

**MINUTES OF ACP 2019-82: ABERDEEN ASSESSMENT MEETING
HELD VIA TELECONFERENCE – TUESDAY 19 NOVEMBER 2019**

Present

Head of Aerodrome Strategy AGS
 Head of Aerodrome Operations Aberdeen Airport
 Trax ATM Consultant
 Airspace Regulator - Technical
 Airspace Regulator - Technical
 Airspace Specialist - Environment
 Airspace Regulator – Engagement & Consultation
 Airspace Regulator - Senior Economist

Representing

AGS
 AGS
 Trax for AGS
 CAA
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MEETING MINUTES	ACTION
<p>Introduction</p> <p>The meeting commenced with an introduction of those in attendance, on the phone.</p> <p>The CAA read out the CAA Assessment Meeting Opening Statement set out below:</p> <p>It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor will be required to provide a broad description of their proposed approach to meeting the CAA’s CAP1616 requirements however the CAA will not at this stage decide whether the proposed approach met the detailed requirements of the CAA’s process. The purpose of the Assessment Meeting as set out in detail in CAP 1616 is broadly:</p> <ul style="list-style-type: none"> • for the Sponsor to present and discuss their Statement of Need, • to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, • to enable the CAA to consider the appropriate provisional Level to assign to the change proposal. <p>Additionally, the sponsor is required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the various stage of the airspace change process. (End)</p>	
<p>Statement of Need</p> <p>Aberdeen International Airport Limited (referred to in these notes as ABZ) are sponsoring 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.</p> <p>ABZ presented the Statement of Need, articulating the reason for the ACP together with its scope. ABZ articulated how they do not expect any change to tracks over the ground as a result of this ACP but this will be confirmed once the options have been developed and assessed.</p>	

<p>The expectation at this time is that:</p> <ul style="list-style-type: none"> • The Performance-based Navigation (PBN) approaches will be a replication of the existing Instrument Landing System (ILS) final approach track and the primary purpose of the new approaches are to meet the requirements of EU2018/1048 and to provide resilience to the ABZ operation. The primary landing convention is expected to continue to be vectors to ILS. • The Aberdeen conventional holding pattern (ADN) overhead the airfield will be upgraded to one defined on PBN, thereby replicating the currently flown race-track pattern • ABZ's departure procedures described in the UK AIP 2.10 section that currently mention PTH or ADN ground based beacons (VORs) will be updated to remove reference to the VOR and/or radials. • ABZ will include in scope a review of existing Controlled Airspace (CAS) boundaries, classifications and Flexible Use of Airspace (FUA) arrangements • There would be no change to the helicopter route structure 	
<p>Issues or opportunities arising from proposed change</p> <p>ABZ explained that there may be misunderstanding from non-aviation stakeholders as to a more significant impact from this ACP owing purely to the reference of PBN. It will therefore be clearly articulated during engagement as to the scope of the ACP and what the change would mean in practise i.e. – a limited chance of changes to tracks without increased concentration.</p> <p>CAA explained that there may be some misunderstanding from non-aviation stakeholders that PBN automatically refers to Standard Instrument Departures (SIDs) Procedures and Standard Terminal Arrivals Routes (STARs), the CAA recommended that this engagement should articulate to stakeholders why ABZ does not intend to implement a systemised PBN SID/STAR structure. ABZ explained that this was due to the characteristics of the ABZ operation; the mix of fixed wing and rotary aircraft requires continued reliance on a tactical ATC operation. A systemised airspace would likely result in reduced flexibility in the ability to manage the fixed and rotary aircraft resulting in a detrimental impact on operations. It was noted that there is no legal requirement to introduce SIDs/STARs where an airport doesn't currently have them.</p>	
<p>Provisional indication of the scale level and process requirements</p> <p>ABZ proposed that this change is likely to be a Level 1 change. All in the attendance agreed. Final confirmation of the level will be the subject of a formal notification by the CAA after the completion of Stage 2 of CAP1616.</p>	
<p>Provisional process timescales</p> <p>ABZ went through the provisional timescales for the ACP which is expected to take place over the next 3 years. Although this is expected to be a Level 1 ACP, owing to the likely negligible effects of the change it could normally be expected for an ACP of this scale to be achieved more quickly. However, the timescales identified at this point were to take account of FASI-N (of which ABZ are a member), the workload of the AGS group of airports and the CAA. ABZ advised</p>	

<p>that this ACP will be co-ordinated through the Airspace Change Organisation Group (ACOG).</p> <p>ABZ suggested that there may be opportunities to apply proportionality to some aspects of the process owing to the likely limited impacts, notable the economic and environmental assessments. CAA advised that scaled submissions are permissible under CAP 1616 but must be accompanied with the appropriate evidence and rationale. This was noted by ABZ. ABZ asked if the CAA would be willing to discuss plans where scaling would be considered ahead of carrying out these activities. CAA advised that they would be supportive of that approach.</p> <p>CAA confirmed that the provisional gateway dates had been submitted and agreed ahead of the meeting (noted below). ABZ advised they will aim to submit all material to the CAA at least 4 weeks in advance of a gateway.</p> <p>CAA advised ABZ that they should be mindful of the time between the formal submission date and expected decision date considering any public holidays, and that any requirements for public evidence session or Secretary of State call-in are outside the control of the CAA and may impact on the decision date and subsequent target AIRAC.</p> <p>DEFINE Gateway 24/04/20 DEVELOP & ASSESS Gateway 30/10/20 CONSULT Gateway 26/02/21 Formal ACP submission 31/12/21 DECIDE Gateway 29/04/22 Target AIRAC 12/2022</p>	
<p>Any other business</p> <p>CAA pointed out that the term used in the UK AIP 2.10 for Aberdeen’s departure procedures of ‘Noise Preferential Routes’ is not technically correct and that they are not Noise Abatement Procedures but are actually Preferred Departure Routes (PDRs). ABZ agreed and explained that these routes are only used as a means of aircraft departing the airport and ATC routinely tactically intervene. ABZ agreed to update this wording from NPRs to PDRs (or similar) as part of the update to AD2.10 which will ultimately take place with this ACP.</p> <p>CAA advised ABZ that the records and documentary evidence will be used to assess the validity of engagement activity and any claims made by the change sponsor. CAA recommended that ABZ should create one stakeholder engagement log which can be updated throughout the ACP process. The log should contain a single list of all stakeholders identified, engaged, the methods of engagement and the dates that the engagement took place together with the periods of time given for stakeholders to provide feedback.</p> <p>CAA also recommended that if there were any identified stakeholders that were not engaged, the rationale should be provided as to why they were discounted, e.g. those stakeholders did not wish to participate.</p>	
<p>Next steps</p> <p>1. ABZ to share the minutes and presentation from this meeting with the CAA for input/approval and upload the final version to the CAA portal by 3rd Dec 2019</p>	<p>ABZ</p>

ACTIONS ARISING FROM THE ASSESSMENT MEETING

Subject	Name	Action	Deadline
Meeting Notes	ABZ	Minutes from this meeting to be reviewed and agreed by both parties and published within 2 weeks.	3 rd Dec 2019