

# Aberdeen International Airport (AIAL)

## FASI-N Airspace Change Proposal

### Step 2A Appendix D

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# **Aberdeen Airport Airspace Change Proposal Appendix D – Stakeholder Feedback**

## **Executive Summary**

This document details the feedback that Aberdeen Airport received from Stakeholders during the formal feedback period following the stakeholder briefing sessions. Comments made during the briefing sessions were also taken into account and can be found in the engagement report. Full details of the communications, including communication content, can be found in Appendix C. For a timeline of key engagement activity, please see the engagement report.

**Table 1: All stakeholder feedback received after the briefing sessions. Feedback received via email is included in the final column.**

Organisation	Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?	Are there any further considerations that relate to the Design Principles which we have not taken into account?	The following question is directed at Airline stakeholders. What are your thoughts on the technical feasibility of slightly steeper RNP Approaches (c. 3.2°) at Aberdeen Airport? (Please consider Landing Distance Available. The ILS will remain at 3.0°.)	The following question is directed at Aviation stakeholders (General Aviation and Airlines). What are your thoughts on the proposed volume of CTA3 that could potentially be released to Class G airspace? Are there any other portions of Aberdeen's airspace you would consider to be under-utilised?	Please outline what worked well in the engagement process and how Aberdeen Airport can improve its engagement in the future.	Do you have any other comments or feedback?
Aberdeenshire Council			I do not have any specific views on this.	I do not have any specific views on this.	The online presentation of the engagement process was useful as was the ability to re-watch the presentation. Presentations were clear and there was plenty of opportunity to ask questions.	No further comments.
NATS				No Impact to PC operations anticipated.	Late notification on this particular ACP to NATS , however, NATS were aware of this particular ACP through via our own engagement sessions with Aberdeen Airport for NATS based ACP .	<p>Whilst this ACP appears to have minimal/ no impact to the PC operation, please note at this stage this response does not necessarily constitute NATS support of the airport ACP.</p> <p>NATS also recognise that a corresponding NATS ACP has been referenced within the Stage 2 Engagement but will discussed directly with AGS.</p>
British Gliding Association				The British Gliding Association welcomes the proposal to increase the base of part of CTA3 that is adjacent to Deeside Gliding Club at Aboyne. We just wonder if the base could not be raised beyond 4500' since this still seems quite low for aircraft coming downwind RH for 16 on a continuous descent approach, and ditto for aircraft departing on 34 and turning left to fly south. Aberdeen Airport will have the appropriate data to show the usage of this proportion of the airspace but it should perhaps be borne in mind that traffic tends to fill the available space, even if that space is unnecessarily large. Please could the ACP process look at the actual requirement for the base of this airspace bearing in mind modern aircraft performance and the desire to avoid level sectors in both arrivals and departures, and taking into account the shift in traffic away from P600 and on to P18 (Tay CTA), so that the airspace	We felt that presentation was given honestly, sensibly and without any "spin" - which is welcome!	No

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				is the minimum required to satisfy the design requirements and ATC needs.		
British Helicopter Association			N/A	No comment	No comment	No
Ministry of Defence			NA	No comments from RAF Lossiemouth or wider MOD	Timeliness of invitations, choices of dates, online/webinar provision. Website and ACP resources are good quality and have sufficient information to understand the change even without attending a brief. The ACP team liaised directly with RAF Lossiemouth as well as DAATM (me), which was nice to see.	No
West Atlantic UK			It would be achievable but is not the preferred option .	No	The openness and clear description of available data and options	Not at this time
Offshore Helicopter Services UK Ltd.		As brought up at last meeting, a curved approach to RW16 from the East duplicating the proposed one from the West would be worth considering?	Not a problem	Not a problem	Video conferencing worked well	
Alexander Air Ltd			A steeper approach will match aircraft capability and reduce noise overland.	CTA 3 base is unnecessarily low condiering underlying terrain. Northern CTA base could be raised from 1500' to 2000' which would be more appropriate given distance to 16 threshold.	Engagement needs to be split into general public presentation and aircraft operator presentation.	The opportunity should be taken to fully adopt the RNP principles and in particular Option 4 for 16 arrivals ensuring routing of arriving airliners to avoid Inverurie and Oldmeldrum overflight.  RNP approaches should be the norm and all this is for nothing if aircraft continue to be tactically radar vectored.  Our Aberdeen based training aircraft are all equipped to fly RNP approaches.
AirTask			This is not an issue to AirTask currently operating a fleet of small turboprops.	The current plan seems acceptable.	The meeting was well paced and clear to understand.	From a company point of view I don't anticipate any major issues or complications that affect our operations.  From a GA flyer point of view I welcome the release to some existing controlled airspace.

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Deeside Gliding Club				We would very much wish to see a greater size of this area both in altitude and extent to the East	Relaxed and informative	
easyJet			<p>No real concerns with a 3.2° FPA. With stations where high temperatures are frequent, steepening can cause issues due to Altimeter Error, but certainly no concerns in this regard for Aberdeen.</p> <p>It is however better practice to keep the approaches aligned with the PAPI's.</p>	No immediate affect noted.	-	Nil
Edinburgh Airport Limited					<p>I thought the presentation was excellent and understandable. Good luck with Stage 3.</p> <p>The design principles seem straightforward and you have covered them all.</p>	
Bridge of Don community council						
Eastern Airways - regional airline operating into and with aircraft based in Aberdeen			There is no impact on our landing distance required until the final approach path angle exceeds 4.5 degrees.	No change required. It is fit for our purpose as it is.	Good management of the webinar from the chairperson ref muting, hand raising etc.	none, thank you
GATCO		The designs and changes should be made as simple as possible for air traffic control who will be the ones implementing these procedures and changes and having to work around them. They should aim to reduce controller workload not increase it by increasing complexity or adding extra traffic into or around the airspace.		None. There are far more civil movements than GA or gliding in the area. The civil movements should always take priority due to much larger numbers of passengers if something went wrong. Most airspace infringements happen by GA or gliders so we should always act with caution and restraint when reducing the airspace civilian aircraft operate in.	Face to face engagement is definitely an improvement over online.	None at present
ARPAS-UK	DP4 - Design options should investigate the feasibility of stepper approaches for PBN arrivals to reduce the noise footprint of Aberdeen Airport's operation.	EASA today released Vertiport Design Principles and it would be worth perusing this before defining an ACP to ensure future compliance	The LDA is not affected by the RNP approach angle. If you consider Marseille R31 RNAV this is coded from the Transition Altitude and it should be flown.			

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	<p>I don't see evidence of a 3.2 RNAV Arrival being part of the trials. As well as ARPAS-UK I commercially operate an A320 and we have become accustomed to these operations.</p> <p>DP9 - Options shall not reduce and where possible enhance the air traffic movement capacity of Aberdeen Airport.</p> <p>Without a means to enable drone operations - how is that increasing the ATC movement capacity and/or offering options.</p>					
Glasgow International Airport						In response to the Aberdeen Airport Stage 2A engagement to date, I can confirm that there appears to be no interdependencies or impact on Glasgow Airport below 7000ft.