



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): *

Textual change in RNAV procedures for Barra, Campbeltown, Islay & Tiree Airport

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) *

Highlands and Islands Airports Limited

Registered Company Number

Country of Company Registration

Registered Office Address

Head Office, Inverness Airport, Inverness

Postcode

IV2 7JB

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.hial.co.uk

Primary Point of Contact Name *

[REDACTED]

Telephone *

[REDACTED]

E-mail *

[REDACTED]

Secondary Point of Contact Name

[REDACTED]

Telephone

[REDACTED]

E-mail

[REDACTED]

3. Independent Aviation/Airspace Consultancy

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

4. Summary of Intended Change

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

- | | | |
|---|--|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input type="checkbox"/> Other Routes (ENR 3.5) |
| <input type="checkbox"/> En-Route Holding (ENR 3.6) | <input type="checkbox"/> Name-Code Designators (ENR 4.4) | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> 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. *

In the notes section Remove text 'approved operators only' and replace with 'use of this procedure is strictly Prior Permission Required (PPR) from the aerodrome'.
HIAL operates 4 aerodromes where the provision of ATS is provided under the auspices of AFIS. Each have a mixture of discreet terrestrial based Instrument Approach Procedures (IAP) which are not published as well as RNAV/GNSS Instrument Approach procedures which are published. Each aerodrome operates under an ANO Article 172 exemption.
Operational experience and evidence to date has highlighted significant use of the published RNAV/GNSS approaches without organisational approval; the text statement 'approved operator only' is either misunderstood, not noticed or ignored. Resultantly, Pilots are utilising the RNAV/GNSS procedures without unit contact or approval, often resulting in instances of airborne conflict with IFR scheduled traffic and at significant risk to either party.
Part of the safety justification behind the ANO exemption, (IAPs are normally only permissible at aerodromes where ATC is provided) for an AFIS service being provided to aircraft on an IAP, was for IFR traffic to be subject to slot times to avoid airborne conflict. Adherence to the 'approved operator' code would mean that aircraft book a slot time.
HIAL do not question the competence of pilots to fly GNSS IAP since licensing requirements and conduct of both pilot and aircraft operator are overseen by the CAA. However, the need remains for AFIS to be able to deconflict IFR traffic on all available IAPs. The application of a 'strictly PPR' note to the approach plates is clear and unambiguous and should present the AFIS Units with the opportunity to enhance traffic management and allocate slot times in order to deconflict IFR traffic.

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 Oct 2019

Please provide your proposed AIRAC effective date *

AIRAC 04/2020

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) . *

N/A

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

N/A