



# DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, then please submit it by clicking the button at the end of this form.

## 1. Change Title

Please enter a title for this intended change, (max 80 characters): \*

Aberdeen Airport Airspace Change Programme

## 2. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company
- An Unincorporated Association or other body
- Individual ( including sole traders and partnerships)

### 2a. A Company

Registered Company name (in full) \*

Aberdeen International Airport Limited

Registered Company Number

SC096622

Country of Company Registration

Scotland

Registered Office Address

Aberdeen Airport, Dyce, Aberdeen, Scotland

Postcode

AB21 7DU

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

Redacted

Telephone \*

Redacted

E-mail \*

Redacted

Secondary Point of Contact Name

Telephone

E-mail

## 3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

## Aviation Consultancy

Registered Company name (in full) \*

Redacted

Registered Company Number

Redacted

Country of Company Registration

Redacted

Registered Office Address

Redacted

Postcode

Redacted

Telephone

Redacted

Email

Redacted

Trading Name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Redacted

Primary Point of Contact Name \*

Redacted

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone \*

Redacted

Email \*

Redacted

Secondary Point of Contact name

Telephone

Email

## 4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): \*

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/ Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

Bird Migration/Sensitive Fauna (ENR 5.6)

ATS Airspace (AD-EGXX-2.17)

Flight Procedures (AD-EGXX-2.22)

ATCSMAC (AD-EGXX-5)

Standard Instrument Departure (AD-EGXX-6)

Standard Arrival Route (AD-EGXX-7)

Instrument Approach Procedure (AD-EGXX-8)

Visual Reference Point

Release of Controlled Airspace

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

## 5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. \*

### Current Situation

Aberdeen Airport is planning to conduct an airspace change proposal (ACP) to meet the requirements of (EU) 2018/1048 as well as removing dependency on the Perth (PTH) and Aberdeen (ADN) ground-based navigation aids. The ACP will follow the regulatory process for changing airspace design including community engagement requirements, set out by the Civil Aviation Authority (CAA) in CAP1616.

### Opportunities /Need

(EU) 2018/1048 requires Aberdeen Airport to introduce arrival procedures compliant with Performance-based Navigation (PBN) criteria to its instrument runways by 25th January 2024. It ultimately requires Aberdeen to remove its reliance on conventional navigation (excluding Instrument Landing Systems (ILS)) to/from its instrument runways by 6th June 2030. In addition, prior to this date, some existing ground-based navigation aids, to which some procedures at Aberdeen are attached are being withdrawn by NATS En-Route Limited (NERL) as part of the national modernisation programme. This means that any procedures reliant on those conventional aids are required to be updated to change the reliance to PBN.

The Future Airspace Strategy Implementation North (FASI North) programme is coordinating a series of linked ACPs that will modernise the overall airspace structure and route network in Scotland and Northern England. The FASI North airports are developing ACPs which would upgrade the arrival and departure routes that support their operations below 7000ft and connects the airports with the wider network. Aberdeen Airport intends to align the development of this airspace change with the overall FASI North programme and will coordinate the schedule of airspace design, consultation and engagement, regulatory submission and implementation activities as appropriate with the other airports and NERL.

### What this proposal will involve

In order to meet the requirements of (EU) 2018/1048 and NERL's VOR withdrawal programme, it is expected that this airspace change will:

- Introduce RNP APCH (LNAV, LNAV/VNAV and LPV) procedures to runways 34 and 16
- Redefine the ADN conventional hold with one based on PBN
- Remove Aberdeen's reliance on the ADN and PTH VORs

In addition, this airspace change will take the opportunity to review existing controlled airspace boundaries, classifications and Flexible Use of Airspace (FUA) requirements.

### What this proposal will not involve

This airspace change proposal does not intend to make changes to the published helicopter route structure.

Please specify the altitudes (where applicable) affected by your Statement of Need:

Surface to below 4,000 feet

4,000 feet to below 7,000 feet

7,000 feet to below 20,000 feet

20,000 feet and above

## 6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 10/29/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

Confirmation of Understanding \*

Please provide your proposed date for the submission of your change proposal to the CAA. \*

31 Dec 2021

Please provide your proposed AIRAC effective date \*

AIRAC 01/2017

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module). \*

Aberdeen Airport intends to align the development of this ACP with the overall FASI North programme and will coordinate the schedule of airspace design, consultation and engagement, regulatory submission and implementation activities as appropriate with the other airports and NATS (en-route).

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: \*

TBC