



Appendix C

All feedback forms received from stakeholders during Step 1B of Aberdeen International Airport's Airspace Change Proposal

All feedback forms received during Phase 1

Draft Design Principles Feedback Form – Phase 1

February 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1b Draft Design Principle Statements.

Please can you review the Workshop Presentation and the Phase 1 Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Monday 2nd March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	Bridge of Don Community Council
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

I agree with the Design Principles laid out in the attached document. Where feedback points were deemed to not be in scope of this ACP, can confirmation be published at some point as to which agencies the feedback has been passed on to (as per Table 7) please.

Draft Design Principles Feedback Form – Phase 1

February 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

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Name	[REDACTED]
Title	[REDACTED]
Organisation	British Gliding Association & Airspace4All
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

I am looking at the version on your website of 24/2/19 which may not be the initial issue

Feedback from the workshop:

1. Safety. Safety of course not being “black and white” but some sliding scale from extremely safe to extremely unsafe. There is no such thing as absolute safety. As I tried to explain at the meeting, if safety is the top priority overriding everything else, this obviously means that everything possible should be done to maximise safety at all costs. That would include eliminating aviation as aviation is definitely not absolutely safe. You don’t mean that, so why say it? Of course safety is very important and an appropriate level of safety must be considered and maintained throughout the process. But it is simply not true to unintelligently say that it is the overriding top priority. By doing so and departing from logic and rational evidence-based assessment of safety level, there is a risk that safety can become weaponised and used irrationally as a justification to avoid doing things you don’t particularly want to do, or that safety is “assumed as a given” and not actually assessed – which is how accidents happen.

There was a statement in the slide pack that saying that the new airspace must be “as safe or safer than today” and this is a good design principle. Feedback Paras 1b and 1f are also reasonable, except that it considers only the safety of aviators within the airspace and ignores that of those adjacent aviators.

Unfortunately the airport manager forcefully terminated the conversation about safety before I could make this point, which is that it is not only the safety of people inside the controlled airspace that should be considered, but also that of aircraft outside the controlled airspace who for example, may have to route around the airspace over hostile terrain, be funnelled into bottlenecks between airspace and mountain or sea, thus increasing risk of collision etc. I request a more thoughtful item 1a and modification to items 1b and 1f to include considerations of the safety of aircraft operating adjacent to the proposed airspace.

3. Airspace capacity and access. Feedback Para 3b refers to “forecast growth”. Historically, ACPs are littered with highly exaggerated and optimistic forecasts for future growth which never materialise. Bearing in mind the inevitable winding down of the offshore oil industry (some new work for offshore wind turbines notwithstanding) and the general zeitgeist of making aviation “a sin” for climate change reasons, the ACP should take a realistic view of likely future activity, which is highly unlikely to feature any significant growth and certainly not back to the IFR traffic levels of historic oil industry peaks on days when helicopters had to make IFR approaches. There was quite a bit of discussion about this at the workshop but it is not mentioned in the feedback. I also pointed out to the airport manager that the relevant metric was aircraft movements, not passenger numbers.

Table 6 list of summarised design principles arising from the feedback:

Item 1 should include the safety of adjacent airspace users affected by the presence of the airspace, not just those within the airspace.

Table 7 item 1.h – Not logical or intelligent, just a soundbite / platitude / mantra with no meaning, in fact you absolutely don’t mean it, so why say it? Safety is of course very important but needs to be balanced with functionality. As it stands, you have to ground everything.

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(Stage 1B)



Stakeholder Details

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The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1b Draft Design Principle Statements.

Please can you review the Workshop Presentation and the Phase 1 Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Monday 2nd March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	Deeside Gliding Club
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

Dear Sir,

I have read through the ACP Draft Design Principles document and find no reference to the Gliding Activity at the Deeside Gliding Club (DGC) presented during the Workshop by myself and two others relating to the Aberdeen CTA overhead Aboyne in close proximity to the Airfield. The proposal was that the low base, 3000' asl, on the western edge of the CTA, next to the DGC airfield, should be reviewed to determine if a relaxation of this constraint close to DGC is feasible. This would directly improve safety of operations at DGC.

[REDACTED]

Draft Design Principles Feedback Form – Phase 1

February 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1b Draft Design Principle Statements.

Please can you review the Workshop Presentation and the Phase 1 Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Monday 2nd March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	Gama Aviation Ltd / Scottish Ambulance Service
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

All read and understood, no questions or concerns so far.
Please keep us in the loop via this contact. We are listening!
Please can you add 'Gama Aviation Ltd' adjacent to Scottish Ambulance Service, as we represent the aviation interests of the Scottish Ambulance Service.

Draft Design Principles Feedback Form – Phase 1

February 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1b Draft Design Principle Statements.

Please can you review the Workshop Presentation and the Phase 1 Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Monday 2nd March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	Meldrum, Bourtie and Daviot CC
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

As the Airspace around Aberdeen International Airport is not going to change significantly, I have no comment to make on this. All the main concerns seem to have been covered.
My only slight concern is based around PBN systems and their vulnerability to cyber-attacks on GNSS.

Draft Design Principles Feedback Form – Phase 1

February 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1b Draft Design Principle Statements.

Please can you review the Workshop Presentation and the Phase 1 Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Monday 2nd March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	Defence Airspace and Air Traffic Management (DAATM) – Ministry of Defence
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

DP1 - We agree that the top priority should be safety, as proposed.

DPs 2-6 – No Comment

DP 7 – Agree - As well as volume, classification of CAS should also be a considered.

DP 8 - Agree - As above, classification of airspace required should be considered. The MOD would wish to ensure that any controlled airspace implemented should be minimised and there should be provision for other airspace users to transit portions of controlled airspace as required. It should also consider the impact on any adjacent uncontrolled airspace e.g. traffic funnelling, as a result of any change. From an MOD perspective, it is important that provision is made to allow military airspace users access to any portions of controlled airspace when required to meet defence operational and training requirements.

DP 9 – 10 – No Comment

The MOD recognises the importance of Airspace Modernisation and remains committed to ensuring airspace is used safely, efficiently and flexibly. Airspace modernisation and future airspace design must consider and allow for MOD access to airspace in order to meet future defence requirements.

Draft Design Principles Feedback Form – Phase 1

February 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1b Draft Design Principle Statements.

Please can you review the Workshop Presentation and the Phase 1 Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Monday 2nd March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	
Organisation	[REDACTED]
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached Draft Design Principles document?

The comments presented reflect the discussions had on the day. We advised that the impact of the Airspace Change Proposal on the environment in regard to these changes should be considered and addressed possibly through the SEA process. We have no further comments at this point.

All feedback forms received during Phase 2

Draft Design Principles Feedback Form – Phase 2

March 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1B Draft Design Principle Statements.

Please can you review the updated Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Thursday 19th March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	Eastern Airways
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached refined list of design principles statements?

In providing your feedback please consider:

- ***Are you comfortable with the final wording within the proposed design principles? If not, please indicate what you would like to see amended.***
- ***Are there any additional design principles you would like to see included? Please note, this airspace change proposal does not intend to make changes to the lateral tracks over the ground of aircraft arriving or departing the airport.***
- ***Which of the design principles would you categorise as a high, moderate or low priority in the context of the overall list of principles and why? You may choose not to provide priority to any of the listed design principles, if you so wish.***

All agreed and no changes or additions proposed. No priority preferences.

Draft Design Principles Feedback Form – Phase 2

March 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1B Draft Design Principle Statements.

Please can you review the updated Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Thursday 19th March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	OGUK
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached refined list of design principles statements?

In providing your feedback please consider:

- ***Are you comfortable with the final wording within the proposed design principles? If not, please indicate what you would like to see amended.***
- ***Are there any additional design principles you would like to see included? Please note, this airspace change proposal does not intend to make changes to the lateral tracks over the ground of aircraft arriving or departing the airport.***
- ***Which of the design principles would you categorise as a high, moderate or low priority in the context of the overall list of principles and why? You may choose not to provide priority to any of the listed design principles, if you so wish.***

General observations on Summary of feedback and potential design principles

2/1 – I would add SAR and air ambulance as they are not commercial air transport

2/3 – I would accept something along the lines of, notwithstanding that such designs should not apply to SAR/air ambulance or other emergency flights

2/4,5,6 & 7 – Same thing for emergency. Any options should make due allowance if relevant and possible to emergency flights

2/9 – Odd wording. At all times options should seek to enhance

2/10 Yes but at what cost? And who pays? Not sure how this should be worded but due consideration should be given in any of the design options, to the costs involved.



Aberdeen Airport – Airspace change

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the following questions regarding our engagement process to date. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by **Thursday 19th March 2020** via email to airspace@aairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	North East Aviators, Longside Airfield
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Aberdeen and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: Nil

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: Nil

Question 3

I agree that Aberdeen Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: Nil

Question 4

Please outline what worked well in the engagement process as well as how Aberdeen Airport can improve their engagement in the future.

No particular comments; all seems well planned to involve interested parties.

Question 5

Do you have any other comments regarding this process?

No further comments.



Stage 1B – Engagement Review Feedback Form

Aberdeen Airport – Airspace change

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our airspace change proposal.

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Please return the form by **Thursday 19th March 2020** via email to airspace@aairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	OGUK
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Aberdeen and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 3

I agree that Aberdeen Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

Question 4

Please outline what worked well in the engagement process as well as how Aberdeen Airport can improve their engagement in the future.

Reaching out to many groups whether they wanted to be involved or not

Question 5

Do you have any other comments regarding this process?

Sometimes it is hard to know whether our input is required or not. Given everyone is busy, some groups may have thought they had nothing to add when they did have relevant points to raise. No solution, just an observation.

Draft Design Principles Feedback Form – Phase 2

March 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1B Draft Design Principle Statements.

Please can you review the updated Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Thursday 19th March 2020**. Feedback should be submitted via email to airspace@aiairport.com

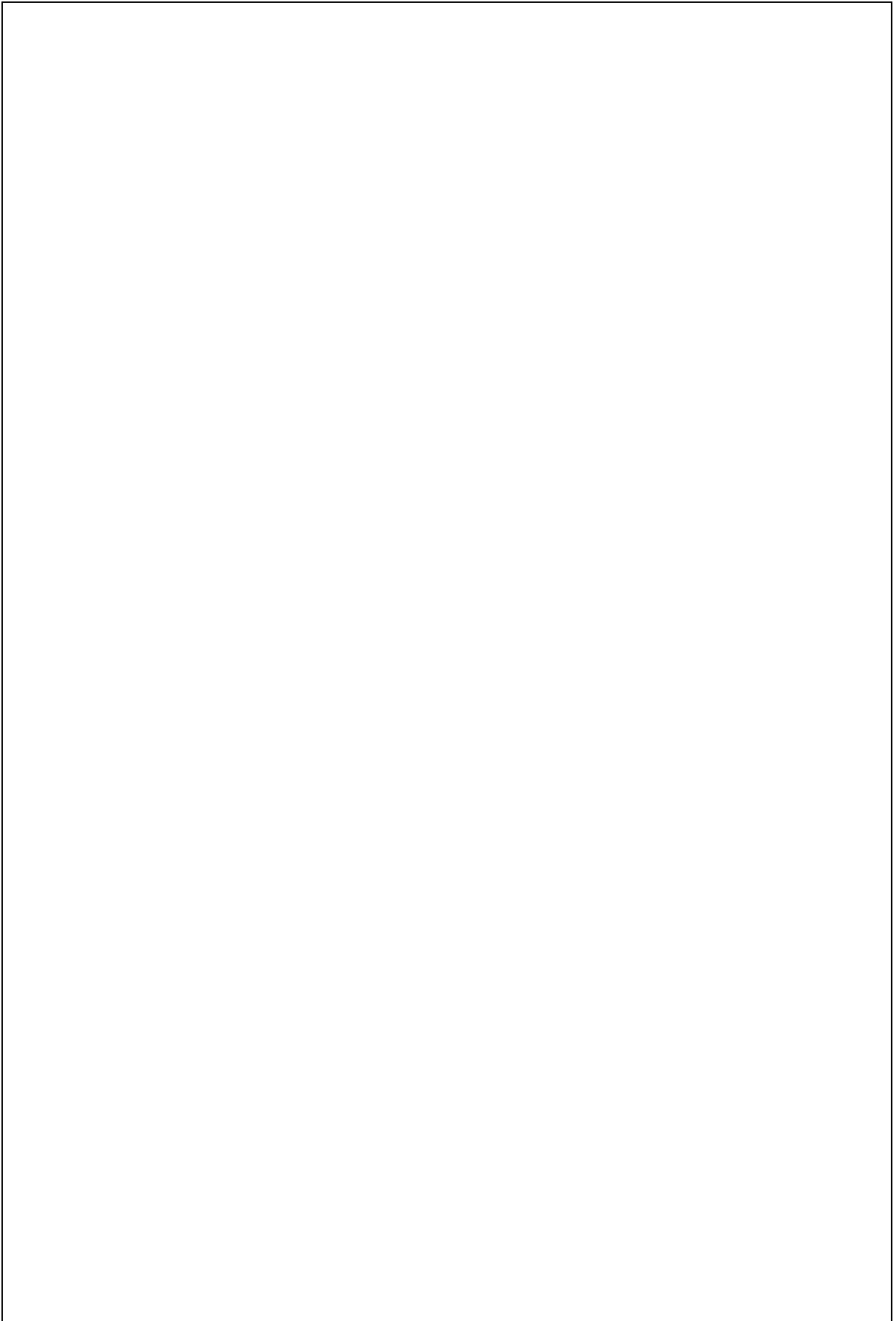
Name	[REDACTED]
Title	[REDACTED]
Organisation	Eastern Airways
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached refined list of design principles statements?

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- *Are you comfortable with the final wording within the proposed design principles? If not, please indicate what you would like to see amended.*
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- *Which of the design principles would you categorise as a high, moderate or low priority in the context of the overall list of principles and why? You may choose not to provide priority to any of the listed design principles, if you so wish.*

All agreed and no changes or additions proposed. No priority preferences.



Draft Design Principles Feedback Form – Phase 2

March 2020

Creating airspace design principles that will guide the development of Aberdeen Airport's airspace change proposal.
(Stage 1B)



Stakeholder Details

Thank you for taking the time to take part in Aberdeen Airport's engagement process, regarding the development of our Airspace Change Proposal.

The following pages have been designed to capture stakeholder feedback in response to Aberdeen Airport's Stage 1B Draft Design Principle Statements.

Please can you review the updated Draft Design Principles Report produced by Aberdeen Airport and return any feedback you have by **Thursday 19th March 2020**. Feedback should be submitted via email to airspace@aiairport.com

Name	[REDACTED]
Title	[REDACTED]
Organisation	OGUK
Telephone	[REDACTED]
Email Address	[REDACTED]

Do you have any comments on the attached refined list of design principles statements?

In providing your feedback please consider:

- ***Are you comfortable with the final wording within the proposed design principles? If not, please indicate what you would like to see amended.***
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General observations on Summary of feedback and potential design principles

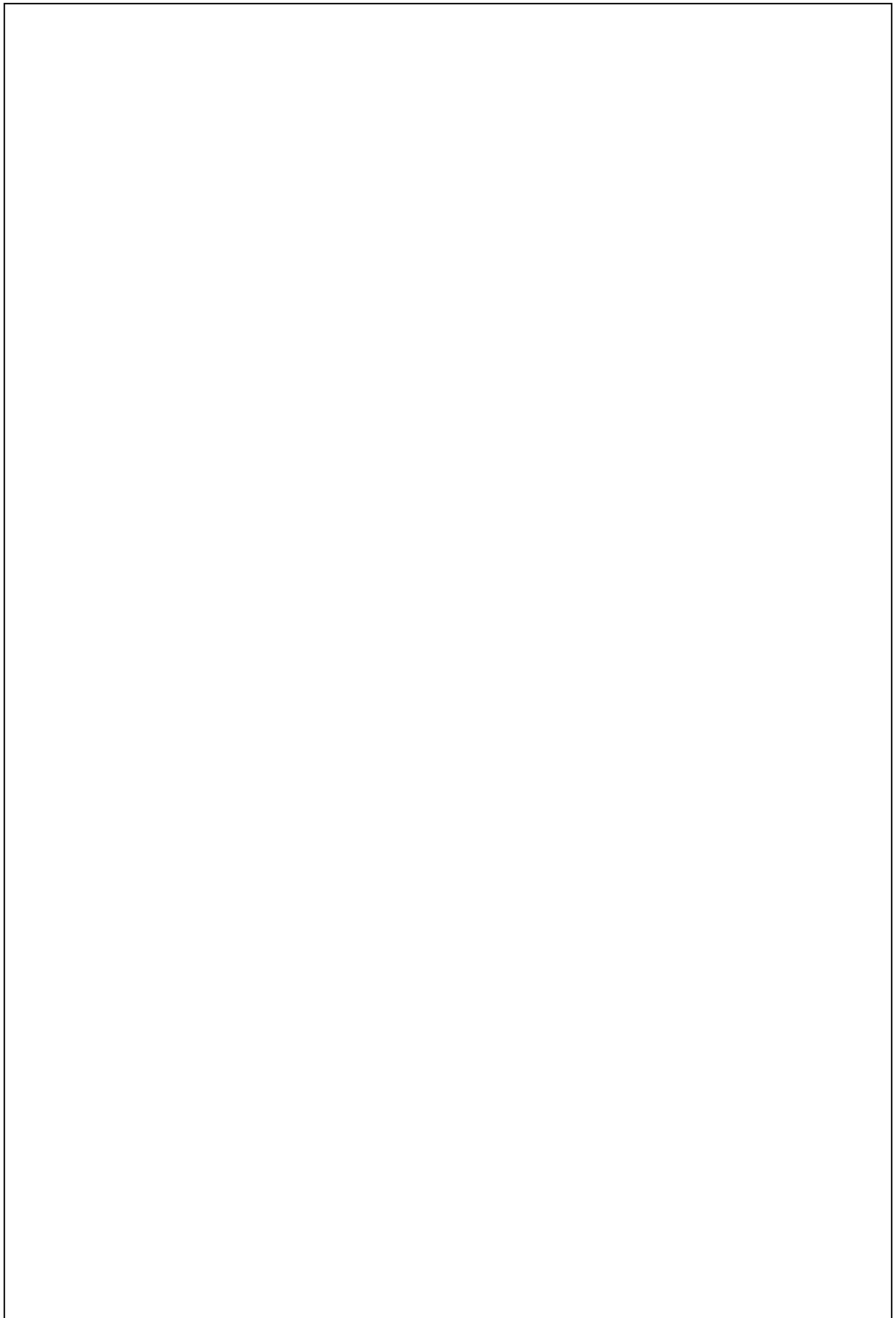
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Aberdeen Airport – Airspace change

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Please return the form by **Thursday 19th March 2020** via email to airspace@aairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	North East Aviators, Longside Airfield
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Aberdeen and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: Nil

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: Nil

Question 3

I agree that Aberdeen Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments: Nil

Question 4

Please outline what worked well in the engagement process as well as how Aberdeen Airport can improve their engagement in the future.

No particular comments; all seems well planned to involve interested parties.

Question 5

Do you have any other comments regarding this process?

No further comments.



Stage 1B – Engagement Review Feedback Form

Aberdeen Airport – Airspace change

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Please return the form by **Thursday 19th March 2020** via email to airspace@aairport.com

Contact details:

Name	[REDACTED]
Title	[REDACTED]
Organisation	OGUK
Telephone	[REDACTED]
Email Address	[REDACTED]

Question 1

I agree that the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Aberdeen and the wider UK.

- Strongly Agree
- Agree
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Comments:

Question 2

I agree that the engagement process so far has allowed me to demonstrate my views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
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- Disagree
- Strongly Disagree

Comments:

Question 3

I agree that Aberdeen Airport's approach of seeking feedback on airspace change prior to any design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

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Please outline what worked well in the engagement process as well as how Aberdeen Airport can improve their engagement in the future.

Reaching out to many groups whether they wanted to be involved or not

Question 5

Do you have any other comments regarding this process?

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