



DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, then please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Edinburgh Airport Airspace Change Programme

2. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
- An Unincorporated Association or other body
- Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

Edinburgh Airport Limited

Registered Company Number

SC0966223

Country of Company Registration

Registered Office Address

Edinburgh Airport, Edinburgh

Postcode

EH12 9DN

E-mail

communications@edinburghairport.com

Trading name (if applicable)

Trading Address (primary site)

Country

Scotland

Postcode

EH12 9DN

Website address

www.edinburghairport.com

Primary Point of Contact Name *

Telephone *

E-mail *

Secondary Point of Contact Name

Telephone

E-mail

3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

- | | | |
|---|---|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input checked="" type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input checked="" type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input checked="" type="checkbox"/> Other Routes (ENR 3.5) |
| <input checked="" type="checkbox"/> En-Route Holding (ENR 3.6) | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4) | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

The existing situation:

Edinburgh Airport is in West Edinburgh close to the Firth of Forth. It has several communities close to Edinburgh at each end of the runway. It has a single runway (06/24) with six conventional SID routes and three STARs:

- SID: GOSAM1C departure 24 for jet aircraft only;
- SID: GOSAM1D departure 06 for jet aircraft only;
- SID: TALLA6C departure 24 for jet and non-jet aircraft;
- SID: TALLA6D departure 06 for jet and non-jet aircraft;
- SID: GRICE3C departure 24 for jet and non-jet aircraft;
- SID: GRICE4D departure 06 for jet and non-jet aircraft;
- STAR: STIRA1A;
- STAR: TWEED2B / 2C / 2D / EDN2E; and
- STAR B-RNAV: TWEED 3A / EDN 3A.

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Aircraft departing to the north of Edinburgh occasionally fly a non-SID route via PIPAR / airway N864.

The pattern of traffic on any day depends on the direction of the wind, since this determines which direction of the runway is used. The prevailing wind is from the south west, in 2018 runway 24 was used, 69% of the time and runway 06 was used 31% of the time.

Edinburgh Airport is Scotland's capital city airport. The strong demand for services makes it Scotland's busiest airport flying to more destinations than any other Scottish airport.

The issue or opportunity to be addressed:

Edinburgh Airport is growing fast. In 2016 our independent economic impact study showed the 11.2m passengers we had then equated to £1bn GVA and 23,000 jobs across Scotland – that's 2,000 jobs and £90m GVA for every million passengers. Since that study, we've added 3.1 m passengers, handling 14.3m in 2018. And that suggests we've generated an additional 6,000 jobs and another £270m GVA across Scotland.

Our long-haul connectivity is increasing with the Middle East and China the recent additions to our services – our long-haul growth rates are one of the quickest in the UK, from one long haul service in 2012 to 14 in 2018. Our growth targets continue to be ambitious, with more long-haul routes to new destinations as well as increased short haul and European services on our short-term and long-term plans. Our masterplan projects passenger growth to 20 million by 2035.

The benefits of this network to Scotland's position in world markets and therefore to our economy are substantial. That growth is itself reflective of Scotland's economic performance and our attractiveness as a destination for visitors from the four corners of the world. And it is because of this attractiveness and our global reputation that we believe that this growth will continue.

The growth, in the main, is driven by visitors to Scotland. The appetite for people from across the globe to visit our country remains undiminished. This growth, assisted by progressive Scottish Government policies including the halving of Air Passenger Duty, will mean that aviation and Edinburgh Airport will continue to be one of the main drivers of the Scottish economy.

With this growth comes the need to maximise the frequency at which aircraft can depart in succession. The frequency at which aircraft can depart in succession is determined by wake vortex (or flow of air behind aircraft) and by the route design. Currently due to the design of the departure routes, the standard departure interval between successive departures is two minutes, but can be up to five minutes, depending on aircraft performance, which is impacted by a number of factors including type, age, weight, and passenger load. These departure intervals often result in delays at busy times, especially during the first wave of departures in the morning usually between 0600-0700. Hence the initial portion of the departure routes is a bottle-neck which limits the runway capacity and causes delays. The current declared runway capacity is a maximum of 42 movements per hour.

The proposal:

We propose to introduce a number of RNAV1 Standard Instrument Departures (SIDs), RNAV1 Arrival Transitions and RNAV5 STARs in order to meet technical requirements and improve airspace efficiency and capacity. Our target runway capacity is 50 movements per hour.

These new routes will take advantage of improved navigational capability, which will allow better planning and increase the capacity of the airspace and the runway, particularly in peak times. This may also minimise the environmental impacts of flights in terms of the total number of people overflown, as well as when and how often they are overflown – while also cutting average CO2 emissions.

We believe an improved airspace with the right flight paths and technology for Edinburgh Airport will ensure our airport can meet existing and future demand by increasing the capacity of its runways and allow flights to depart with fewer delays and environmental impacts.

The airspace change will follow the regulatory process for changing airspace design, including community engagement requirements, set out by the CAA in CAP1616.

We will ensure that our proposal complies with Resolution 36/23 ratified by the 36th International Civil Aviation Authority Organisation (ICAO) General Assembly, and with the UK Government's Future Airspace Strategy (FAS), by introducing routes and procedures compliant with Performance Based Navigation (PBN) criteria. We understand that airports are required to make these changes by 2024. We will also ensure that our designs are safe and meet ICAO design and CAA requirements and that they work within the broader aviation framework in Scotland and North England. Due to the location of the airport, we will work with environmental agencies to ensure future designs take into consideration Scotland's natural landscape.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

09 Mar 2020

Please provide your proposed AIRAC effective date *

AIRAC 03/2021

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . *

No

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

This will be determined when first draft designs are completed.