

Cumbernauld Airport Airspace Change Proposal

Reintroduction of an RNP Instrument Approach Procedure to Runway 25



CAP1616 Part 1c

Stage 3 Engagement Strategy

Reference	Description
Document Title	Stage 3 Engagement Strategy
	Cumbernauld Airport ACP Part 1c
Document Ref	ACP-2020-095
Issue	Issue 1
Date	16 th September 2022
Client Name	Cormack Aircraft Services Limited
Classification	██████████

Issue	Amendment	Date
Issue 1	First issue	16 September 2022
Issue 2	Revised after comments received	27 September 2022
Issue 3	Revised after comments received	1 October 2022
Issue 4	Revised after comments received	11 April 2023

Approval Level	Authority	Name
Author	██████████ Ltd	██████████

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1. Introduction

Cumbernauld is currently progressing its Airspace Change Proposal (ACP-2020-095) by following the CAA's CAP1616 Part 1c ACP process. It embarked originally on this project several years ago under the CAP725 and, for the purposes of agreeing Design Principles, engaged with Stakeholders already in March 2020 under ACP-2019-042.

This new round of CAP1616 Part 1c Engagement will afford all identified stakeholders the opportunity to familiarise themselves with the proposal, understand effects if any on them and express their opinions concerning the new RNP approach to runway 25. It will allow the Sponsor to gather information and to understand views about the effect of the proposed routing and in turn, we hope stakeholders will provide relevant and timely feedback to us.

This strategy document details how the Sponsor has assessed the needs for effective airspace-change-engagement and decided upon ways to best achieve this.

2. Objectives

CAP 1616 describes in Appendix C – Consultation & Engagement ways to achieve a satisfactory outcome. This strategy document relies heavily on this guidance especially Table C1 and ways to undertake this activity using paras C6 to C1. Part 1c which covers this ACP details, in Stage 3 para 364, particulars of what the sponsor must include; this Strategy document sets out how Cumbernauld will proceed viz.

364. The engagement material should include the following information developed in Stage 2:

- An assessment of each proposed option with information as to why it is being considered as a potential option. This information should include how the options meet the design principles as well as qualitative statements on the:
 - Impact on safety (guidance in para E50 of CAP 1616)
 - Environmental impact
 - Economic impact
 - Positive and negative impact on airspace users
- A description of options that have been considered but are not being proposed and the reasons why they are not being proposed

The Sponsor recognises the importance of the above and has decided its objective is to conduct a targeted stakeholder Engagement. The audience it has identified principally include Aviation stakeholders. The Engagement material will be sent to the previously identified stakeholders with additions of those who have become known since the last activity. However, the Engagement is open to anyone who

subsequently becomes aware and feedback received in time from any source will be accepted and considered.

Cumbernauld seeks feedback from aviation stakeholders allowing the widest opportunity for responses having given them as much information as possible upon which to base their comments or preferences concerning the proposed design. Cumbernauld will gather any views and understand respondents' feelings about the proposal by providing them with an easy way to give meaningful feedback within the time allowed. While the Engagement period is running, a reminder encouraging a response will be sent out one week prior to the end.

The Engagement Document in the form of a Presentation will be distributed via email. It has been designed to help ensure the material gives open, fair, easily understandable, and transparent comprehension of the changes brought in by the introduction of the proposed IAP. It will give clear guidance on how to respond, with enough time to clarify any misunderstandings before responding with their opinions within the Engagement period.

3. Summary of Engagement Activity Undertaken to Date

This section highlights some key activities undertaken since the Framework Briefing held with the CAA in December 2018.

The first round of official Engagement commenced under the previous ACP on the 18th February 2020 and ran to 14th March 2020. Unfortunately, many stakeholders did not to respond presumably because of COVID-19 lockdowns.

The target list was derived from the CAA's NATMAC membership at the time plus organisations based at Cumbernauld, regular operators and the two major Airports close by with their respective ANSPs. It was the latter group that have continued to remain in contact with Cumbernauld as they themselves have restarted ACPs under FASI(N).

Over time a better more relevant list of people and organisations who will be offered the opportunity to comment has been developed. Several organisations on the NATMAC list have asked to be excused from commenting for various reasons, ACOG and UKAB for instance.

4. Audience

Part 1c para 362 sets out the restricted nature of targeted, relevant stakeholders.

4.1. Aviation Stakeholders

Within the term Aviation Stakeholder there are some distinct groupings:

- Airports, Military airbases, airfields and private air strips & helipads
- Representative aviation bodies (NATMAC)

Considerable effort has been expended identifying as many of these as possible and the list below-

All NATMAC members
Plus-
Air Navigation Services Ltd (EDI)
Babcock Emergency Medical Services

Bristow Search and Rescue
Edinburgh Airport
Glasgow Airport
HM Coastguard
HeliAir
Leading Edge Flight Training
NATS GLA
NATS Enroute (NERL)
PDG Helicopters
Phoenix Flight Training
Regional And Business Airports Group
RAF Kirknewton
Scottish Air Ambulance (GAMA Aviation).

Many of the stakeholders are the same as for the previous Engagements as mentioned in 3. above.

4.2. Non-Aviation Stakeholders

This group sits outside the remit of Part 1c Engagement

4.3. Nearby environmentally sensitive areas

There are no National Scenic Areas of Scotland affected by the proposal.

5. Approach

5.1. Notification of this Engagement

The Engagement will be emailed as an attachment to all identified Stakeholders.

Printed versions of the Engagement will be available if anyone contacts the airport to request a copy.

A notification about the Engagement will be emailed to each stakeholder at the start of the Engagement period. The notification will include:

- An attached presentation
- an email address to send the feedback to,
- the address for correspondence with telephone number

Using these methods of communication will cover all the stakeholders that Cumbernauld has identified since all of them have email contact addresses.

5.2. Access and response to Engagement

For those stakeholders that wish to reply by post, written responses can be returned to:

Cumbernauld Airport
2-6 Duncan McIntosh Road,
Wardpark
Cumbernauld,
G68 OHH

During the Engagement it is expected most of the feedback from stakeholders will be received via e-mail. Any written responses received will be scanned and recorded in the Engagement Report.

5.3. Engagement monitoring

Staff will be on hand during office hours to respond to phone calls, written requests and emails during the Engagement period responding to comments as they arise.

5.4. Risk of Engagement failing

This Engagement activity has been carefully prepared and the proposals based on previously agreed Design Principles.

However, if unexpected significant challenges are raised during the Engagement period and a major change is required or omission identified then the Engagement may be extended. In this case, Cumbernauld would update the Engagement material and inform all consultees of the changes. Stakeholders will be given sufficient time to consider the changes if this is required.

6. Materials

The main vehicle will be a detailed PowerPoint presentation emailed to stakeholders. It includes detailed technical material showing the proposed final approach track and missed approach track overlaid on both a local map and air chart. The bullet points from para 364 are addressed. It has been designed for printed distribution where necessary.

7. Length of Engagement

The Engagement period will be 4 weeks and one day from Monday 15th May 2023 to Monday 12th June 2023. There is one public holiday in the Engagement period on Monday 29th May hence the extra day added to the period to compensate.

The Sponsor believes that most stakeholders likely to respond to a formal Engagement request have been identified through engagement and pre-existing contacts.

A request will go out in the email for replies to be received as soon as possible but, in any case within 3 weeks to help the Cumbernauld collate responses. A reminder email will be sent out 15 days before the deadline with a final reminder with 7 days to go.

8. Post Engagement

8.1. Assessment and submission

After the Engagement period closes, Cumbernauld will collect and analyse all responses that have been received during the Engagement. The Sponsor will then assess whether to update the design of the proposed option.

There is a remote possibility that a completely new option emerges or major changes are required. Should this happen Cumbernauld will decide on its merits and discuss with the CAA whether this requires another Engagement.

Cumbernauld will then submit an Engagement Response Document setting out the approach to categorisation, the preferred option to be taken forward and any design changes resulting from Engagement responses. This will be made available as soon as possible after Engagement closure.

After this, Cumbernauld proposes to submit its formal Airspace Change Proposal to the CAA.

8.2. Decision and implementation

Cumbernauld wishes to make its approaches available in 2024 and has targeted AIRAC 03/2024.

9. Conclusion

Cumbernauld believes this Engagement will be properly launched, managed and reviewed.