order to maintain separation from local and transitory general aviation users.
- The rules regarding the provision of Air Traffic Services (ATS) to aircraft in Class G airspace are designed to minimise the risks to all aircraft.
    - The ability of air traffic controllers to intervene with traffic avoidance instructions, given the rates of closure and climb/descent profiles, is limited.
    - On initial departure and approach, commercial aircraft also have limited manoeuvrability and therefore a limited response to warnings.



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Background: Exeter Airport Drivers for Change (2)

This difficult environment has led to a number of reportable safety events between unknown aircraft and aircraft arriving and departing to/from Exeter Airport:

- Three AIRPROX events were recorded in both 2016 and 2018; and
- ATC logged over 600 instances of controller intervention due to unknown aircraft over the 8-year period between 2009 and 2016.

Exeter ATC continue to intervene in potential safety events **every week**, delaying or halting departures, providing avoidance instructions and extending departure and arrival routes. This causes:

- Significant controller workload and distraction; and
- Significant crew workload in the cockpit for unexpected /short notice ATC interventions.

In Summer 2018, Exeter Airport began a formal 18-month study to monitor, record and analyse frequency of formal ATC intervention.

Supporting Statistics

- Start date 19th May 2018
- Last Entry 19th May 2019

- Total Observations During period 151

- Number of Aircraft:
  - AIRPROX 2
  - Broken Off the Final Approach 12
  - Given Avoiding Action 7
  - Elected to Continue at Own Risk 2
  - Given Extended Routing or Delayed to Avoid Unknown Aircraft 87

Supporting Statistics

25th May 2019 12:00:00 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:01:20 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:02:10 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:03:00 Flybe DH4 Inbound

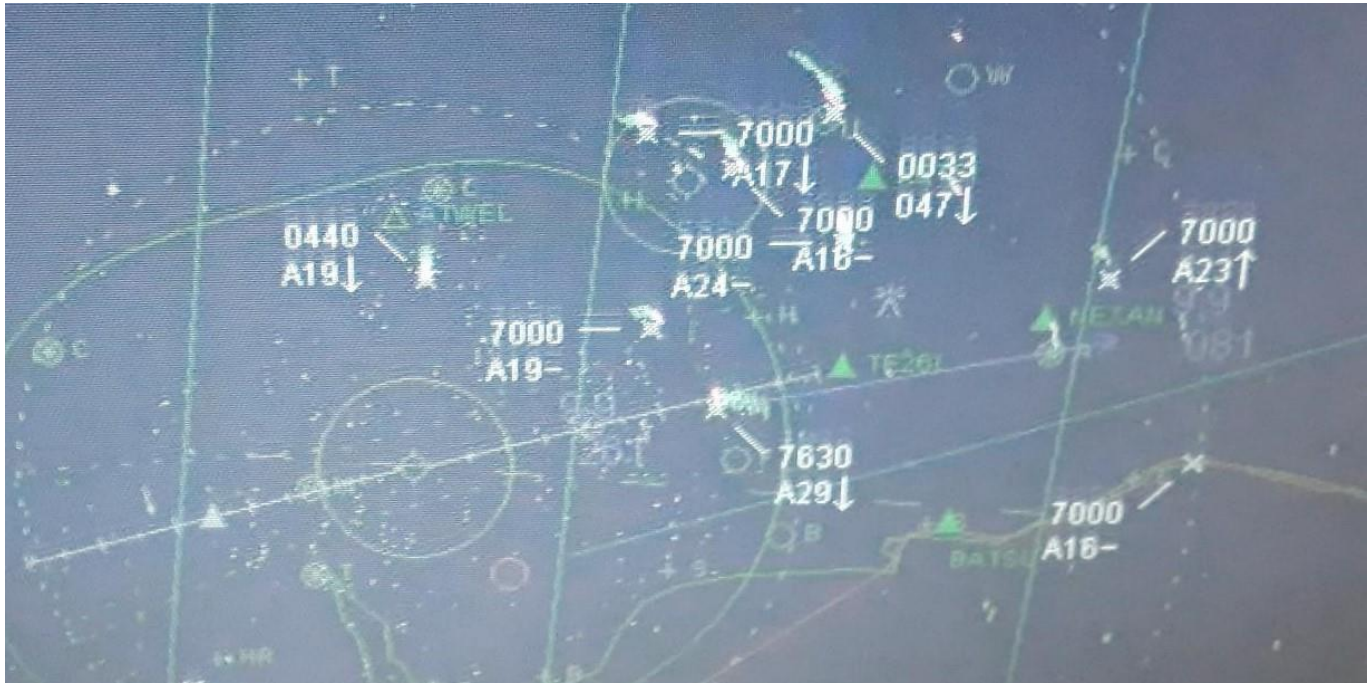
Supporting Statistics

25th May 2019 12:04:20 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:05:20 Flybe DH4 Inbound

Supporting Statistics



25th May 2019 12:06:10 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:06:35 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:06:45 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:07:30 Flybe DH4 Inbound

Supporting Statistics

25th May 2019 12:09:35 Flybe DH4 Inbound

Supporting Statistics

12th May 2019 12:23:00 Flybe DH4 Inbound

Supporting Statistics

12th May 2019 12:24:40 Flybe DH4 Inbound

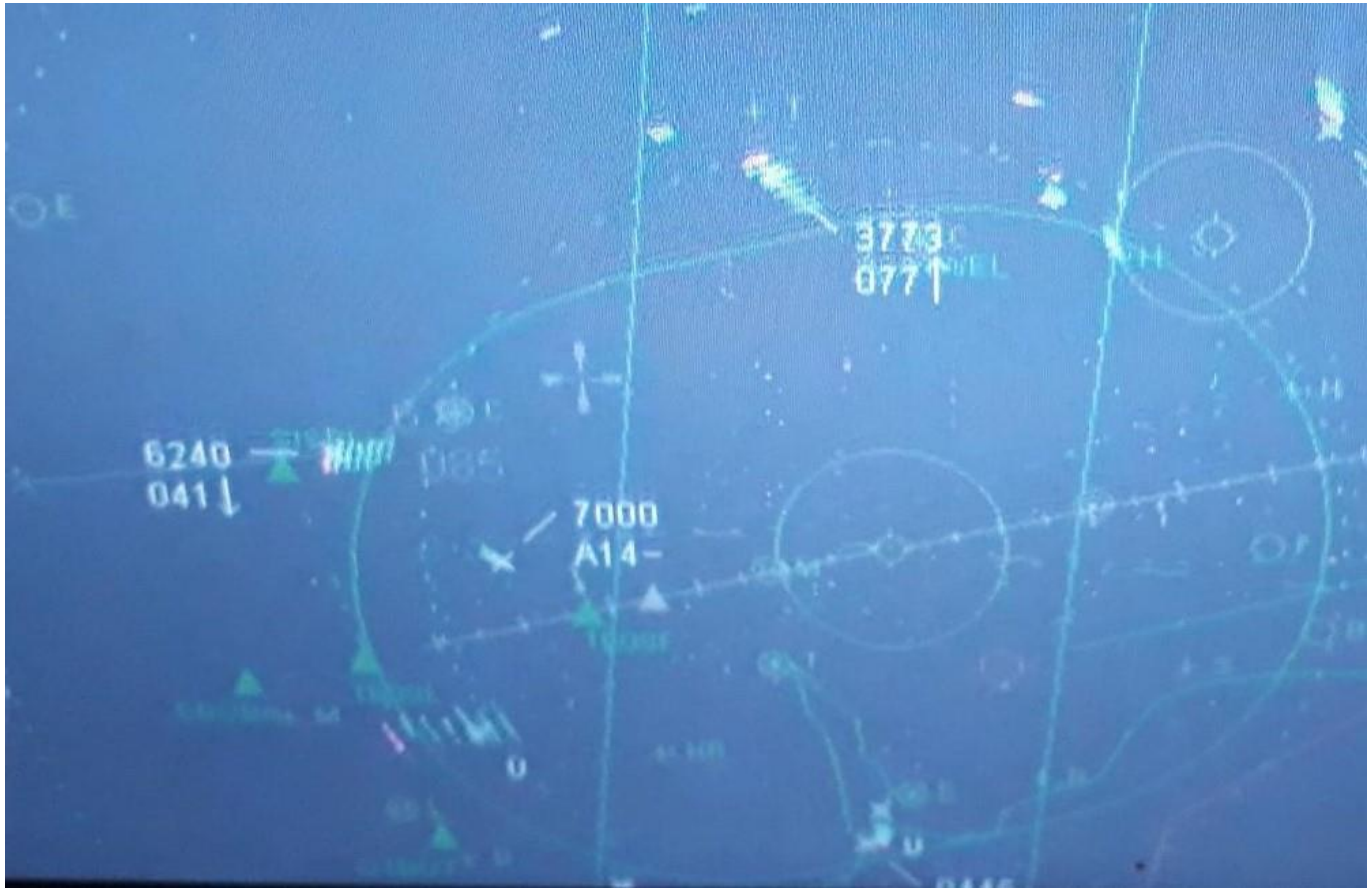
Supporting Statistics

12th May 2019 12:25:20 Flybe DH4 Inbound

Supporting Statistics

12th May 2019 12:25:45 Flybe DH4 Inbound

Supporting Statistics



12th May 2019 12:26:10 Flybe DH4 Inbound

Supporting Statistics

12th May 2019 12:26:55 Flybe DH4 Inbound

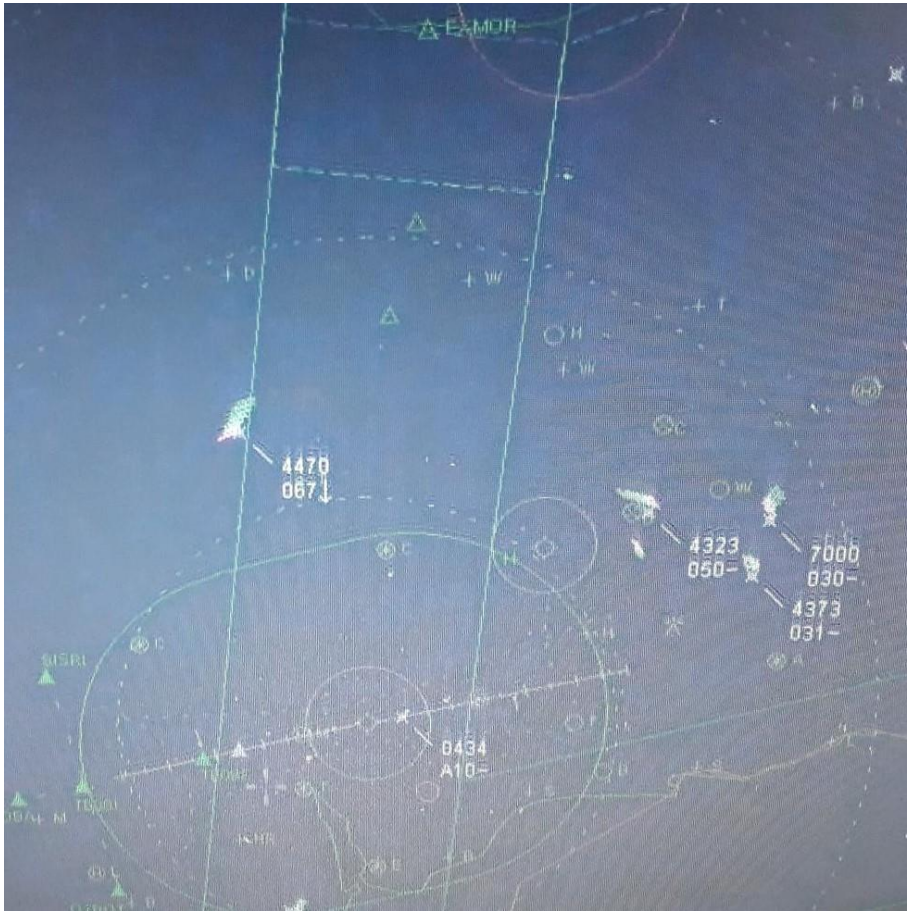
Supporting Statistics

12th May 2019 12:27:30 Flybe DH4 Inbound

Supporting Statistics

12th May 2019 12:29:10 Flybe DH4 Inbound

Supporting Statistics

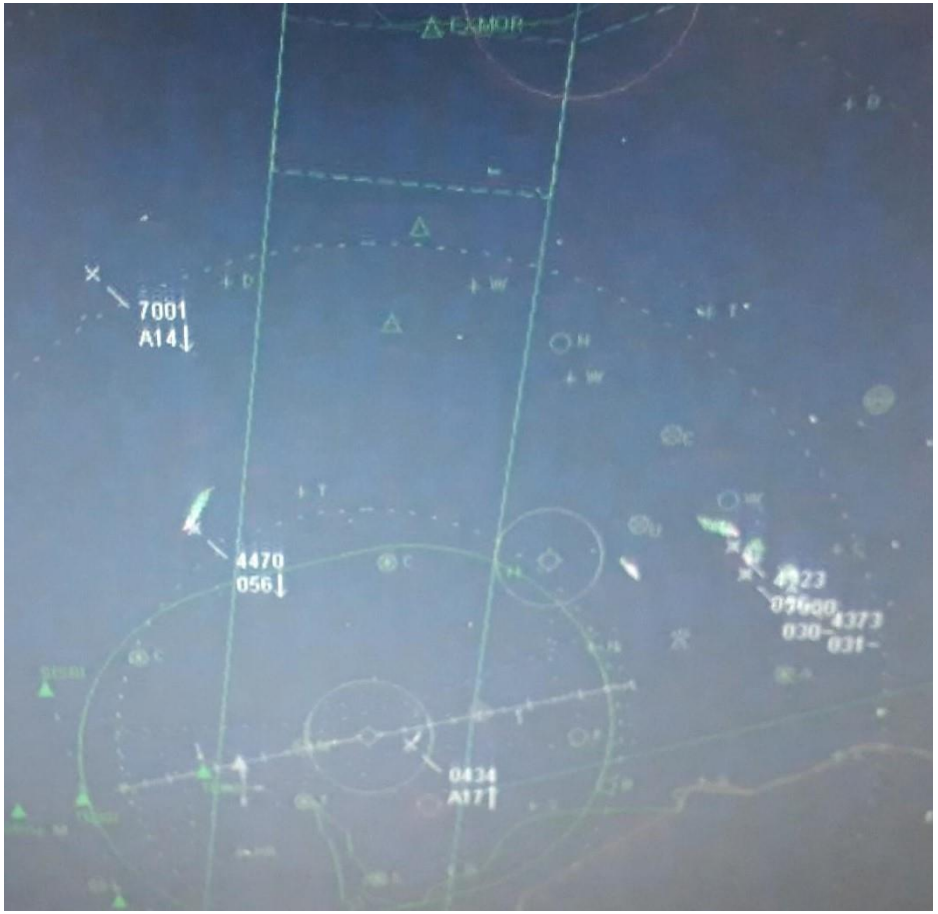


1st April 2019 13:20:55 Flybe DH4 Inbound
& Low Level Military Jet

Supporting Statistics

1st April 2019 13:20:56 Flybe DH4 Inbound
& Low Level Military Jet

Supporting Statistics



1st April 2019 13:21:45 Flybe DH4 Inbound
& Low Level Military Jet

Supporting Statistics

1st April 2019 13:23:05 Flybe DH4 Inbound
& Low Level Military Jet

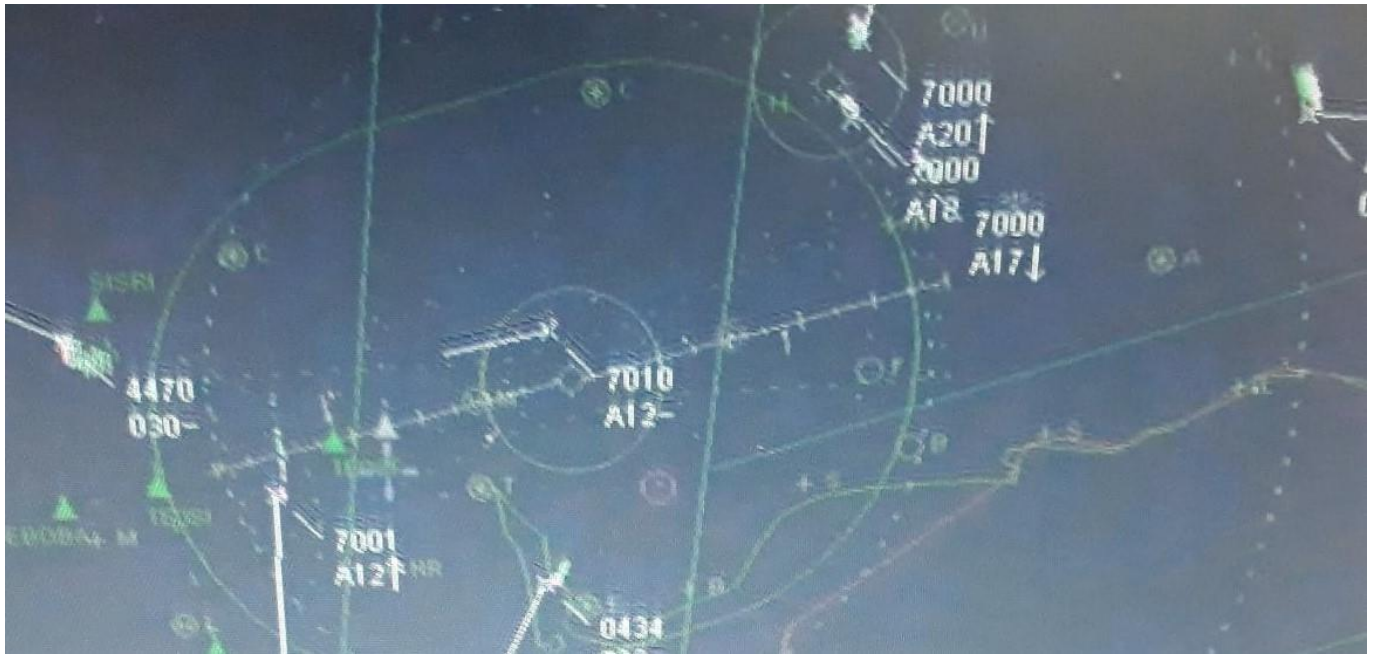
Supporting Statistics

1st April 2019 13:23:35 Flybe DH4 Inbound
& Low Level Military Jet

Supporting Statistics

1st April 2019 13:24:20 Flybe DH4 Inbound
& Low Level Military Jet

Supporting Statistics



1st April 2019 13:24:50 Flybe DH4 Inbound
& Low Level Military Jet

Opportunities

- Opportunities
  - Reduce ATC intervention
  - Reduce diversion track miles flown
  - Seek an overall reduction in ground & air delays (improvement for air traffic & passengers)
  - Build relationships with local, regional and national stakeholders through early and open dialogue (facilitated by CAP1616 guidance)
  - Reduce operational safety risks

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CAP 1616 Process

(Presenter's name redacted)

CAP 1616 - Airspace Design

New process introduced in Jan 2018

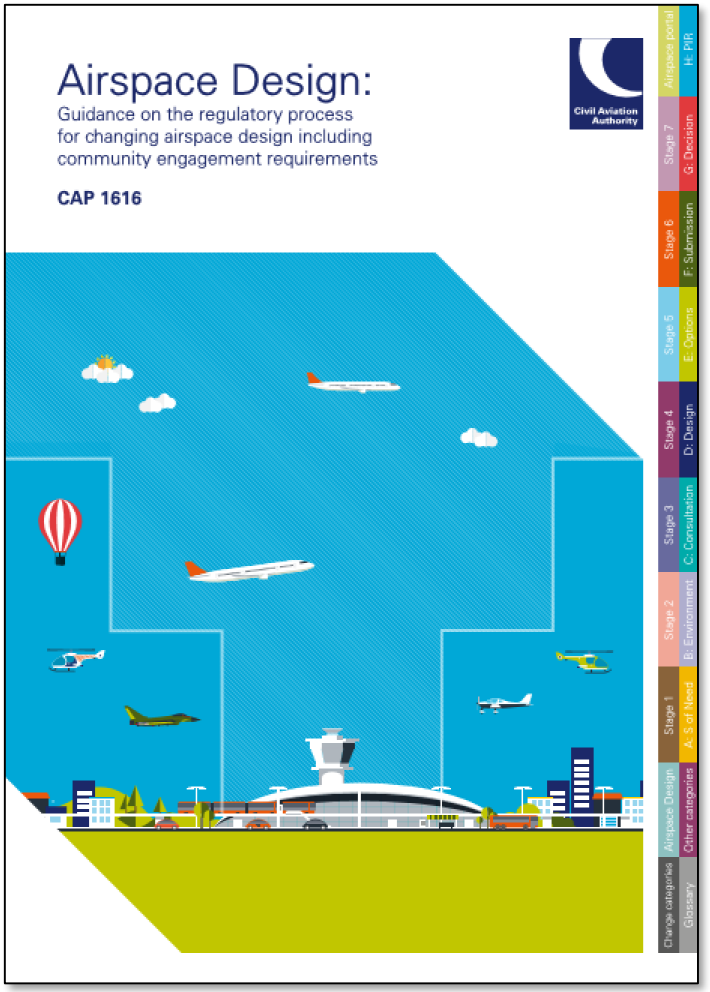
- Developed by CAA and independent third party
- Endorsed by DfT:
  - Secretary of State
  - Baroness Sugg of Coldharbour (Aviation)

Replaced CAP 725 (2002)

Stated Aim of CAP 1616:

- More transparency
- Greater engagement with stakeholders

Available on CAA website



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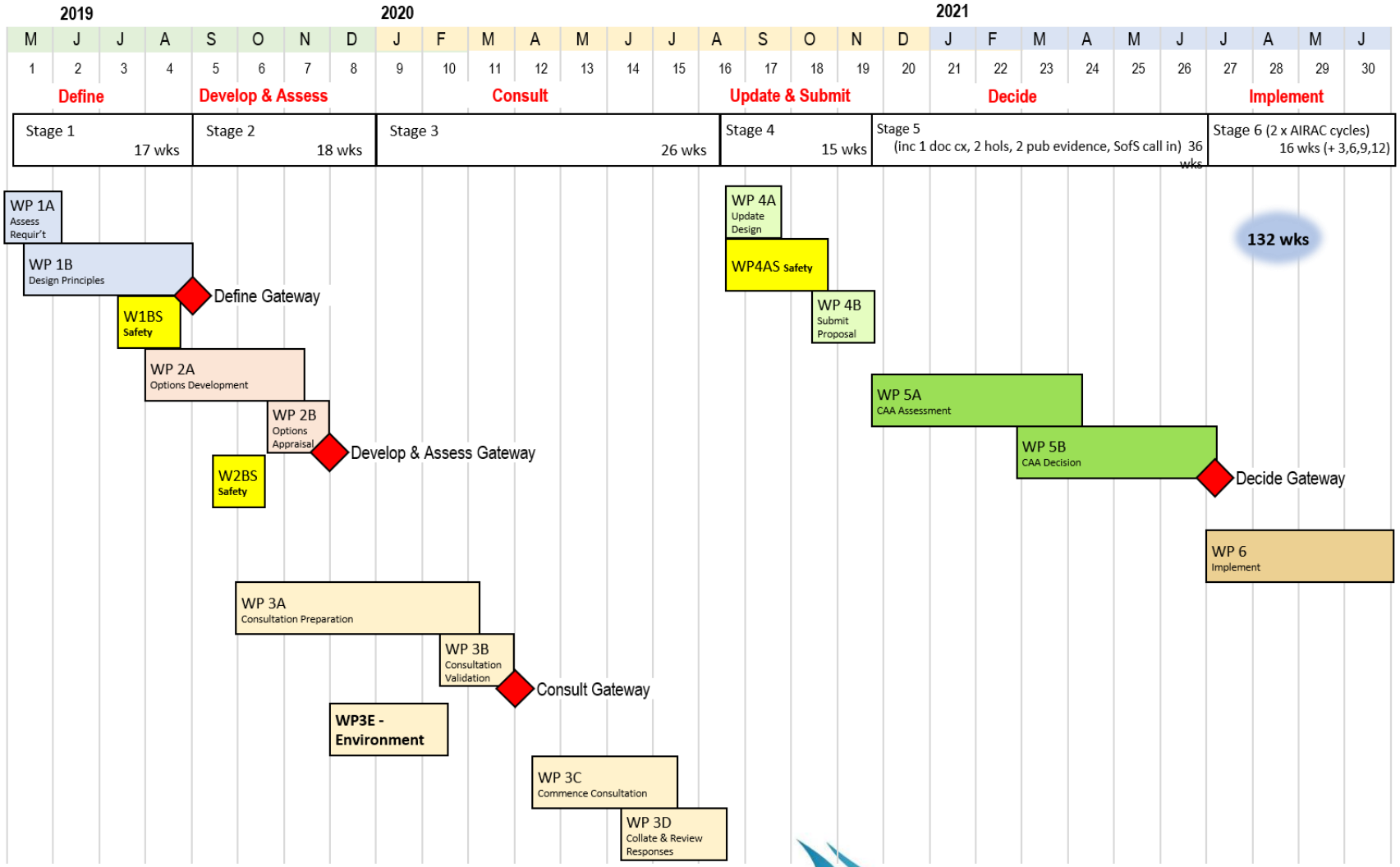
CAP 1616 - Seven Stage Process



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Cap 1616 - Level of Change

Assessment Meeting 26th February 2019 (end of Step 1A)

Minutes available on CAA portal

CAA anticipated this was a Level 1 change

Level 1: High impact* changes to notified airspace design A change that does have the potential to alter traffic patterns below 7,000 feet over a populated area	Level 2: Medium to low impact* changes to notified airspace design A change that does not have the potential to alter traffic patterns below 7,000 feet over a populated area
The Government's Air Navigation Guidance states that below 7,000 feet is the maximum height at which noise is a priority for consideration	

Level 1 confirmed at end of Step 2B

- Develop and Assess Gateway

Any specific comments on Level and scaling…?

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Design Principles Development

Exeter eager to ensure Design Principles and Options are developed through demonstrable two-way engagement with local communities

Questionnaires sent to:

- Local Authorities (Borough, District, County Councils)
- Local Planning Authorities
- Local MPs
- National Bodies
- Airport Consultative Committee
- Airport Operators
- General Aviation Community
- Airports
- Air Navigation Service Providers (ANSPs)
- National Air Traffic Management Advisory Committee (NATMAC)

Focus Groups

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Open Forum

Focus Group Facilitation

Your help is required to identify your key areas of concern

We recognise you may have strong opinions

Please allow others time to voice their opinions

We are eager to hear all your concerns & record them

Note-takers may ask for clarification or names

As a group you may have diverse opinions

As a group you may have conflicting opinions

We will record common areas of agreement or priorities

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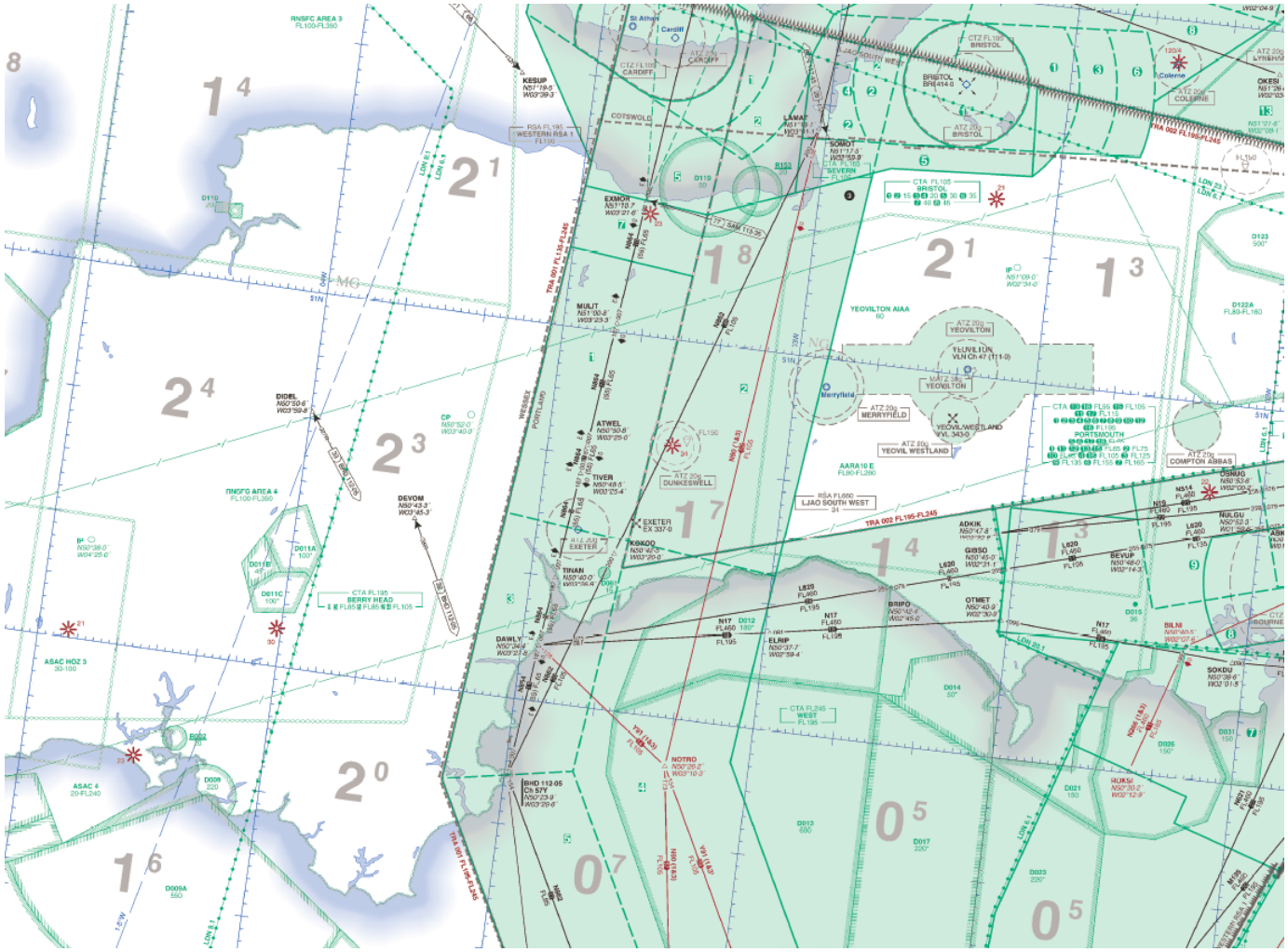
Please Tell Us Your Views



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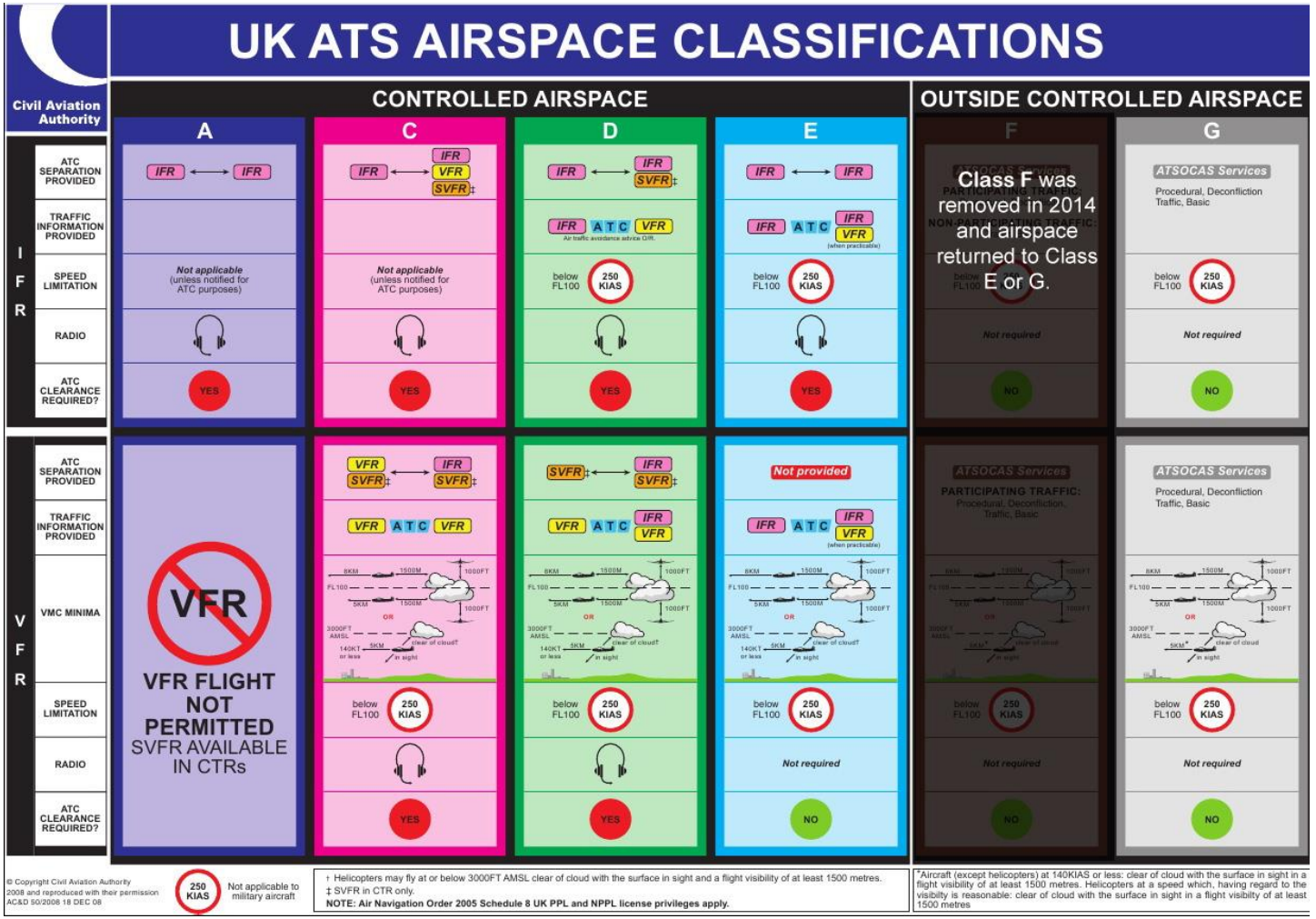

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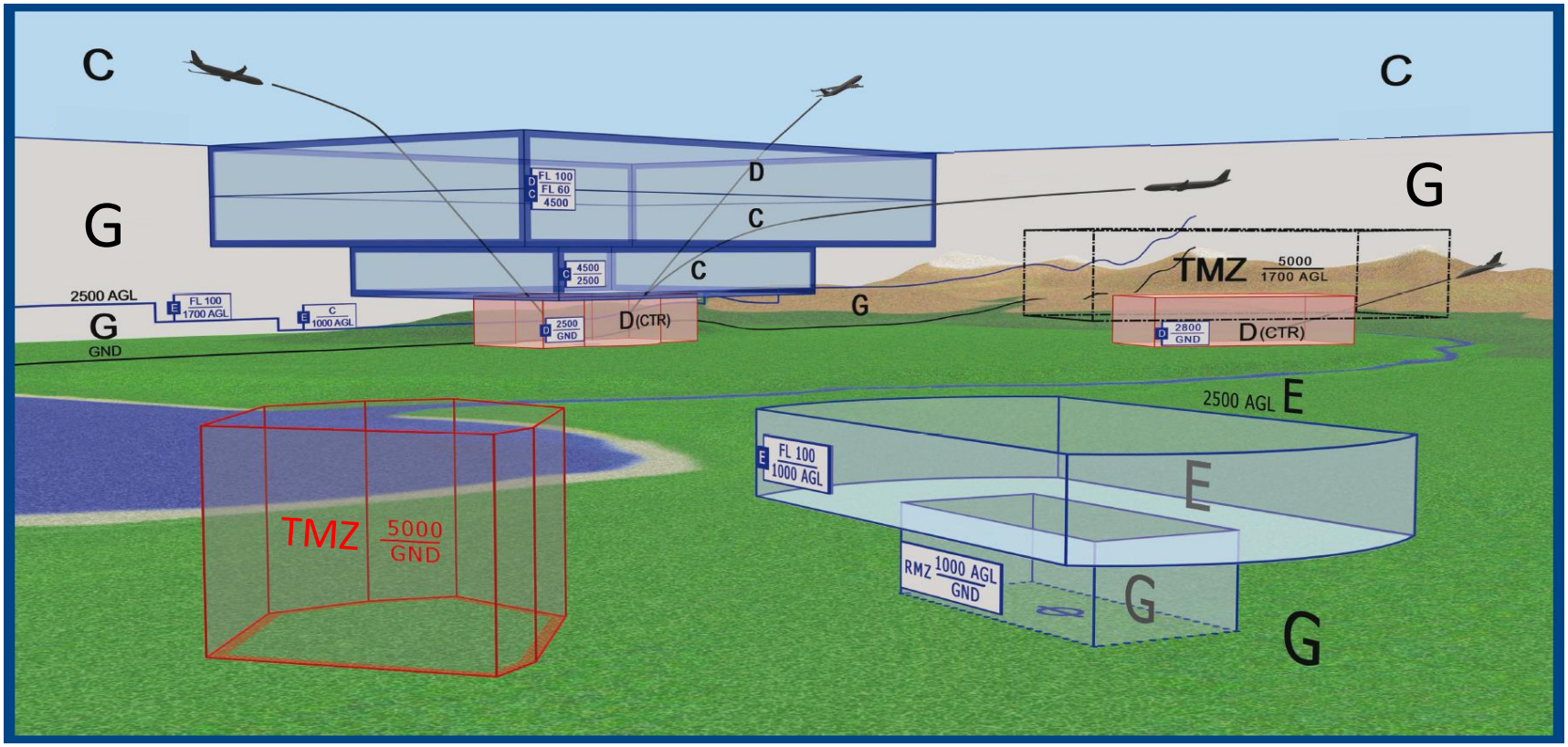

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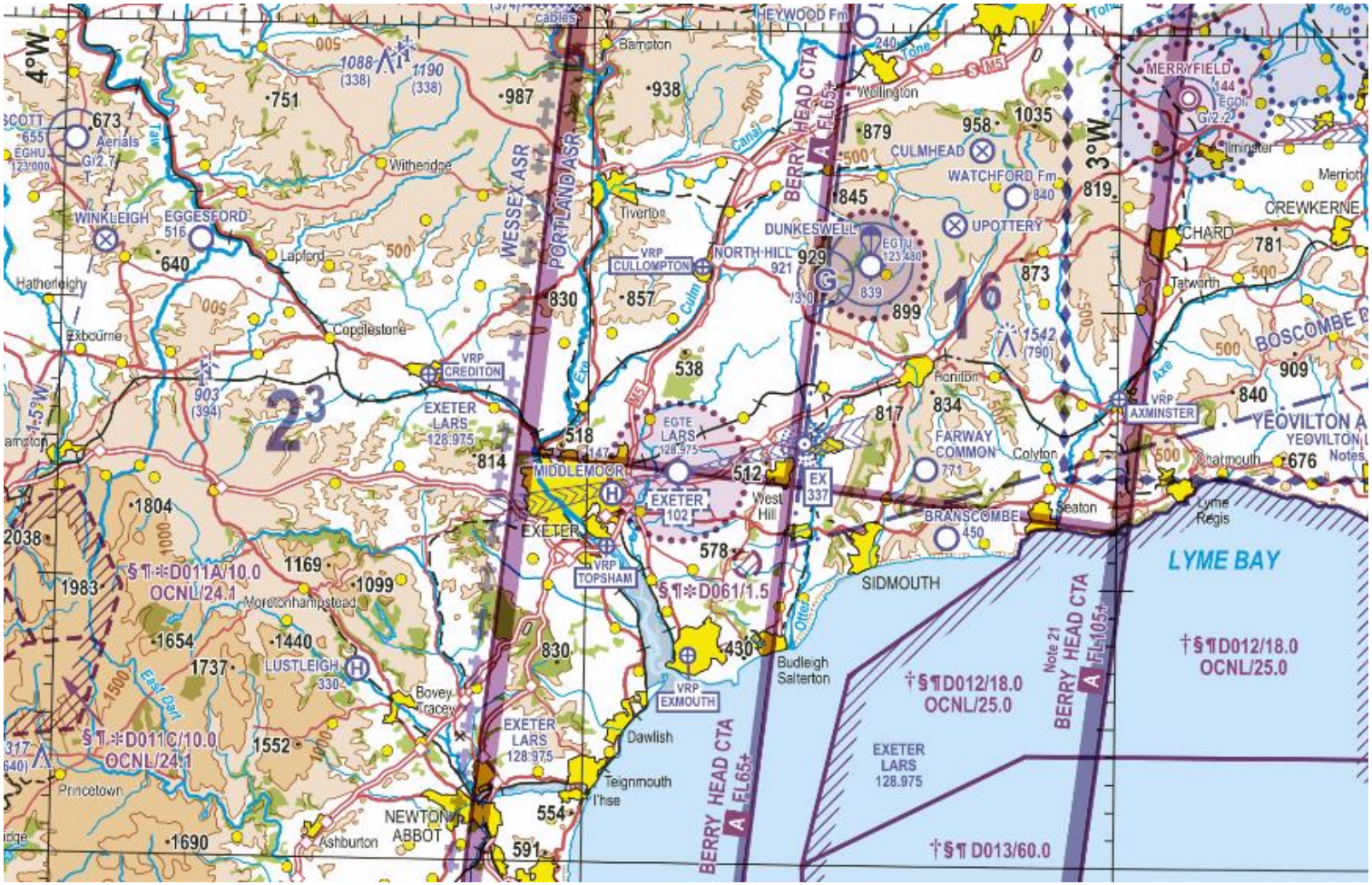

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Next Steps

Design Principles (Step 1B) Next Steps

Complete Focus Groups

Collate all questionnaire responses

Analyse all comments and questionnaire responses

Identify long list of Design Principles

Develop short list of Design Principles

Include rationale for selection/ rejection of individual principles

Test Design Principles with key stakeholders

Submit to CAA for publication on CAA Portal

CAA then conduct Define Gateway Assessment (planned 30 August 2019)

Proceed to Stage 2, Step 2A Options Development

Consultation ~ March 2020

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Final Comments or Questions?