



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): *

Exeter Airport Controlled Airspace

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) *

Exeter and Devon Airport Ltd

Registered Company Number

2148705

Country of Company Registration

United Kingdom

Registered Office Address

Exeter Airport

Postcode

EX5 2BD

E-mail

[Redacted]

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.exeter-airport.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?

Aviation Consultancy

Registered Company name (in full) *

Osprey CSL

Registered Company Number

06034579

Country of Company Registration

United Kingdom

Registered Office Address

Suite 10, The Hub, Farnborough Business Park

Postcode

GU14 7JP

Telephone

[REDACTED]

Email

[REDACTED]

Trading Name (if applicable)

[REDACTED]

Trading Address (primary site)

[REDACTED]

Country

[REDACTED]

Postcode

[REDACTED]

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

[REDACTED]

Telephone

[REDACTED]

Email

[REDACTED]

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)

- | | | |
|--|--|---|
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input checked="" 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 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. *

Exeter and Devon Airport Ltd (EDAL) has identified a requirement to adapt the existing airspace structure surrounding Exeter Airport to assist Air Traffic Control (ATC) in providing enhanced levels of information to aircraft operating in and out of the Airport and to aircraft operating in the local area. The principle area of concern regarding current operations at Exeter is the limited protection currently afforded to Commercial Air Transport (CAT) aircraft flying final approach and initial departure routes through Class G Uncontrolled Airspace, outside the Aerodrome Traffic Zone (ATZ). Currently, commercial and passenger carrying aircraft operating in and out of Exeter require repeated ATC tactical intervention in order to maintain separation from local and transitory general aviation users.

The rules regarding the provision of Air Traffic Services (ATS) to aircraft in Class G airspace are designed to minimise the risks to all aircraft. The ability of air traffic controllers to intervene with traffic avoidance instructions, given the rates of descent and climb/descent profiles, is limited. On initial departure and final recovery commercial aircraft also have limited manoeuvrability and therefore a limited response to warnings. This difficult environment has led to a number of reportable safety events between unknown aircraft and aircraft arriving and departing to/from Exeter: three Air Proximity (AIRPROX) events were recorded in 2016 and ATC logged over 600 instances of controller intervention due to unknown aircraft over the 8-year period between 2009 and 2016. Exeter ATC continue to intervene in potential safety events every week, delaying or halting departures, providing avoidance instructions and extending departure and arrival routes.

These incidents create a significant increase in workload for pilots and distract ATC from the task of ATS provision. Additionally, the arrival and departure phase of flight is a particularly busy time on the flight deck, when unexpected ATC interventions (often at very short notice) add significantly to pilot workload. While current operations are tolerably safe, a disproportionate amount of controller capacity is consumed ensuring this is the case. There have also been occasions where the prevalence of unknown traffic operating within the vicinity of the Airport could easily lead to a degradation of safety margins.

Exeter has begun a new formal 18-month study to monitor, record and analyse the frequency of ATC intervention, and is devising a campaign to raise awareness of the importance of reporting with all commercial and private operators based at the aerodrome. Exeter Airport's business risk register records 'airborne conflict' as the most significant risk, a position supported by their CAA ATS Inspector.

During the Oversight Audit of January 2017, the ATS inspector recorded in his report:
[During the audit and at the out [sic] brief discussion took place regarding the status of the units ACP for CAS at Exeter and this included detailed talks on gliding operations in the area and their impact on the units operation. The ATS Inspector re-affirmed his support for the proposal, having had first-hand knowledge of the difficult situations presented to Exeter controllers whilst providing radar services in this at times very busy environment.]

At a meeting on 25th June 2017, the purpose of which was described by the aerodrome inspector as being to discuss [... your operational safety risks and to share with you both your view and the CAA's joined up overview of your significant safety risks in a collaborative and transparent way.] the inspector recorded that [...the unit's main ATS safety risks (taken from their current risk register) were: 1 Airborne Conflict...]

The lead ATS Inspector stated in the 2018 Oversight Report:
[It was noted that the unit still continues to experience incidents of GA aircraft passing through their instrument runways final approach track without advising them often resulting in an incident or airprox. Such a recent incident was reviewed in detail whilst auditing the units UCS and incident investigation process and gives defining evidence of the need to have the protection of CAS to avoid such events, especially where large passenger aircraft are being operated.]

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 1029/2014) 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. *

01 Nov 2019

Please provide your proposed AIRAC effective date *

AIRAC 06/2020

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) . *

Not Applicable

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

Not Applicable