



Solent Airport

Lee-on-Solent

Airspace Change

ACP-2023-009

Agenda

- Introductions
- Background Information
- Purpose
- Statement of Need
- Issues and Opportunities arising from the Proposed Change
- Provisional proposed timescales

Introductions

Solent Airport ACP Team

- Airport Manager & Sponsor (Regional & City Airports)
- Deputy Airport Manager / FISO
- Cyrrus
- Cyrrus IFP Designers

Background Information

- Former Royal Navy Air Station (HMS Daedalus) – First established as a seaplane base in 1917 as one of the primary shore airfields of the Fleet Air Arm.
- Current HMCG base with two AW189 SAR helicopters.
- In 2015 Regional and City Airports appointed to manage the airfield.
- Movement numbers are currently running at approximately 33,600 per annum.
 - Fixed Wing: 31,000
 - Rotary Wing: 2,600
- Operational Hours 09.00-1800 (Sum), 0900-SS (Win) Visitor PPR – briefing required.
- Situated in Class G airspace – underneath the Portsmouth CTA 1 and London TMA 13 with Portsmouth CTA 2 to the south.

Purpose

The purpose of this slide pack is to:

- Support the Airspace Change Stage 1 Assessment Meeting
- Highlight potential benefits the Airport wish to realise by the introduction of RNP procedures to the airfield

This document should be read with reference to the Lee-on-Solent *Statement of Need*.

Statement of Need

Lee-on-Solent Airport

Lee-on-Solent Aerodrome is located in Hampshire, 9.9nm South-East of Southampton Airport.

The airfield was first established as a seaplane base in 1917 during the First World War, later becoming the main training establishment and administrative centre of the Fleet Air Arm, and eventually closing for military use in 1996. The airfield is currently licensed by the CAA and enjoys popularity and support from the wider aviation community with its focus firmly on General Aviation.

GA activities encompass training and leisure flying with some small business/executive aircraft beginning to make use of the airfield as well.

All aircraft using the airfield currently, are doing so under VFR. The Aerodrome operates 7 days per week with published operating hours being 09.00-18.00 in the Summer and 09.00 until Sunset during Winter months with an Aerodrome Flight Information Service available. A Mandatory Prior Permission Required and Visitor Briefing tool is available online.

The Aerodrome is bounded by the communities of Stubbington to the west, Bridgemarky to the north, Lee-on-the-Solent to the east and finally the Solent itself, to the south. There is a Noise Abatement notice in place to avoid overflying built up areas.

Two runways are established at the aerodrome – a main asphalt runway, Rwy 05/23, 1325m x 30m, and a parallel short grass runway that is neither licensed nor inspected, which is notified to be used at pilot's discretion only. Circuit direction is Left hand on Rwy 05 and Right Hand when using Rwy 23. A dedicated 'Warbird' circuit is in place on the 'dead' side of the circuit, being Right Hand on Rwy 05 and Left Hand on Rwy 23.

The Aerodrome owners wish to establish a RNP Instrument Approach procedure to each main runway end to facilitate training and visiting business/executive flights. In line with the UK's Airspace Modernisation Strategy and with the next generation of pilots being able to access far more advanced flight navigation avionics, it would provide the next step in a modern offering to the Aerodrome's customer base, whilst arguably providing a significant safety enhancement to instrument-rated pilots wishing to use the airfield.

At present, periods of low cloud or poor visibility keep aircraft on the ground or diverts them to Southampton Airport where instrument approach procedures are available. A modern RNP approach procedure to both ends of the main runway would create confidence in the long-term viability of the airfield amongst the current operators and present opportunity to new clients. The Aerodrome supports the operation of HMCG SAR helicopters, as well as hosting the Solent Enterprise Zone, and the advantage in having an airfield available in the immediate vicinity capable of allowing flight in most weather conditions cannot be overstated.

Lee-on-Solent Airport



Issues Arising From Proposed Change

- Some flight paths a greater distance from the airport than those currently associated with the Airfield – Engagement: Visual material
- Potentially increased Controller workload at SOU – Engagement; ATM Safety Questionnaire
- Portsmouth High Intensity Radio Transmission Area – Procedure Design?

Opportunities Arising From Proposed Change

- Enhanced safety for arriving flights in poor weather
- Enhanced operational flexibility for HMCG
- A modern IAP offering to General Aviation in keeping with Airspace Modernisation in the UK and the Secretary of State's Directions that these types of IAPs should be expanded, where appropriate, at UK Aerodromes.
- An up-to-date IFR training opportunity for local Instrument Rating students
- Modest reduction in emissions as a result of training aircraft not having to fly to Brighton City or Bournemouth Airports to carry out IFR training.
- A Decrease in Bournemouth ATC workload accommodating these IFR training flights.

Provisional Timescales

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| • Stage 1 – Define | September 2023 |
| • Stage 2 - Develop and Assess | March 2024 |
| • Stage 3 - Targeted stakeholder engagement | June 2024 |
| • ACP Submission | 30 August 2024 |
| • Stage 5 – (CAA) | October 2024 |
| • Target AIRAC - | 28 November 2024 |

Questions / Discussion