

NOTES OF EXETER AIRSPACE CHANGE ASSESSMENT MEETING HELD AT AVIATION HOUSE, GATWICK ON 26TH FEBRUARY 2019

1 Mar 19

Distribution List

Attendees

██████████

Present

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Appointment

████████████████████
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 Principal Consultant
 Principal Airspace Regulator
 Airspace Regulator
 Airspace Regulator
 Airspace Regulator
 Airspace Regulator
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Representing

Exeter Airport
 Exeter Airport
 Osprey CSL
 CAA
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CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need (SoN) in advance of this Assessment Meeting and can confirm that this will be published together with the minutes of this meeting on the CAA Website. It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor will be required to provide a broad description of their proposed approach to meeting the CAA’s CAP1616 requirements however the CAA will not at this stage decide whether the proposed approach met the detailed requirements of the CAA’s process.

The purpose of the Assessment Meeting as set out in detail in CAP 1616 is broadly for the Sponsor to present and discuss their SoN, to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process and to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor is required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the various stage of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>The CAA welcomed all attendees and read the introductory statement above. ██████ thanked the CAA for accommodating the meeting and stated that, while there was clearly history associated with the airspace, Exeter considered this project to be a fresh start based on a new set of objectives which will focus on reducing controller and flight deck workload whilst improving airspace management efficiency and effectiveness near Exeter Airport (Exeter).</p> <p>█████ stated that he was temporarily managing the Exeter Project from an Osprey</p>	

<p>perspective on behalf of the Project Manager (██████████).</p> <p>████ invited █████ to present the background slide pack in support of the Exeter SoN.</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>████ presented (slides attached) the broad content of the SoN. The presentation highlighted that the aim of the project was to design and implement permanent changes to the airspace surrounding the airport. It would not involve any new Instrument Flight Procedures (IFP). Main procedures available at Exeter are ILS (Cat I) and RNAV LPV to both runways and an NDB Hold. Main operators are FlyBe, TUI, West Atlantic, Skybus Isles of Scilly and European charter services with some business aviation. RyanAir will operate at Exeter from April 2019. There are two GA flying clubs on the airport too. Passenger numbers for this year are expected to be 928,000 and next year 1,060,000.</p> <p>There are other General Aviation users (GA) i.e. Sports & Recreation, in the area including nearby Dunkeswell Airfield (with an associated Aerodrome Traffic Zone (ATZ)) and Northhill gliders. █████ stated that Exeter regularly promotes the busy aspects of the airport to local users with a view to raising the general awareness of flight operations at the airport and promoting the use of radio comms to improve general situational awareness among all operators in the vicinity of the airport.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>The slides attached indicate the opportunities and issues identified by the Sponsor. Further to the objectives identified in Item 2 above, the Sponsor will take the opportunity to:</p> <ul style="list-style-type: none"> • Reduce ATC intervention • Reduce diversion track miles flown • Seek an overall reduction in ground & air delays (improvement for air traffic & passengers) • Build relationships with local, regional and national stakeholders through early and open dialogue (facilitated by CAP1616 guidance) • Reduce operational safety risks <p>The main issues identified were:</p> <ul style="list-style-type: none"> • Constraints relating to facilitating Access to all airspace users • Previous application did not require Environmental Study as no new or altered ground tracks or direct increase in capacity were proposed. Can we make the same case for this new application? • Influence and requirements of other ATS providers (military and NATS), the gliding community, and commercial operators at Dunkeswell Airfield are challenging. <p>████ emphasised that the Sponsor should engage with the CAA at the early stages for any further advice on <i>engagement</i> prior to Stage 3.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p>	

<p>The main issues to address were felt to be:</p> <ul style="list-style-type: none"> • Stakeholder engagement and resolution of issues relating to: <ul style="list-style-type: none"> ○ D012, D013 ○ RNAS Yeovilton ○ Devon and Somerset Gliding Club (DSGC) ○ Dunkeswell commercial and gliding community ○ Evidence that no tracks over the ground are changing ○ Integration with airways, adjacent ANSPs and delegated airspace (Cardiff, Bristol, NATS Swanwick, Western Radar) <p>The main routes to exploit were felt to be:</p> <ul style="list-style-type: none"> • Comprehensive options requirement of CAP1616 • Guidance in the containment policy (for options) whilst not applying the policy in isolations so as not to restrict the options debate • Safety Argument and incident logs to ensure options are driven by safety • Previous application did not require Environmental Study as no new or altered ground tracks or direct increase in capacity are proposed. <ul style="list-style-type: none"> ○ ■■■ was clear that Exeter should use and evidence its local knowledge of current airspace behaviour in Class G to take a qualitative approach to environmental issues in the ‘<i>unknown</i>’ Class G environment. ■■■ also noted that this knowledge can be utilised, where detailed tools are not available or suitable, to make high level qualitative assessments of stakeholder costs & benefits. ○ ■■■ also noted that this approach could underpin Design Option selection. 	
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>■■■ confirmed that the proposed airspace change fell within the requirements of CAP 1616 and at this stage was provisionally considered to be a CAP 1616 Level 1 project. The category would be confirmed at the end of Stage 2, following the Develop and Assess Gateway.</p> <p>■■■ stated that, in terms of scalability, the CAA would consider reductions to consultation timescales if it was felt that it could be justified in accordance with CAP 1616 and described in the Consultation Strategy.</p>	CAA
<p>Item 6 – Provisional process timescales</p> <p>■■■ provided provisional timescales which were aligned to the CAP 1616 process gateways. However, it was emphasised that these were conservative timescales which made provision for potential delays between phases and to accommodate holiday periods etc; there was scope, from a purely project perspective, to potentially foreshorten some of these. ■■■ emphasised Exeter’s desire to resolve the issue of airspace both for the benefit of the airport, local users and residents</p> <p>The indicative dates are as follows:</p> <ul style="list-style-type: none"> • Define Gateway – 31st May 2019 • Develop and Assess – 30th August 2019 • Consult Gateway – 25th October 2019 	

<ul style="list-style-type: none"> • Consultation – November 2019 - February 2020 (12w plus Christmas) • End of Stage 3 – 30th April 2020 • Submit - 31st May 2020 • Decide Gateway – 27th November 2020 <p>█ stated that this would be iterative in planning and be linked to CAA resource.</p>	
<p>Item 7 – Next steps</p> <p>█ described the anticipated next steps which will be conducted under Step 1B and provided the Stakeholder list that had been identified by Exeter. The CAA stated that those NATMAC representatives whose organisations are most likely to have an interest should be added to the list.</p> <p>█ outlined the intended high-level approach to Step 1B, to ensure compliance with paragraph C13 of CAP1616, through:</p> <ul style="list-style-type: none"> - The use of a structured questionnaire which would be tailored to specific stakeholder groups; - Engagement with local community groups; - Engagement through representative bodies such as GATCOM, NMB and NATMAG. <p>█ stated that this approach appeared appropriate and encouraged the Sponsor to develop an Engagement Strategy as per Appendix C of CAP 1616.</p> <p>█ emphasised the importance of maintaining records throughout the project to confirm and validate statements that would be made in the subsequent CAP 1616 submission.</p> <p>█ reminded all present that a map can now be loaded to the portal to allow stakeholder postcode searches.</p>	<p>Sponsor</p> <p>Sponsor</p> <p>Sponsor</p> <p>Sponsor</p>
<p>Item 8 – Any other business</p> <p>No other issues were raised</p>	

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ACTIONS ARISING FROM EXETER AIRSPACE CHANGE ASSESSMENT MEETING

Subject	Name	Action	Deadline
5.Level & Scale	CAA	Provisional Level 1 – add to Portal	
7. Next Steps	Sponsor	Develop Engagement Strategy	Stage 2

Exeter International Airport
ACP Sponsor