ExeterAirport

Part of Regional & City Airports

Airspace Design Options Development

Stakeholder Focus Group

8th December 2021

Welcome to Exeter Airport

The Airspace Change Team

Our Consultants

Agenda

1. Current Operations at Exeter
2. Drivers for Change
3. Supporting Statistics
4. CAP 1616 Process
5. Design Options
6. Open Forum for discussion

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Introduction to the ACP

- Current Operations
  - 365 days/year practically H24
  - Circa 43,000 movements annually
  - Circa 950,000 passengers
  - 300 employees
  - Range of Traffic
    - GA / Commercial / Military / Corporate Exec
  - Services Provided in-house by the Airport
    - ATS
    - Fuel
    - Security
    - Fire
    - Ground Handling including PRM/Airfield Operations

Introduction to the ACP

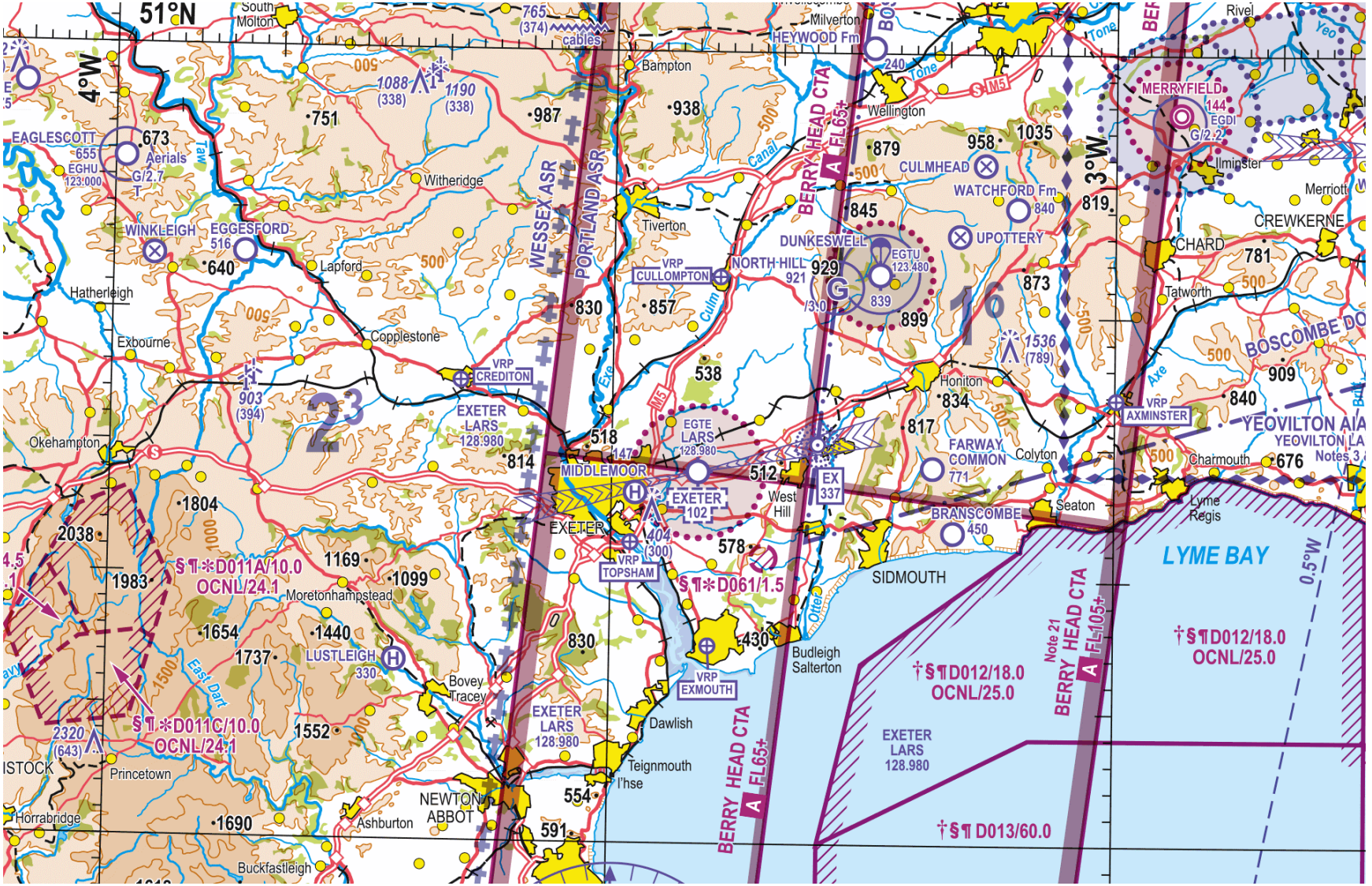
- Drivers for Change
  - Safety
  - Improved resilience and efficiency of operations

Background: Exeter Airport Drivers for Change

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 concerns:

- 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).
  - On initial departure and approach, commercial aircraft also have limited manoeuvrability and therefore a limited response to warnings.
- ATC tactical intervention repeatedly required in order to maintain separation from local and transitory general aviation users.
  - The ability of air traffic controllers to intervene with traffic avoidance instructions, given the rates of closure and climb/descent profiles, is limited.



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Background: Exeter Airport Drivers for Change (2)

This difficult environment has led to a number of reportable safety events between unknown aircraft and aircraft arriving and departing to/from Exeter Airport:

- Three AIRPROX events were recorded in both 2016 and 2018; 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. This causes:

- Significant controller workload and distraction; and
- Significant crew workload in the cockpit for unexpected /short notice ATC interventions.

In Summer 2018, Exeter Airport began a formal 18-month study to monitor, record and analyse frequency of formal ATC intervention.

Supporting Statistics

- Start date 19th May 2018
- Last Entry 19th November 2019

- Total Observations During period 212

- Number of Aircraft:
  - AIRPROX 2
  - Broken Off the Final Approach 16
  - Given Avoiding Action 9
  - Elected to Continue at Own Risk 3
  - Given Extended Routing or Delayed to Avoid Unknown Aircraft 133

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CAP 1616 Process

Stage 1 Design Principles

Priority	Design Principle
1	SAFETY – Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area
2	HARMONISATION – Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it
3	PROTECTION – New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport
4	ACCESS – Any new airspace should facilitate fair access to all airspace users
5	MINIMISE IMPACT – Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area
6	DIMENSIONS – The size and categorisation of any new controlled airspace should be proportionate to the requirement
7	CONNECTIVITY – Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport
8	ENVIRONMENT – Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace

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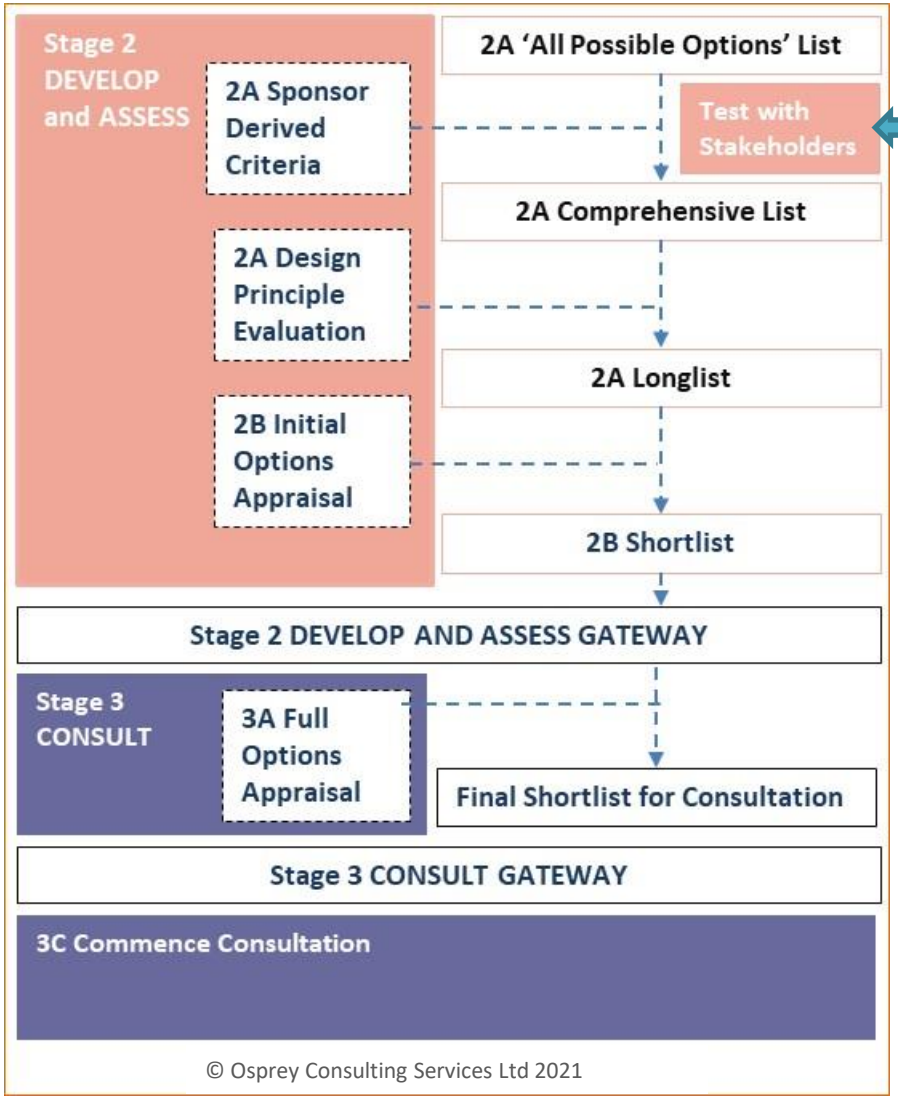
Stage 2 Develop and Assess



We are here. This focus group is aimed at discussing all the possible options for airspace and flight procedures.

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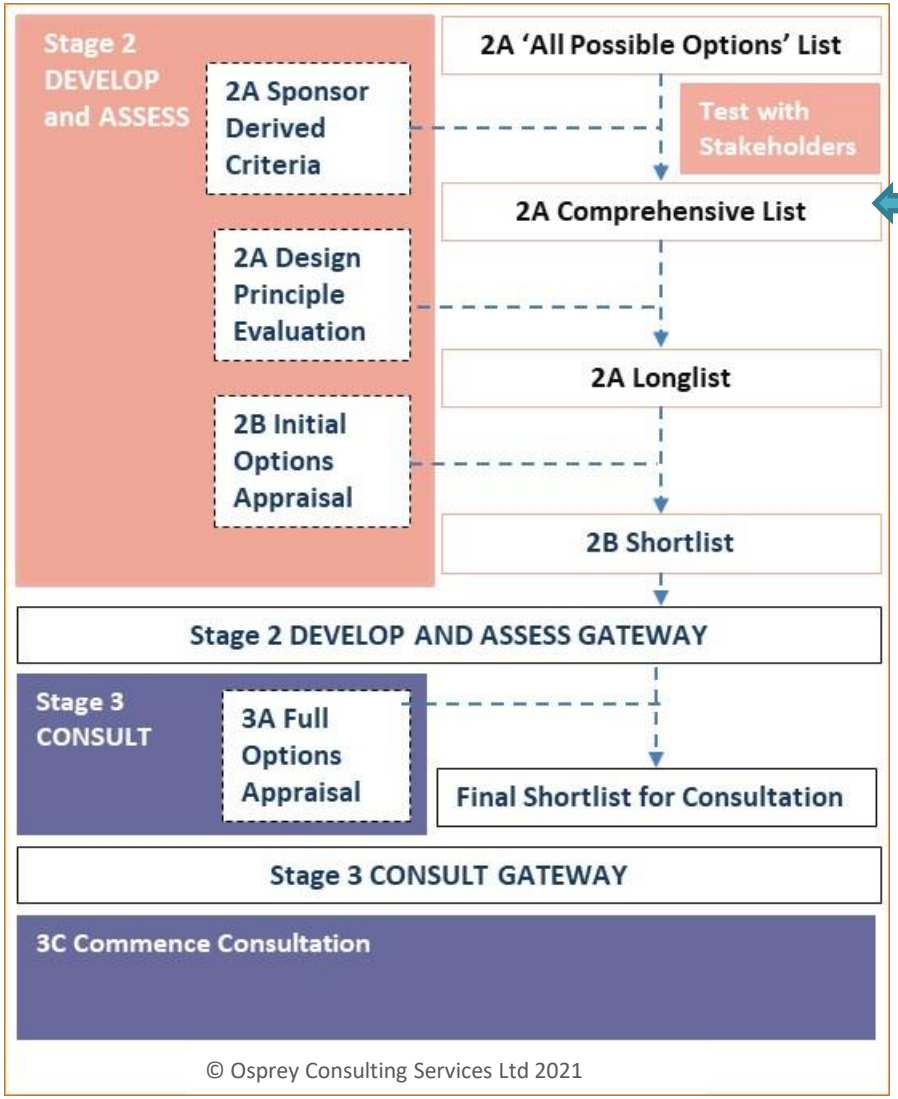
Stage 2 Develop and Assess



Following this focus group, we will define an updated list that includes any suggestions from you.

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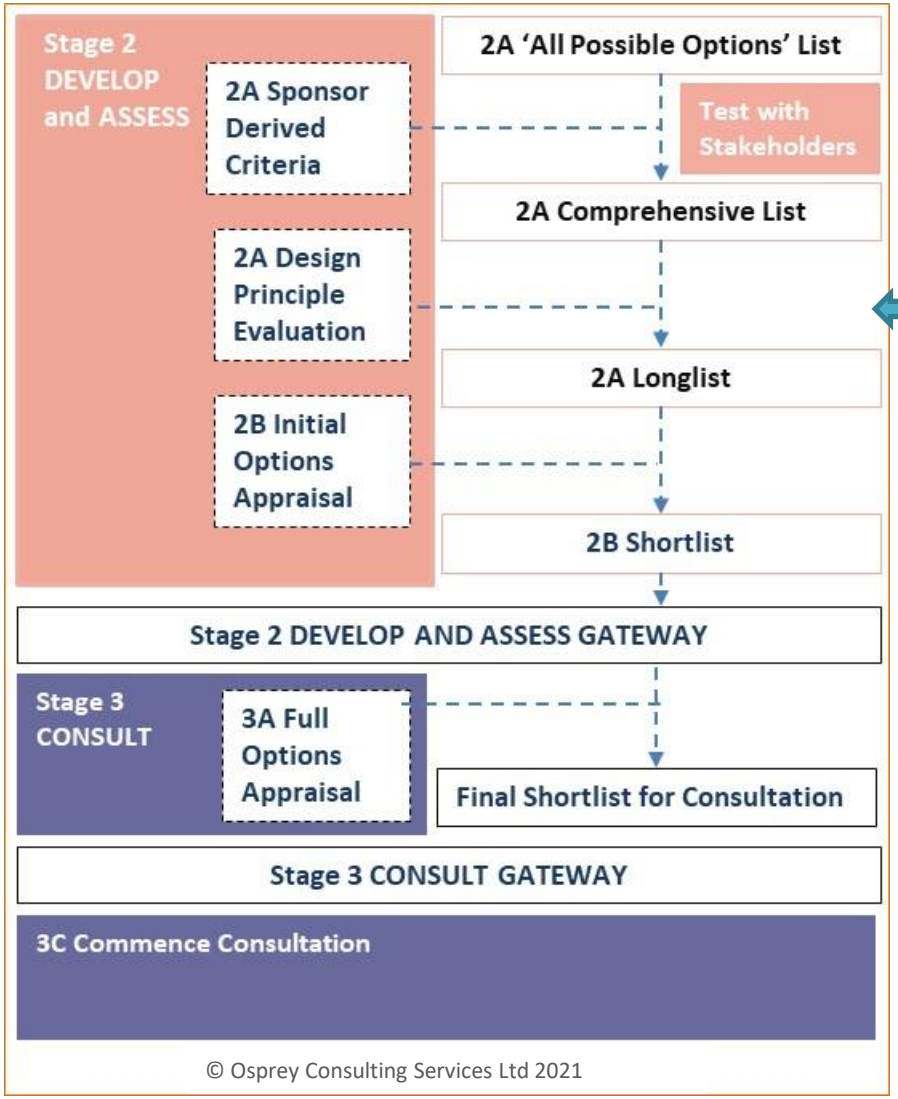
Stage 2 Develop and Assess



We will then assess the Comprehensive List against the Design Principles that you helped us define at Stage 1

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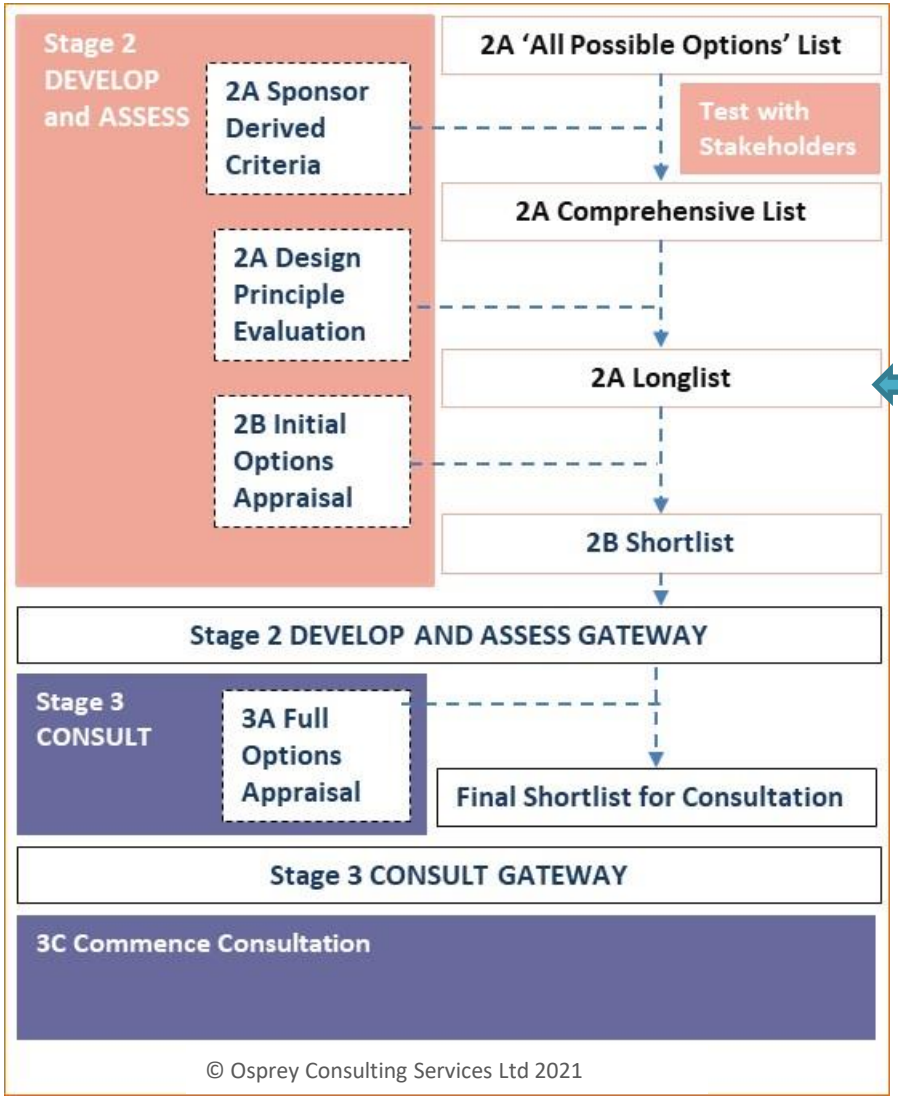
Stage 2 Develop and Assess



And this will give us our Longlist of Designs

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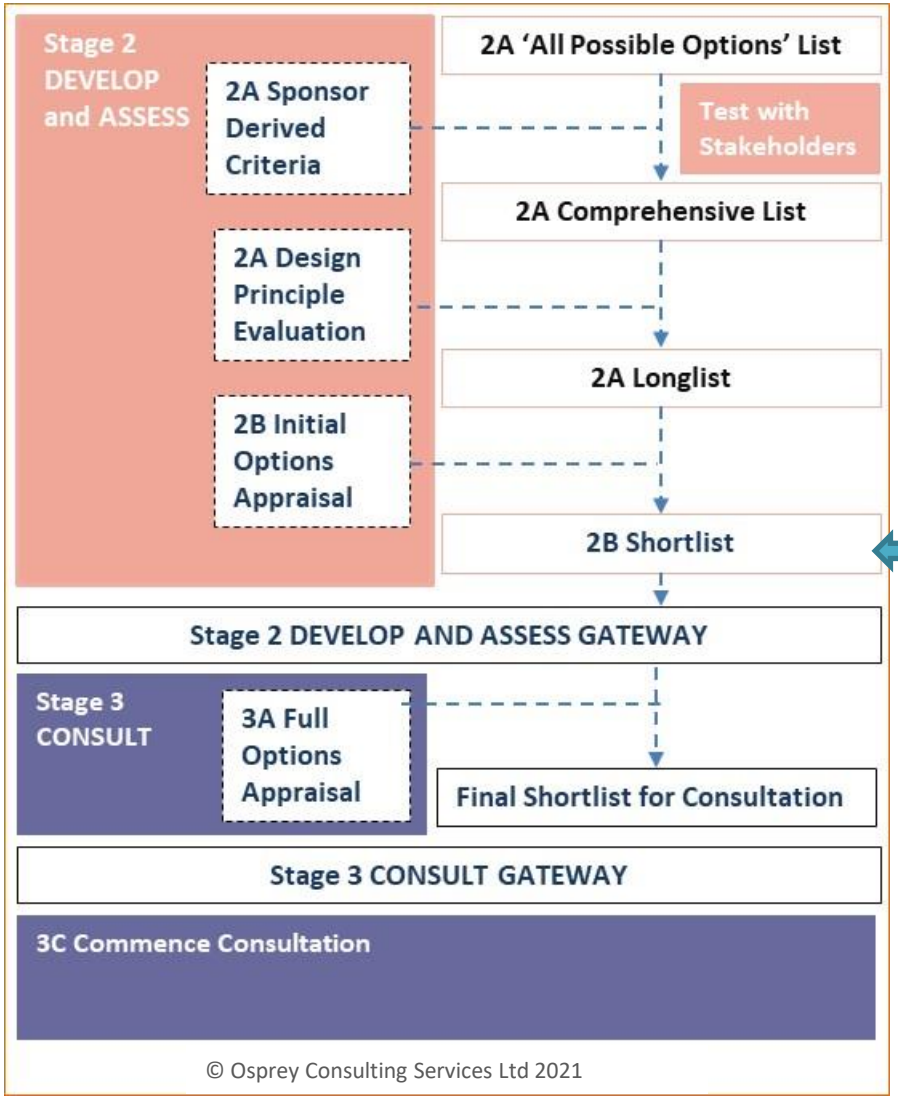
Stage 2 Develop and Assess



Step 2B requires us to complete an initial options appraisal using criteria in CAP1616 (such as CO2 emissions, noise and economic impact) to reduce the list to a shortlist to take forward to Stage 3

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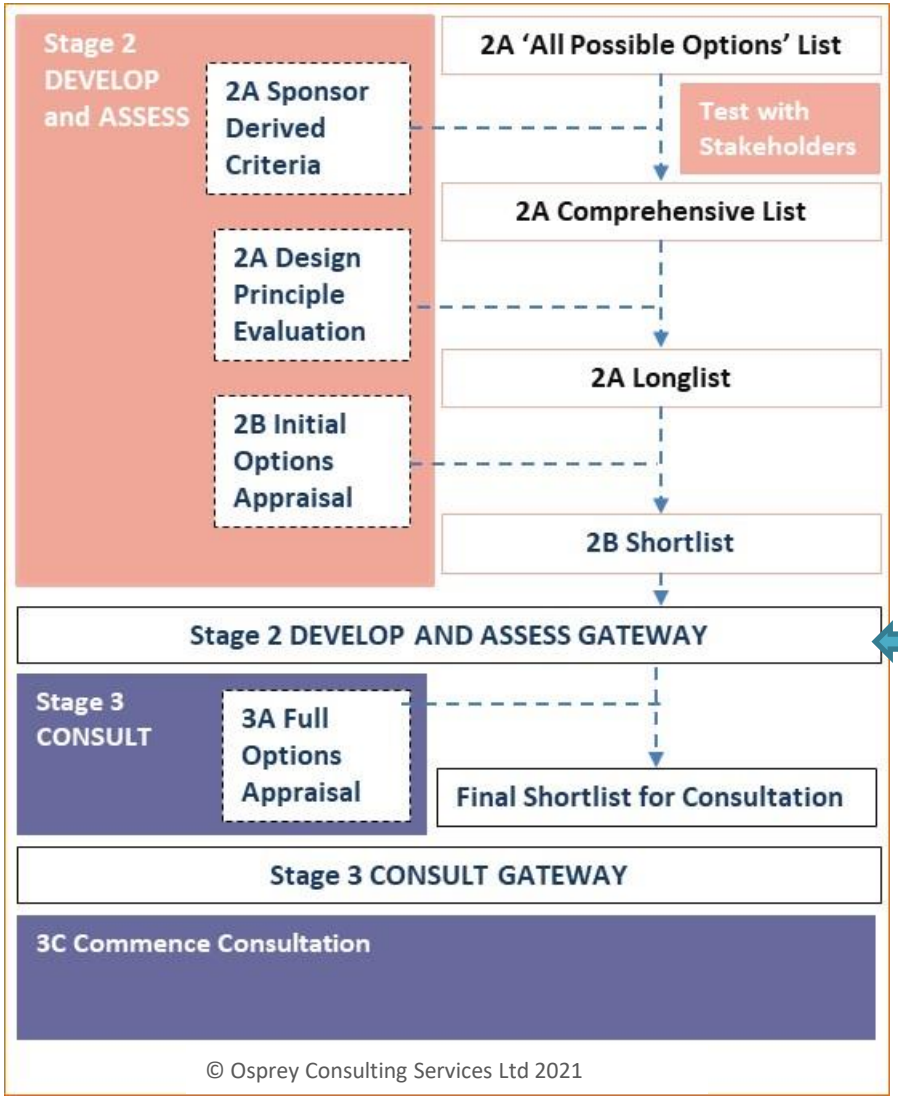
Stage 2 Develop and Assess



We then submit all our options and assessments to the CAA for approval at the Stage 2 Gateway.

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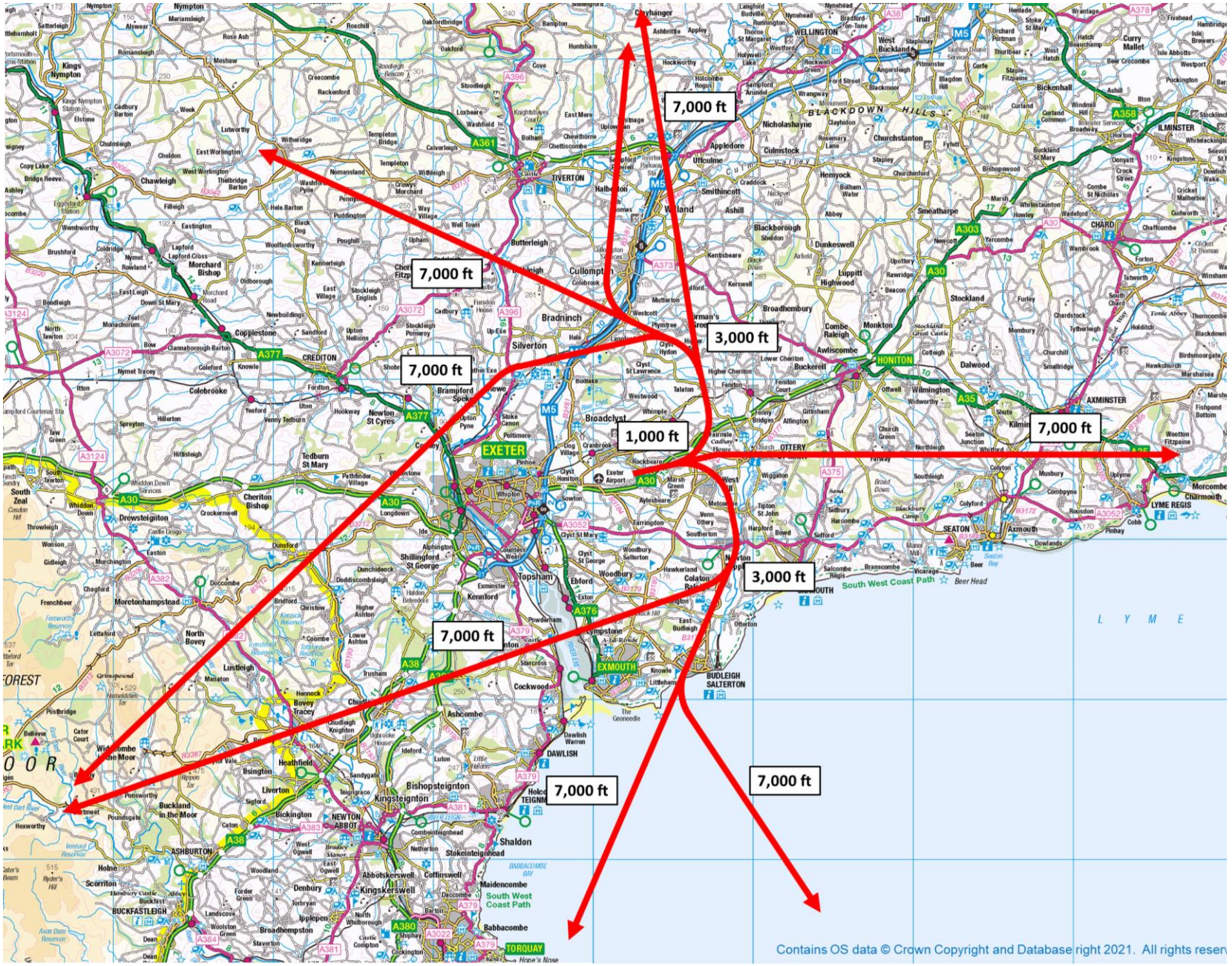
Design Options - SIDs

Runway 08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AXMINSTER
LYME REGIS
SEATON
BUDLEIGH SALTERTON
South West Coast Path
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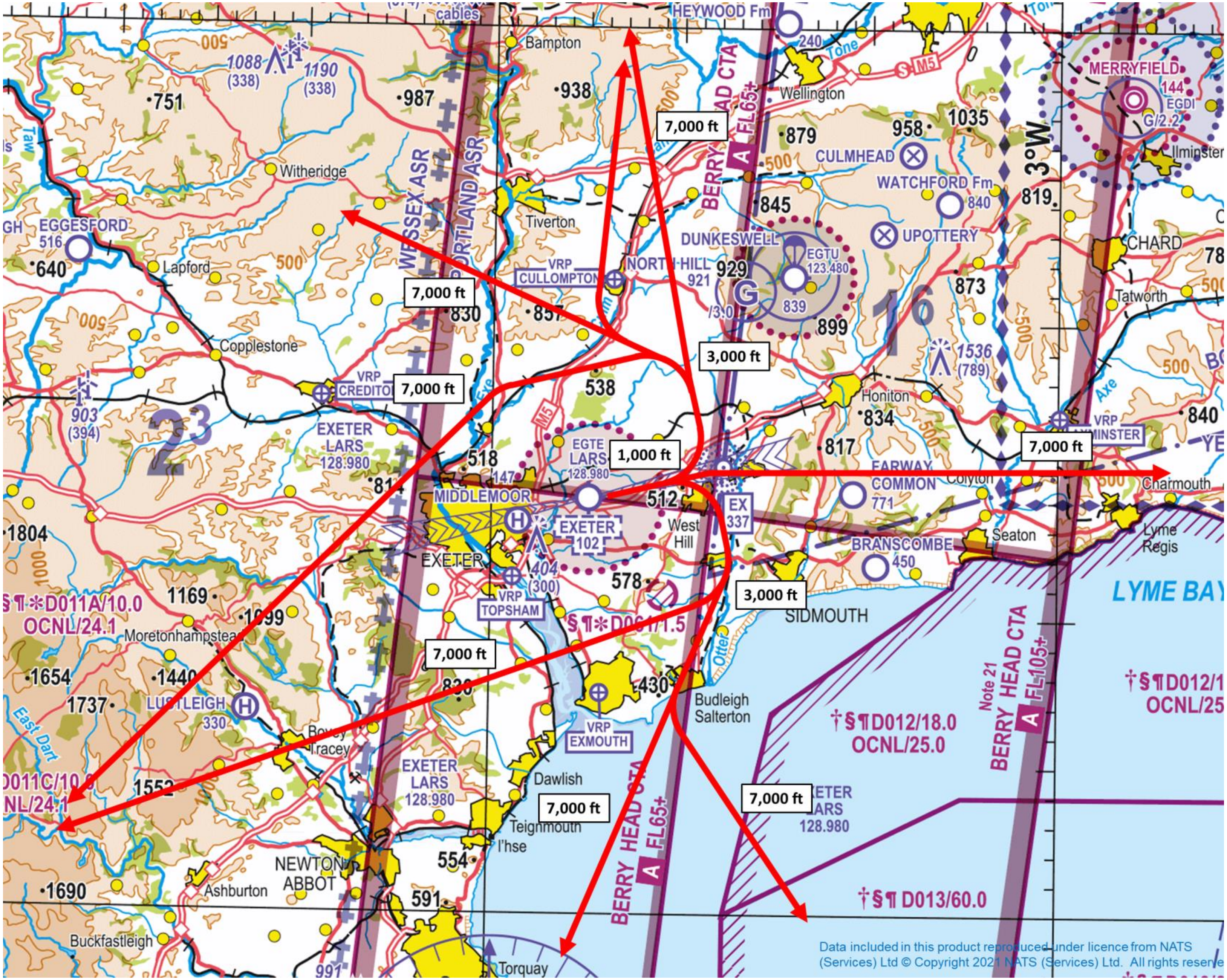

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Witheridge
Cullompton
Dunkeswell
Honiton
Sidmouth
Exmouth
Dawlish
Teignmouth
Newton Abbot
Torquay
Lyme Bay
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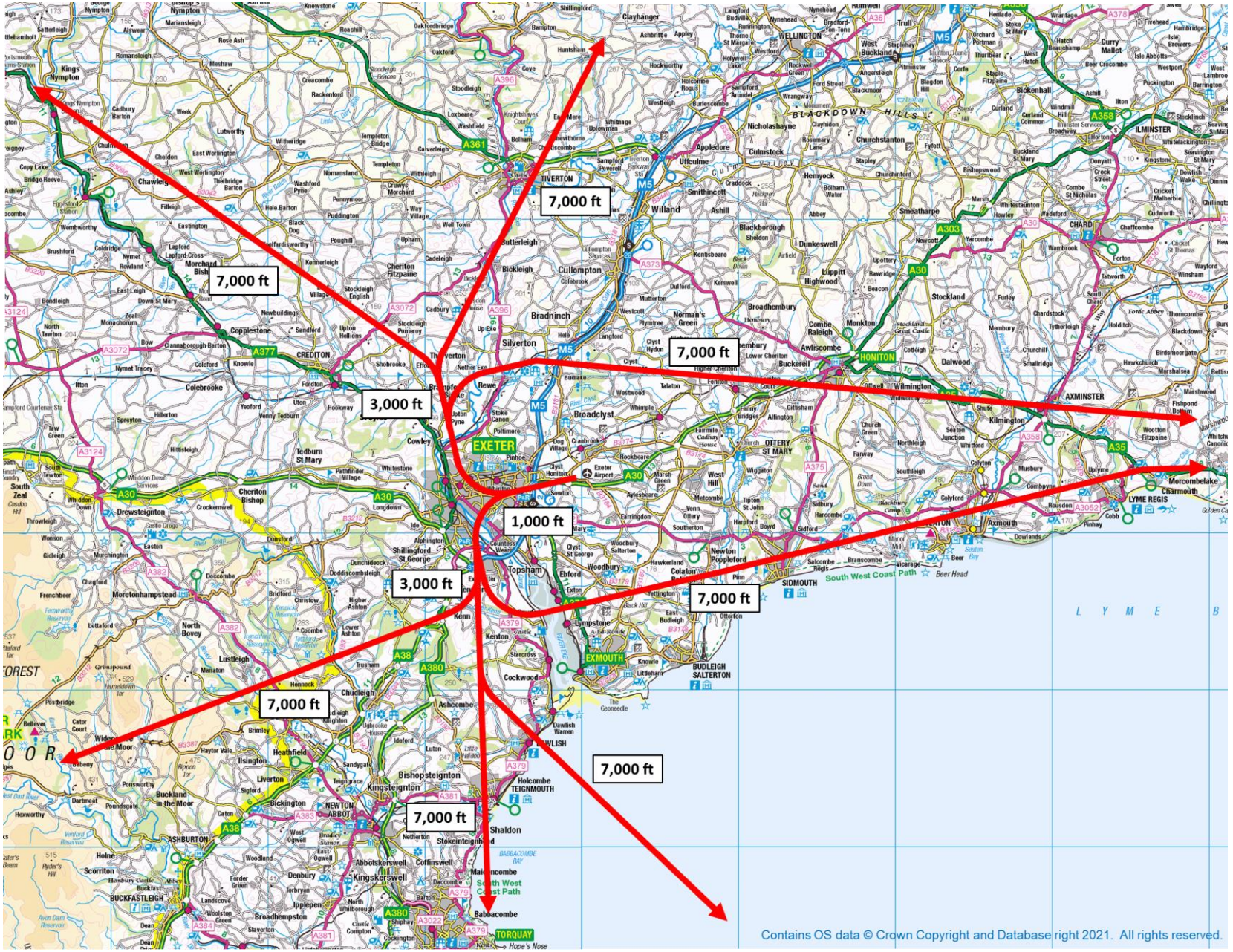
Runway 26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LYME REGIS
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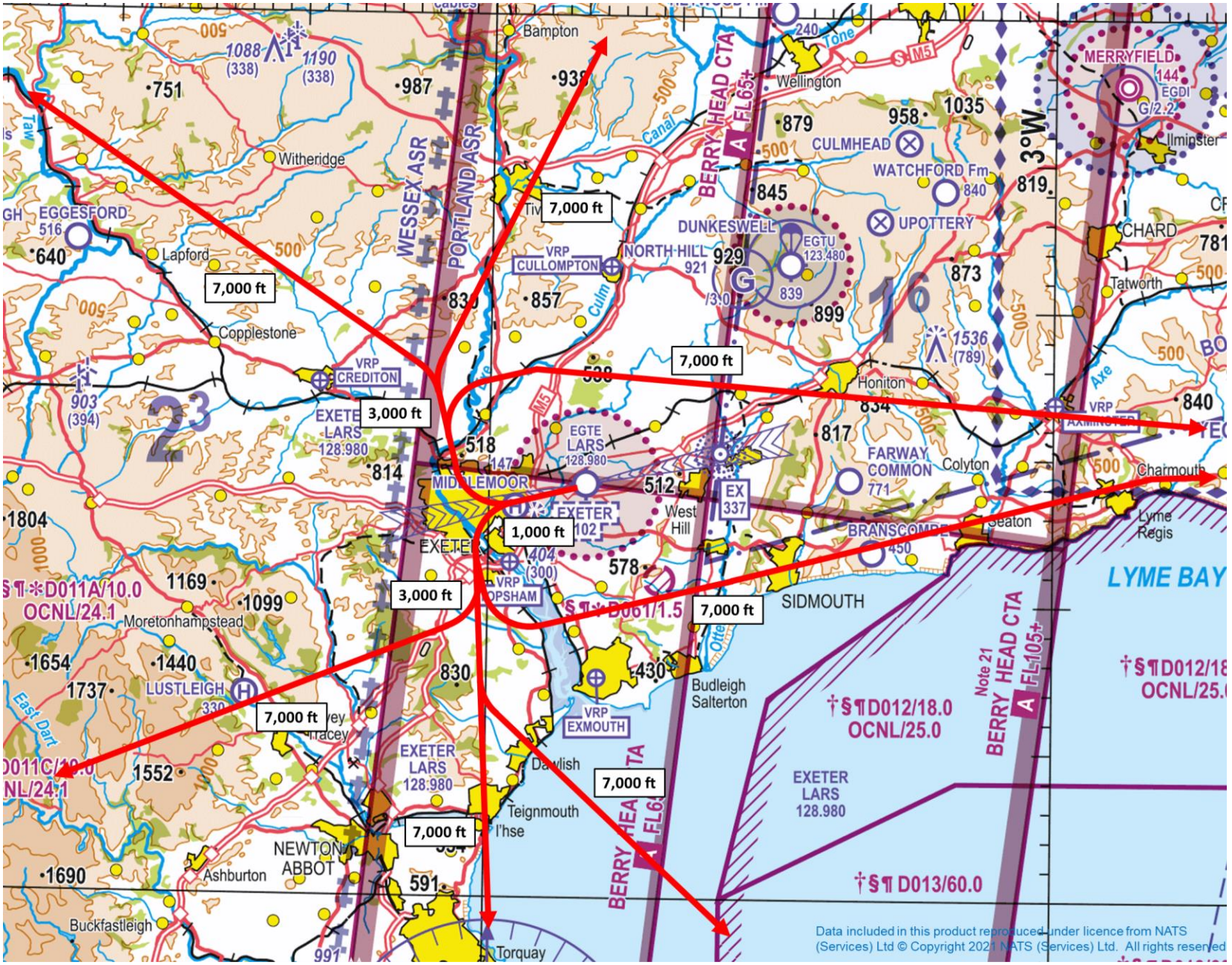
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Wellington
MERRYFIELD
Ilminster
CULMHEAD
WATCHFORD Fm
UPOTTERY
DUNKESWELL
CHARD
Tatworth
Honiton
Colyton
Seaton
Lyme Regis
Charmouth
FARWAY COMMON
BRANSCOMBE
SIDMOUTH
Budleigh Salterton
West Hill
EXETER
MIDDLEMOOR
NORTH HILL
CULLOMPTON
CREDITON
TOPSHAM
EXMOUTH
Moretonhampstead
LUSTLEIGH
NEWTON ABBOT
Ashburton
Buckfastleigh
Teignmouth
Dawlish
Torquay
WESSEX ASR
PORTLAND ASR
BERRY HEAD CTA
EXETER LARS 128.980
EGTE LARS 128.980
EGTU 123.480
LYME BAY
OCNL/24.1
OCNL/25.0
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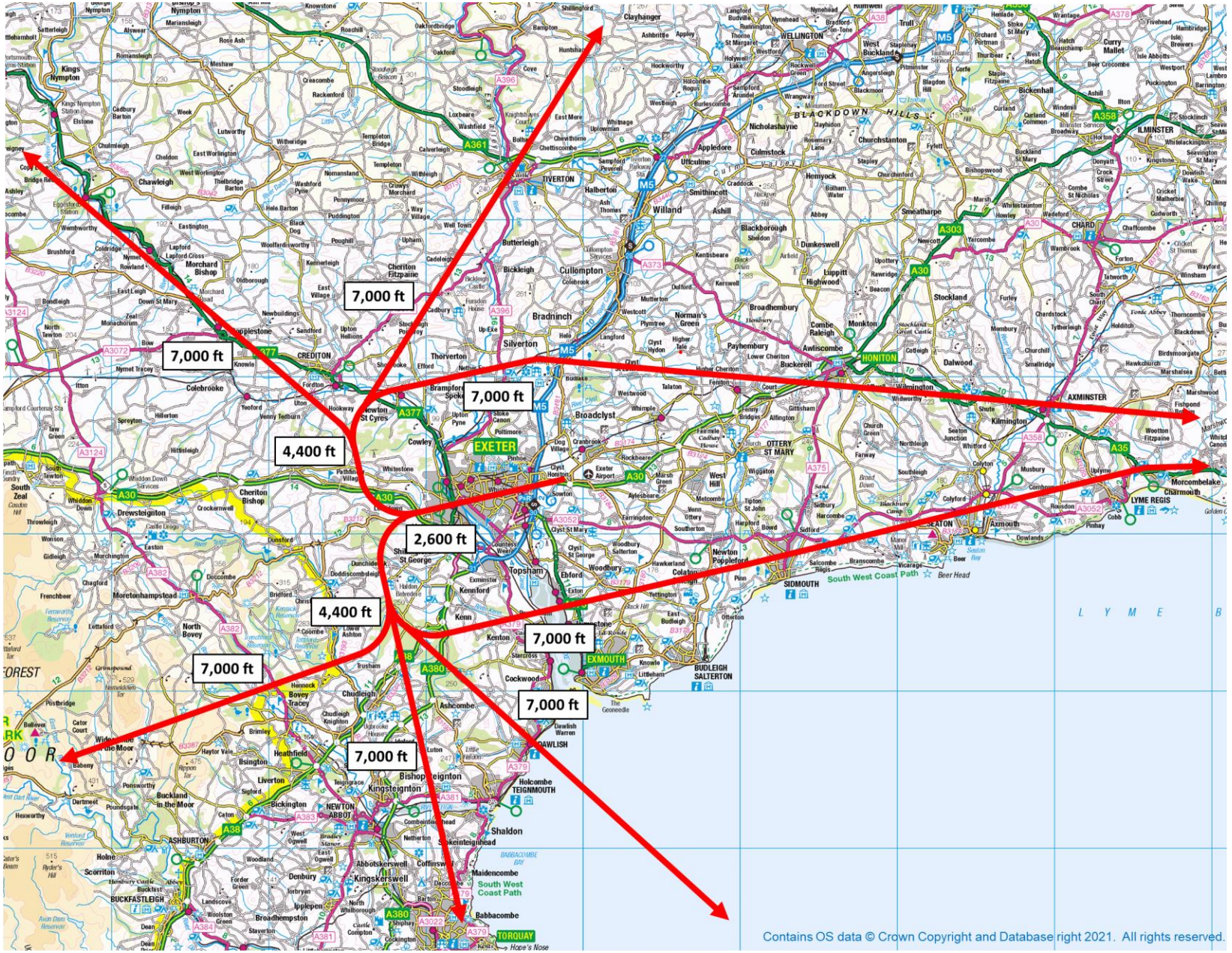
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BUDLEIGH SALTERTON
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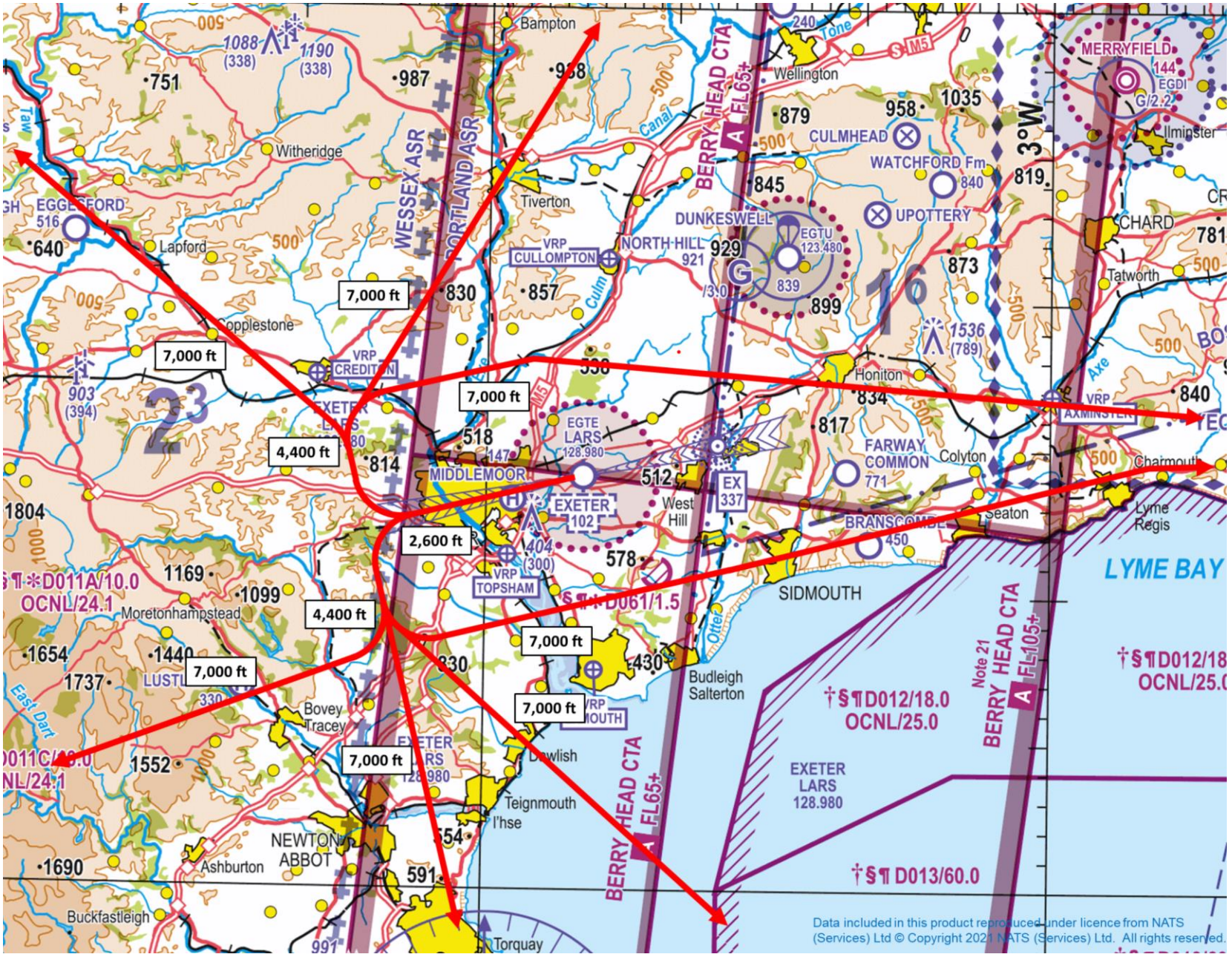

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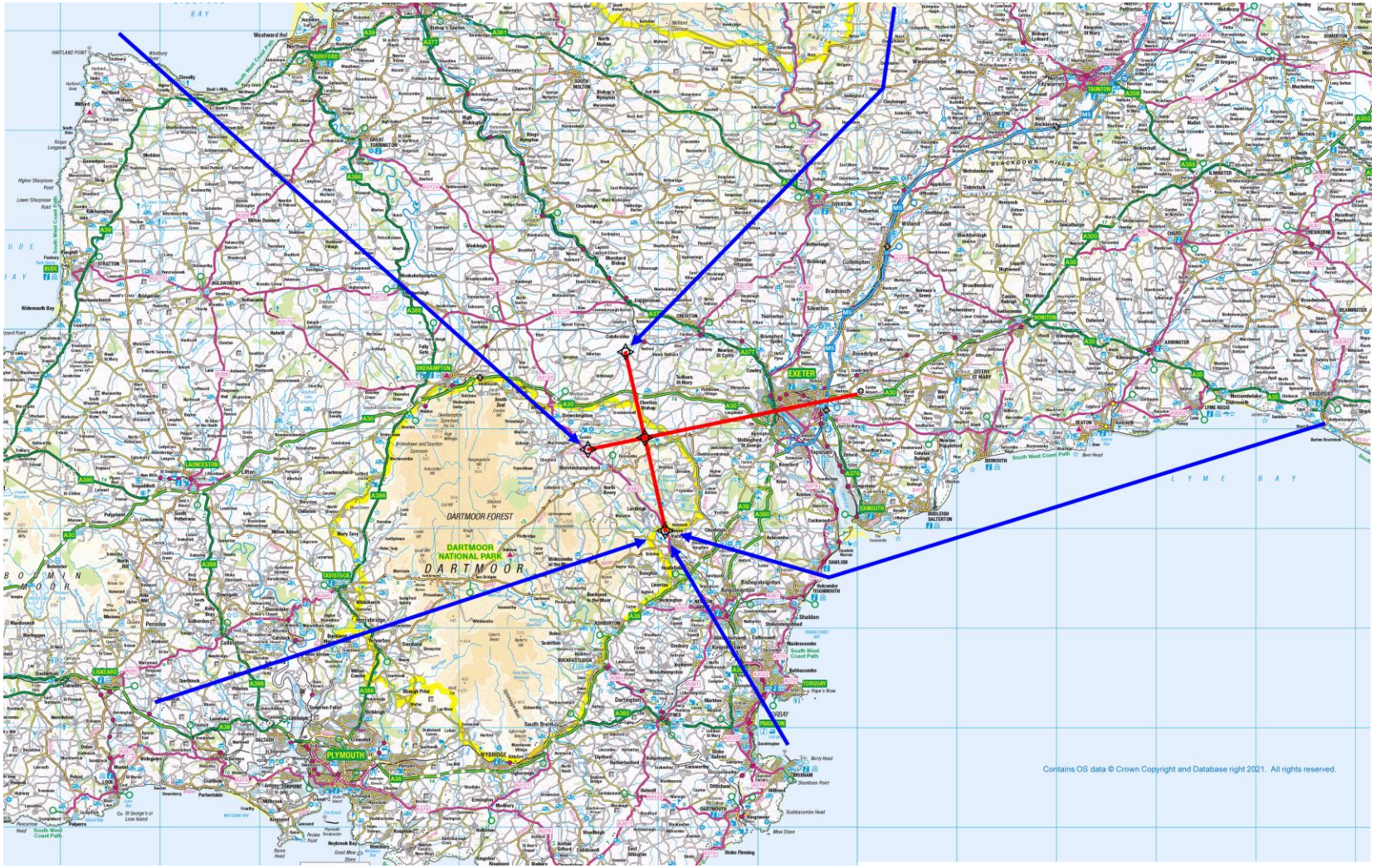
Design Options - Transitions

Runway 08


EXETER
DARTMOOR FOREST
DARTMOOR NATIONAL PARK
DARTMOOR
PLYMOUTH
TORQUAY
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Runway 08


AIRSPACE VERTICAL LIMITS ARE DEFINED BY ALTITUDE/FLIGHT LEVEL UNLESS OTHERWISE NOTED.
FIS
LONDON INFORMATION
124.750
08
17
24
23
16
13
20
BARNSTAPLE OR BIDEFORD BAY
COTSWOLD CTA A FL105+
COTSWOLD ASR PORTLAND ASR
BRIDGWATER BAY
BERRY HEAD CTA A FL65+
BOSCOMBE DOWN ARA FL50-FL195
YEOVILTON AIAA/SFC-6000
LYME BAY
EXETER LARS 128.980
PORTSMOUTH CTA A FL155+
MILITARY LOW FLYING SYSTEM
MILITARY LOW FLYING OCCURS IN MOST PARTS OF THE UK AT ANY HEIGHT UP TO 2000FT ABOVE THE SURFACE. HOWEVER, THE GREATEST CONCENTRATION IS BETWEEN SURFACE AND 1000FT AND PILOTS SHOULD AVOID FLYING IN THAT HEIGHT BAND WHENEVER POSSIBLE. DETAILED INFORMATION CAN BE FOUND ON THE CHART OF UK AREAS OF INTENSE AERIAL ACTIVITY (AIAA) & AERIAL TACTICS AREAS (ATA) (UK AIP ENR 6.76).

Runway 26


EXMOOR NATIONAL PARK
EXMOOR FOREST
EXMOOR
BARNSTAPLE
TIVERTON
EXETER
DARTMOOR FOREST
DARTMOOR NATIONAL PARK
DARTMOOR
TAUNTON
YEOVIL
SHERBORNE
WEYMOUTH
PORTLAND
LYME BAY
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Runway 26


AIRSPACE VERTICAL LIMITS ARE DEFINED BY ALTITUDE/FLIGHT LEVEL UNLESS OTHERWISE NOTED.
COTSWOLD ASR
PORTLAND ASR
COTSWOLD CTA A FL105+
CTA D 3000'-FL105 119.150 (3636)
BRIDGWATER BA
§¶D119/ 5.0
CARDIFF CTA D 3000'-FL105 119.150
BRISTOL CTA D 3000'-FL105 125.650 (5070)
N862 A FL105+
SEDGEMOOR SERVICES
COTSWOLD CTA C FL165+
YEOVILTON AIAA SFC-6000
YEOVILTON LARS 127.350 Notes 3 & 22
BOSCOMBE DOWN ARA FL50-FL195
BERRY HEAD CTA A FL65+
CARDIFF CTA D 4500'-FL65
R153/2.0
§¶D110/2.0
CHIVENOR
BARNSTAPLE
BIDEFORD
51°N
4°W
3°W
TAUNTON
BRIDGWATER
WESTONZOYLAND
CLATWORTHY RESR
WATCHFORD Fm
CULMHEAD
WELLINGTON
WESSEX ASR
PORTLAND ASR
CULLOMPTON
TIVERTON
WINKLEIGH
EGGESFORD
SHEEPWASH
EXETER LARS 128.980
MIDDLEMOOR
EXETER
TOPSHAM
EXMOUTH
SIDMOUTH
BUDLEIGH SALTERTON
DUNKESWELL
NORTH HILL
UPOTTERY
FARWAY COMMON
BRANSCOMBE
AXMINSTER
CREWKERNE
CHARD
MERRYFIELD
YEOVILTON
CMATZ LARS/VDF 127.350
HERMITAGE
LYME BAY
BRIDPORT
LITTLEBREDY
DORCHESTER
PORTSMOUTH CTA
WEYMOUTH
PORTLAND
§¶*D011B/4.5 OCNL/24.1
§¶*D011A/10.0 OCNL/24.1
§¶*D011C/10.0 OCNL/24.1
§¶*D061/1.5
†§¶D012/18.0 OCNL/25.0
†§¶D014/5.0 OCNL/15.0
†§¶D013/60.0
BERRY HEAD CTA A FL105+
BERRY HEAD CTA A FL65+
TAVISTOCK
PLYMOUTH
NEWTON ABBOT
TORBAY
TORQUAY
BRENT TOR
LUSTLEIGH
R002/2.0
BHD 112.05 DME
MILITARY LOW FLYING SYSTEM
MILITARY LOW FLYING OCCURS IN MOST PARTS OF THE UK AT ANY HEIGHT UP TO 2000FT ABOVE THE SURFACE. HOWEVER, THE GREATEST CONCENTRATION IS BETWEEN SURFACE AND 1000FT AND PILOTS SHOULD AVOID FLYING IN THAT HEIGHT BAND WHENEVER POSSIBLE. DETAILED INFORMATION CAN BE FOUND ON THE CHART OF UK AREAS OF INTENSE AERIAL ACTIVITY (AIAA) & AERIAL TACTICS AREAS (ATA) (UK AIP ENR 6.76).
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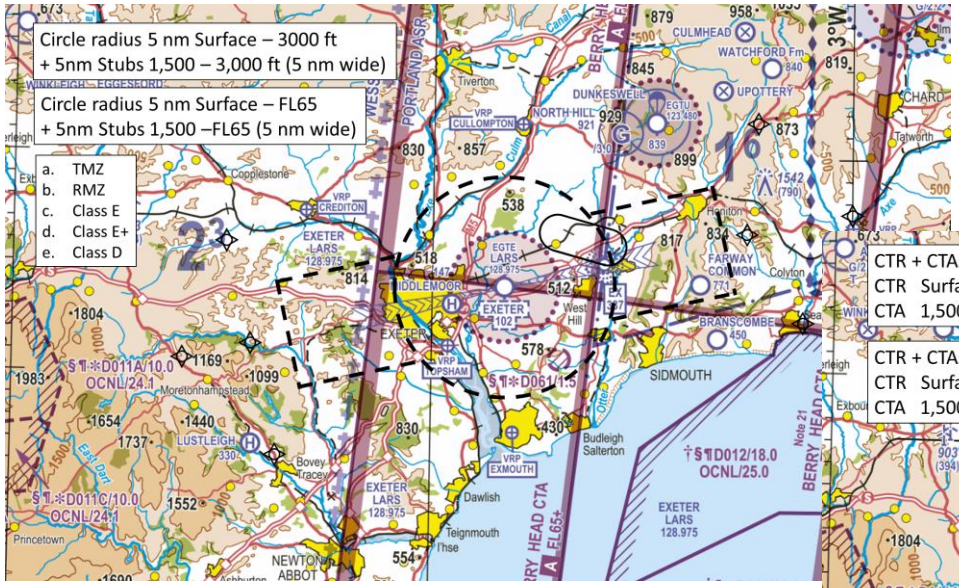
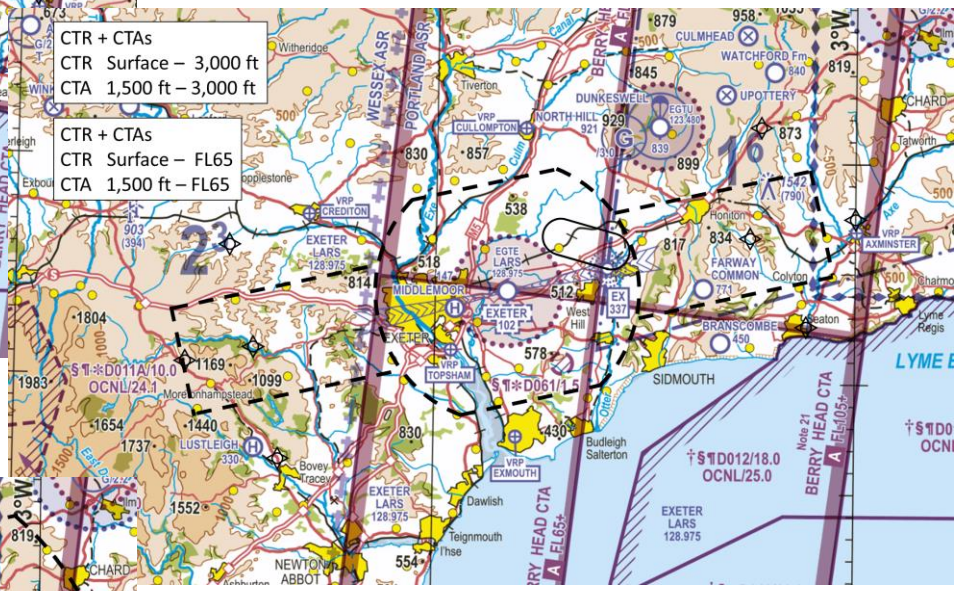
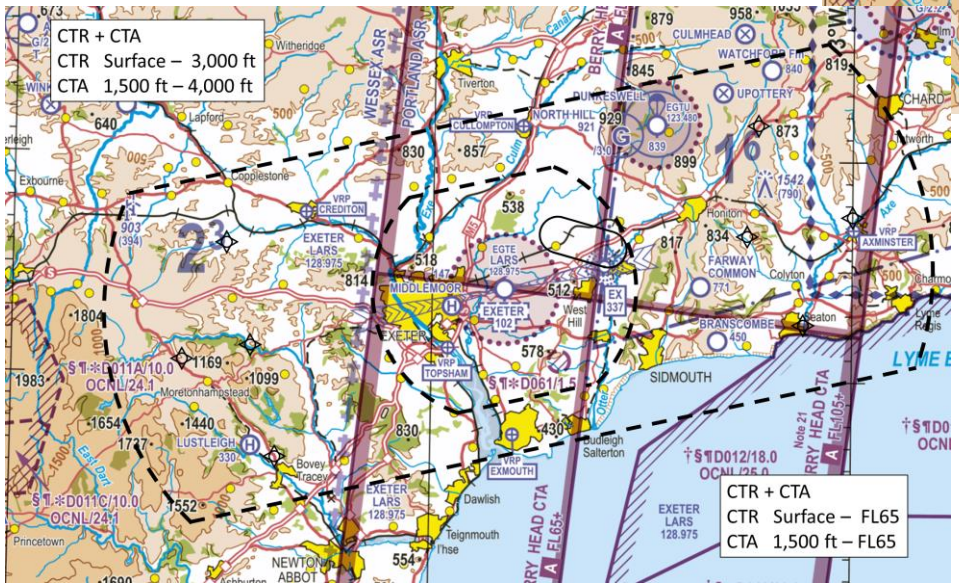
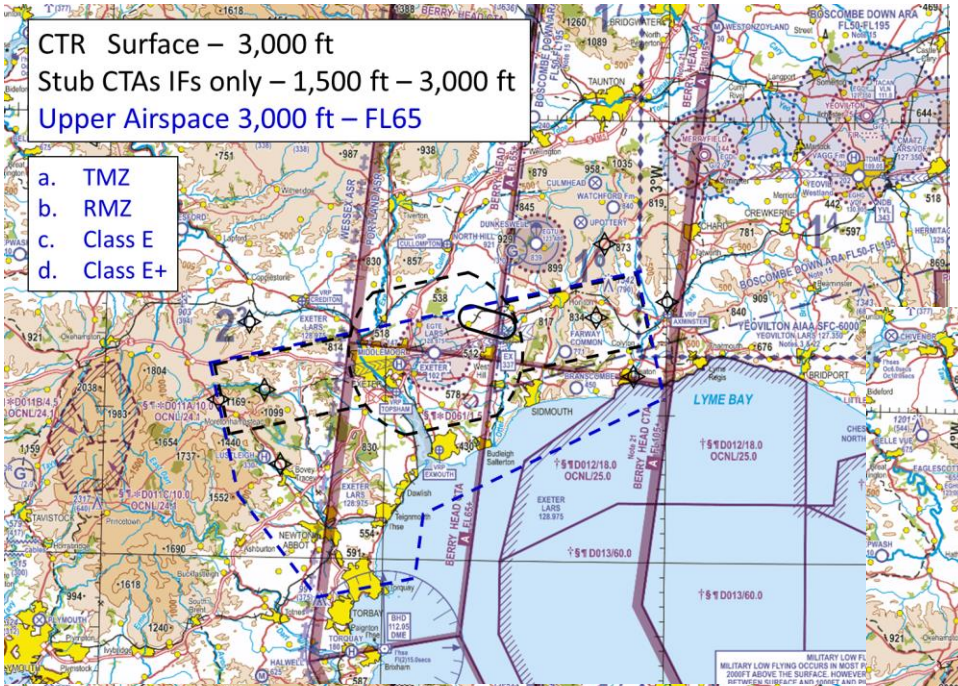
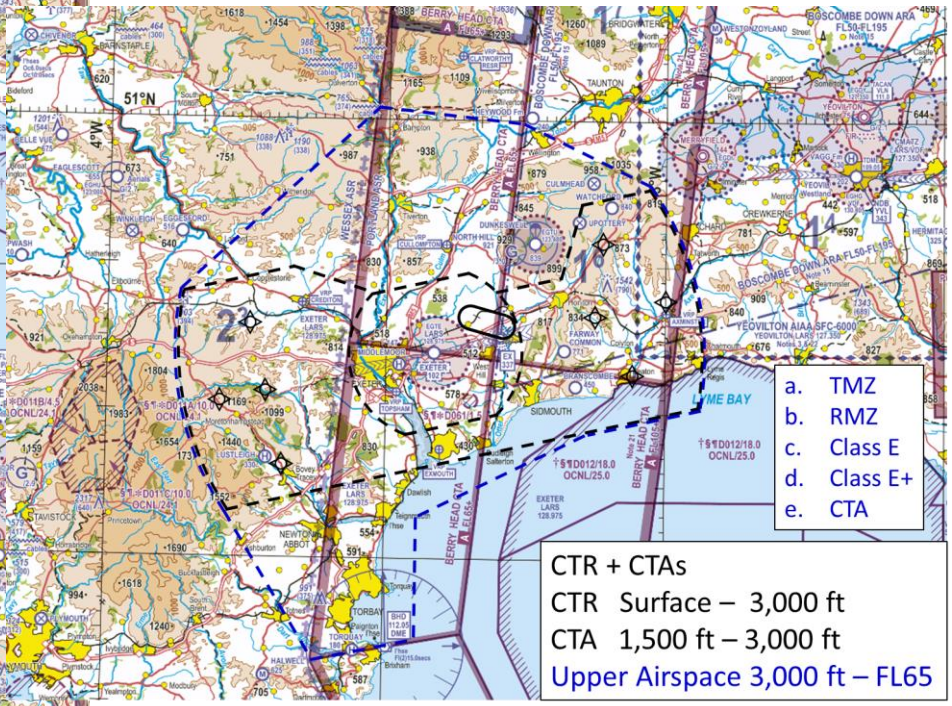
Design Options - Airspace

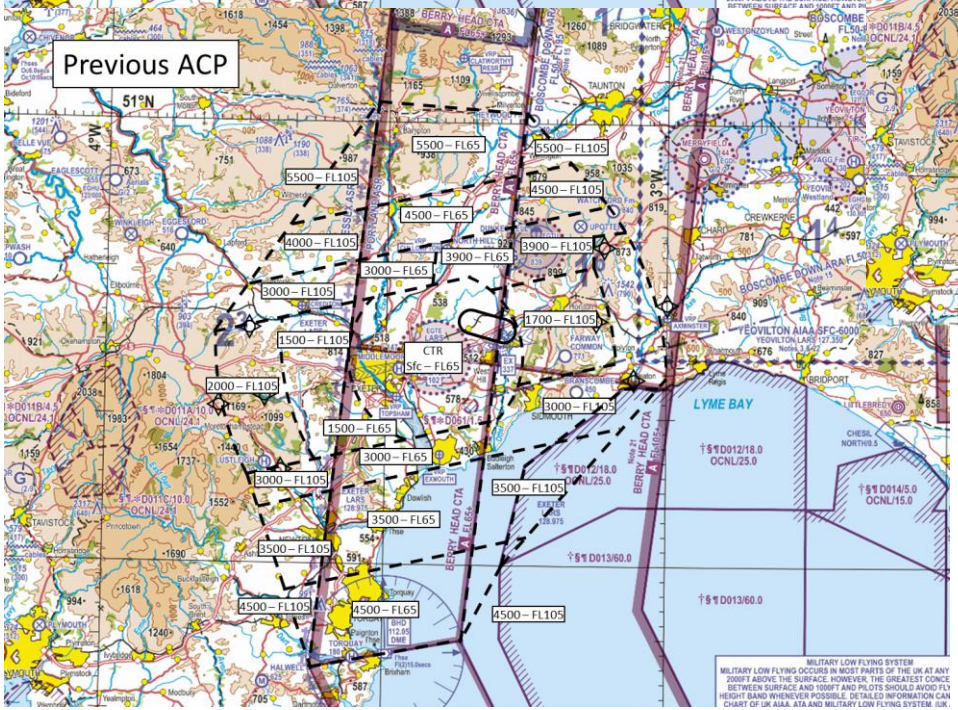

Circle radius 5 nm Surface – 3000 ft
+ 5nm Stubs 1,500 – 3,000 ft (5 nm wide)
Circle radius 5 nm Surface – FL65
+ 5nm Stubs 1,500 –FL65 (5 nm wide)
a. TMZ
b. RMZ
c. Class E
d. Class E+
e. Class D


CTR + CTAs
CTR Surface – 3,000 ft
CTA 1,500 ft – 3,000 ft
CTR + CTAs
CTR Surface – FL65
CTA 1,500 ft – FL65


CTR + CTA
CTR Surface – 3,000 ft
CTA 1,500 ft – 4,000 ft
CTR + CTA
CTR Surface – FL65
CTA 1,500 ft – FL65


CTR Surface – 3,000 ft
Stub CTAs IFs only – 1,500 ft – 3,000 ft
Upper Airspace 3,000 ft – FL65
a. TMZ
b. RMZ
c. Class E
d. Class E+
LYME BAY


a. TMZ
b. RMZ
c. Class E
d. Class E+
e. CTA
CTR + CTAs
CTR Surface – 3,000 ft
CTA 1,500 ft – 3,000 ft
Upper Airspace 3,000 ft – FL65
LYME BAY


Previous ACP
5500 – FL105
4500 – FL65
4000 – FL105
3900 – FL105
3900 – FL65
3000 – FL65
3000 – FL105
1700 – FL105
1500 – FL105
CTR Sfc – FL65
2000 – FL105
3000 – FL105
1500 – FL65
3500 – FL105
3500 – FL65
4500 – FL105
LYME BAY

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Open Forum

Focus Group Facilitation

Your help is required to identify your key areas of concern

We recognise you may have strong opinions

Please allow others time to voice their opinions

We are eager to hear all your concerns & record them

Note-takers may ask for clarification or names

As a group you may have diverse opinions

As a group you may have conflicting opinions

We will record common areas of agreement or priorities

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Please Tell Us Your Views

- Your preferences;
- Suggested amendments to the designs shown;
- Alternative ideas to those presented;
- Any options that you do not think should be taken forward, with reasons.

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Next Steps

Develop and Assess (Stage 2) Next Steps

- Analyse all responses to our design options document
    - Deadline for responses 17th December 2021
- Identify Comprehensive Design Options and assess these against the Design Principles to identify a Longlist
- Assess the Longlist against Initial Options Appraisal Criteria in CAP1616 to identify a shortlist to go forward to Stage 3 Consultation
- Submit to CAA Stage 2 Develop and Assess Gateway Assessment (scheduled March 2022)

You will have another opportunity to comment on our designs during the full Public Consultation at Stage 3 – planned for late 2022.

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Final Comments or Questions?