



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): *

Aberdeen 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) *

Aberdeen International Airport Limited

Registered Company Number

SC096622

Country of Company Registration

Scotland

Registered Office Address

Aberdeen Airport, Dyce, Aberdeen, Scotland

Postcode

AB21 7DU

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

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 checked="" type="checkbox"/> Helicopter Routes (ENR 3.4)	<input type="checkbox"/> Other Routes (ENR 3.5)
<input 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 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 checked="" 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. *

Current Situation

Aberdeen Airport is planning to conduct an airspace change proposal (ACP) to upgrade the airport’s arrival and departure routes in accordance with legislative rules, this will cover a review of routes from the ground up to 7000ft. It will also review the boundaries of controlled airspace. The ACP will follow the regulatory process for changing airspace design including community engagement requirements, set out by the CAA in CAP1616.

Aberdeen International Airport is the north-east of Scotland’s major transport hub and is a vital economic driver for the region, contributing more than £110 million a year to the local economy. It is the gateway to Europe’s energy capital and is Europe’s busiest commercial heliport. Approximately 300 people are employed directly by Aberdeen International Airport which supports 3,400 jobs across the north-east of Scotland.

With 20 airlines serving 40 destinations, the airport handled 3.1 million passengers in 2018. It is nearing the completion of the largest investment programme in its history. The airport’s £20 million terminal transformation programme has resulted in a 50 % increase in the size of the terminal building and with it, a comprehensive transformation of current passenger facilities.

The connectivity provided by Aberdeen International Airport is playing an important role in the renaissance of the north-east of Scotland. Having endured the downturn of the oil & gas industry, the region has now emerged with a clear economic diversification strategy and strong air connectivity will be key to its success.

Opportunities /Need

Aberdeen Airport is required to meet regulatory requirements to introduce routes and procedures compliant with Performance Based Navigation (PBN) criteria by 2024. In addition, an existing ground-based navigation aid, to which some routes at Aberdeen are linked is being withdrawn as part of the national modernisation programme. Both of these reasons mean that routes require to be updated to change the reliance from the current ground-based navigation aids to more advanced Global Navigation Satellite Systems (GNSS).

The Secretary of State for Transport recently said there is a pressing need to modernise UK airspace. The overall objective for airspace modernisation is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. If the UK is able to make these changes by 2025, it will bring us in line with global airspace changes, mandated by the International Civil Aviation Organisation (ICAO), a part of the United Nations. The UK aviation sector’s regulator, the Civil Aviation Authority (CAA), requires all UK airports to consult with their local communities about their proposed changes.

The Future Airspace Strategy Implementation North (FASI North) programme has been established and multiple airports operating in Scotland and Northern England, including Aberdeen Airport seek to coordinate a series of linked ACPs that will modernise the overall airspace structure and route network. The FASI North airports are developing ACPs which would upgrade the arrival and departure routes that support their operations below 7000ft and connects the airports with the wider network.

The introduction of arrival and departure routes using satellite navigation standards will offer the potential to make operational and environmental efficiencies in the form of reduced fuel burn and CO2 emissions. It would also enable more predictable flight tracks over ground which when combined with aircraft capabilities could offer opportunities to improve noise affects on the ground.

Airspace change programmes should enable sustainable traffic growth in line with forecast growth in aircraft routes and overall flight numbers.

Various operational benefits could also be realised, for example, there is a potential to reduce the number of en-route holds.

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 20 18 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 10 29/20 14) 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. *

28 Feb 2022

Please provide your proposed AIRAC effective date *

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) . *

Aberdeen Airport intends to align the development of this ACP with the overall FASI North programme and will coordinate the schedule of airspace design, consultation and engagement, regulatory submission and implementation activities as appropriate with the other airports and NATS (en-route).

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

TBC