



# Airspace Change Proposal

## Assessment Brief

CAA, Aviation House, 18/06/2019

Version 1.0

# Agenda

---

- Introductions
- Statement of Need discussion and review
- Issues or opportunities arising from proposed change
- Provisional indication of the level and process requirements
- Outline of intended approach
- Provisional process timescales
- Next steps and any other business

## 2. Statement of need for discussion and review

---

### Overview

Aberdeen Airport is sponsoring an ACP to upgrade the airport's arrival and departure routes from the ground to 7000ft. and review the boundaries of the associated controlled airspace.

### Current situation

- 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.
- Gateway to Europe's energy capital and is Europe's busiest commercial heliport.
- Approximately 300 people are employed directly by ABZ which supports 3,400 jobs across the north-east of Scotland.
- 20 airlines serving 40 destinations, handled 3.1 million passengers in 2018.
- £20 million terminal transformation programme has resulted in a 50% increase in the size of the terminal building and a comprehensive transformation of current passenger facilities.

## 2. Statement of need for discussion and review

---

### Policy and legislative drivers for airspace change

An ACP is needed at ABZ to upgrade the airport's arrival and departure procedures in line with the requirements of UK and European policy and legislation to modernise the airspace.

- The Single European Sky (SES) programme has established legislation that requires aviation stakeholders in all States to ensure key components of airspace modernisation are delivered by 2024.
- The UK Government has set out its policy objectives for airspace modernisation in its Aviation Strategy Green Paper.
- The CAA's Airspace Modernisation Strategy (AMS) responds to the UK/European requirements by setting out the detailed initiatives that the stakeholders must deliver to meet current policy and legislation.
- One of the main objectives of the AMS is to modernise the airspace structure and route network to add the capacity to accommodate forecast growth in demand for aviation in a sustainable way.

## 2. Statement of need for discussion and review

---

### Implementing key AMS initiatives

ABZ's ACP is being conducted in response to two important AMS initiatives that must be delivered by 2024.

- **Initiative #5: A fundamental redesign of the terminal airspace in northern England and Scotland (FASI North) that is based on the widespread adoption of satellite navigation procedures.**

and

- **Initiative #8: The deployment by airports of new arrival and departure routes from the ground to 7000ft, designed using satellite navigation procedures.**

In addition, the existing ground-based NAVAID, to which some of the routes at Aberdeen are currently linked, is being withdrawn by December 2022 as part of the AMS implementation programme, requiring the procedures to be upgraded to a satellite navigation standard.

### 3. Issues and opportunities arising from the proposed change

---

#### Opportunities

An ACP upgrade to ABZ's arrival and departure routes offers the opportunity to:

- **Enhance safety:** The potential to reduce (and possibly remove) safety risks from the current operation.
- **Better manage the impact of aircraft noise:** The potential to deploy more precise and flexible routes that optimise aircraft performance, avoid noise sensitive areas and offer communities with more predictable relief.
- **Increase flight efficiency:** The potential to tackle inefficiencies in the current route structure that lead to aircraft flying longer tracks and sub-optimal climb and descent profiles, creating more fuel burn/emissions.
- **Strengthen resilience:** The potential to introduce additional airspace capacity for redundancy in the event of disruption and reduce the number of enroute holds.
- **Improve network performance:** The potential to integrate ABZ routes with those of adjacent airports and the wider Scottish TMA network.

### 3. Issues and opportunities arising from the proposed change

---

#### Key issues

There are several important issues that ABZ will need to manage closely during the development of the ACP, including:

- **Safety risk management:** The deployment of a new airspace structure and arrival/departure routes has the potential to introduce new safety risks that will be managed holistically via ABZ's SMS\*.
- **Redistribution of aircraft noise:** The ACP create the potential for the redistribution of noise that may create new, more frequent or more concentrated impacts.
- **Alignment of consultation:** Aviation stakeholders and local communities will be consulted about multiple co-dependent FASI North ACPs with potentially overlapping impacts that must be closely aligned to enable respondents to understand the cumulative effects.
- **Transition Altitude:** There is the potential for the UK Transition Altitude to be harmonised at a higher level during the ACP timeframe.
- **Aircraft equipage/approvals** to fly advance procedures.

\*Safety management systems

## 4. Provisional indication of the level and process requirements

---

### Provisional level

ABZ understands that because the ACP has potential to create noise impacts below 7000ft the proposal is likely to be considered a level 1 change at the end of Stage 2 of the CAP1616 process.



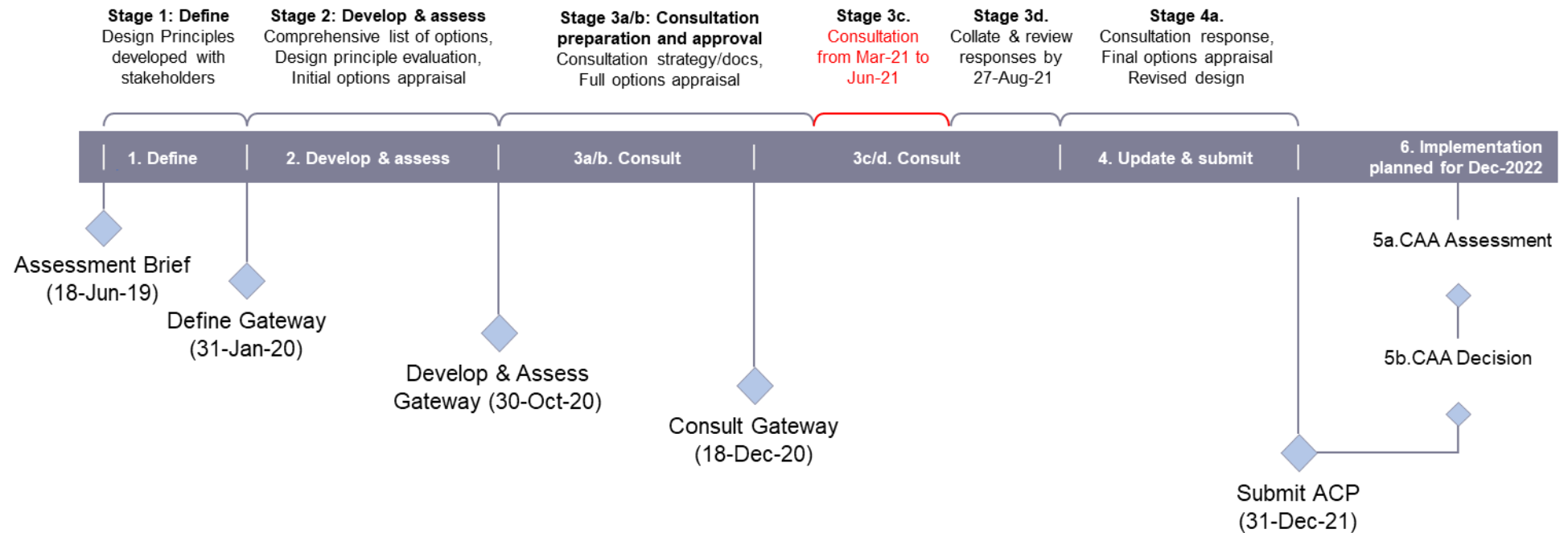
## 5. Outline of intended approach

---

### Approach

- **Level 1 change:** ABZ intends to progress the ACP on the assumption that the proposal must meet all the requirements associated with a level 1 airspace change.
- **A runway capacity review** will be conducted in the early stages of the ACP to understand the potential for airspace development to strengthen resilience and optimise the performance of the existing infrastructure.
- **Extensive engagement:** ABZ plans to engage proactively with all relevant stakeholders, including local communities and environmental representatives, from the outset and will conduct the change process based on the outputs of these two-way conversations.
- **Close alignment with co-dependent ACPs:** ABZ intends to align the development of the 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).
- **ACP outputs** will be submitted for regulatory gateway reviews at least 2 weeks prior to the meetings, with the objective 3 to 4 weeks where possible.

## 6. Provisional process timescales



## 7. Next steps and any other business

---