Exeter Airport Airspace Change Proposal

Design Principles – Stakeholder Review

Document Details

Reference	Description
Document Title	Exeter Airport Airspace Change Proposal
	Design Principles – Stakeholder Review
Document Ref	71189 019
Issue	Issue 2
Date	22nd July 2019
Client Name	Exeter & Devon Airport Ltd

Issue	Amendment	Date
Issue 1	Initial	5th July 2019
Issue 2	Updated	22nd July 2019

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1   Exeter Airport Airspace Change Proposal

1.1   Introduction

Exeter Airport is very grateful to those stakeholders who have already engaged with the process and for all of the views that have been provided by the various representative bodies and individuals. The responses we have received have helped us to derive a comprehensive list of potential Design Principles that reflect the statements made during focus group events and from questionnaires received. As with any engagement activity, it should be noted that opposing views were expressed by stakeholders in a number of areas.

The Design Principles will be used as the qualitative framework against which the alternative design options will be considered. It is therefore important that your views have been accurately captured. This document has been prepared to share the list of Design Principles developed and 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.

Any changes to airspace arrangements must maintain or enhance safety. This is the main priority of the CAA in accordance with its statutory duties set out in Section 70(1) of the Transport Act 2000. The principle area of concern regarding current operations for Exeter Airport is the limited protection currently afforded to Commercial Air Transport flying final approach and initial departure routes from the airport. Safety is the main driver for change for this Airspace Change Proposal and as such, has not been included as a Design Principle, but will be the overarching principle against which the design options will be developed.

1.2   Stakeholder Review Requirements

Please take a look at the attached Design Principles in Table 1 below. For each of the Design Principle listed we would like you to state whether or not you agree that the statement constitutes a Design Principle. If you do not agree, please provide detail in the comment box provided.

In addition, we would like you to rank the Design Principles according to the priority of you or your organisation. Please rank the Design Principles from 1 (Highest priority) to 16 (Lowest priority). If you feel any of the Design Principles are not applicable to you, please mark it as '0'. Please add any amplifying comments you wish to include, also in the comments box.

Please complete Table 2 to provide any additional comments if there any areas of concern that you feel have not been considered or to suggest any additional Design Principles you feel ought to be considered by Exeter Airport.

1.3   How to Respond

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

acpexeterenquiries@exeter-airport.co.uk

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 or question to which your response relates.

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.

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

> Airspace Change Proposal
> Exeter & Devon Airport Ltd
> Clyst Honiton
> Exeter
> EX5 2BD

Please respond by mid-day Friday 2nd August 2019.

1.4   Next Steps

The development of Design Principles will mark the completion of Stage 1 (Define Stage) of the Exeter Airport Airspace Change Proposal. The response you now provide will help us to refine the Design Principles ahead of the CAA DEFINE Gateway.

Passing through the CAA DEFINE Gateway will then allow us to commence detailed airspace design work. Further engagement activities will take place during this time to seek your views on the designs developed ahead of the DEVELOP and ASSESS Gateway currently planned for late November. It is anticipated that the formal consultation will be conducted between March and July 2020. Exeter Airport will ensure any views expressed through this earlier engagement activity will also be recorded to inform the full consultation report.

2 Review of Design Principles

2.1 Your Responses

Please complete Table 1 and Table 2 below in line with the information provided in Section 1. Please use as much space as you require, the size of the response box will expand as you type your response.

	Design Principle	Rationale	Do you agree this is a Design Principle? (Yes or No)	How would you rank this Design Principle as a priority? (1-16 or 0)
DP1	Any new airspace should not restrict flying operations in or around the airspace	The lateral or vertical (including base heights) of any new airspace should not jeopardise the safe operation of all types of aviation traffic.		
Comments:				
DP2	Airspace should be designed to minimise the impact of noise	One of the Government's 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.		
Comments:				

	Design Principle	Rationale	Do you agree this is a Design Principle? (Yes or No)	How would you rank this Design Principle as a priority? (1-16 or 0)
DP3	Any new airspace should not create funnelling or choke points for other airspace users	Airspace should allow transit aircraft to safely bypass without creating bottlenecks or pinch points over geographical features or high ground that could create a greater environmental impact of noise or increasing the danger of a mid-air collision.		
Comments:				
DP4	Airspace should connect to the airways structure to protect Commercial Air Transport	Commercial Air Transport should remain inside Controlled Airspace at all times during arrival at and departure from Exeter Airport. This protection will lower the risk to commercial operations, whilst introducing predictability of tracks therefore reducing track miles flown and minimising emissions.		
Comments:				
DP5	Any new airspace should use the minimum volume necessary	The volume of new airspace should be the minimum volume consistent with safe and efficient air traffic operations and not block the transit of other aviation traffic.		

	Design Principle	Rationale	Do you agree this is a Design Principle? (Yes or No)	How would you rank this Design Principle as a priority? (1-16 or 0)
Comments:				
DP6	Any new airspace should facilitate continuous climb and descent profiles	Steeper and continuous climbs and descents will introduce environmental as well as flight efficiency benefits. The impact of noise on communities will be reduced and will also allow the execution of an optimal flight profile for aircraft, leading to a benefit in fuel use and emissions. Routes will become more consistent and predictable which could lead to a minimisation of controlled airspace footprint.		
Comments:				
DP7	Any new airspace should allow equitable access to all airspace users	Any regulatory change or airspace amendment must continue to facilitate access to the airspace for all aviation users and to implement airspace that will work for everyone.		
Comments:				

	Design Principle	Rationale	Do you agree this is a Design Principle? (Yes or No)	How would you rank this Design Principle as a priority? (1-16 or 0)
DP8	Consider the Flexible Use of Airspace	Any proposal for a revised airspace structure should be adaptable to minimise the impact on other aviation operators. Only having airspace activated in accordance with requirements is encouraged, providing flexibility for the access of other aviation.		
Comments:				
DP9	New airspace should protect critical stages of flight	The final approach is the most critical portion of flight, with Commercial Air Transport aircraft being slow and less manoeuvrable.		
Comments:				
DP10	Create a known traffic environment	There is an increased risk on busy days to Commercial Air Transport due to the large number of aircraft operating outside controlled airspace due to the increased separation requirements against unknown, potentially non-transponding traffic.		
Comments:				

	Design Principle	Rationale	Do you agree this is a Design Principle? (Yes or No)	How would you rank this Design Principle as a priority? (1-16 or 0)
DP11	Designs should consider areas of local tranquillity	Airspace change and management can impact on the natural environment, and on people's experience of the natural environment. Visitors seek these natural and peaceful surroundings to escape the impacts of urbanisation, including increased aviation traffic and resultant noise.		
Comments:				
DP12	Accommodate traffic with limited/no Radio Capability	The ability for aircraft to continue to operate in the local area without the necessity to rely on a radio capability should be considered.		
Comments:				
DP13	Accommodate traffic without Transponder Capability	The ability for aircraft to continue to operate in the local area without the necessity to rely on a transponder capability should be considered.		
Comments:				

	Design Principle	Rationale	Do you agree this is a Design Principle? (Yes or No)	How would you rank this Design Principle as a priority? (1-16 or 0)
DP14	Any new CAS should be proportionate to the requirement	Any new controlled airspace should be no bigger than required to ensure safety is not compromised for all airspace users.		
Comments:				
DP15	Any new airspace should use the minimum categorisation necessary	All categories of airspace should be considered so that the least restrictive categorisation of airspace necessary to ensure safety is not compromised for all airspace users.		
Comments:				
DP16	Any new airspace should be as uncomplicated as possible	The design of any new airspace should not be so complex that it will lead to more infractions from other airspace users.		
Comments:				

Table 1 – Design Principle Prioritisation

If there are any other areas of concern that you feel have not been considered, please provide additional comments below.
Comments:
Are there other Design Principles not included in the list that you feel should be considered as candidates for the final shortlist? If so, please provide your comments.
Comments:

Table 2 – Additional Comments