

Airspace Change Programme CAA Assessment Meeting

17th June 2019

Agenda



1. Introductions
2. Statement of Need discussion and review
3. Issues and/or opportunities arising from proposed change
4. Provisional indication of the level and process requirements
5. Proposed approach and timeline
6. Next steps
7. AOB

Statement of need discussion and review

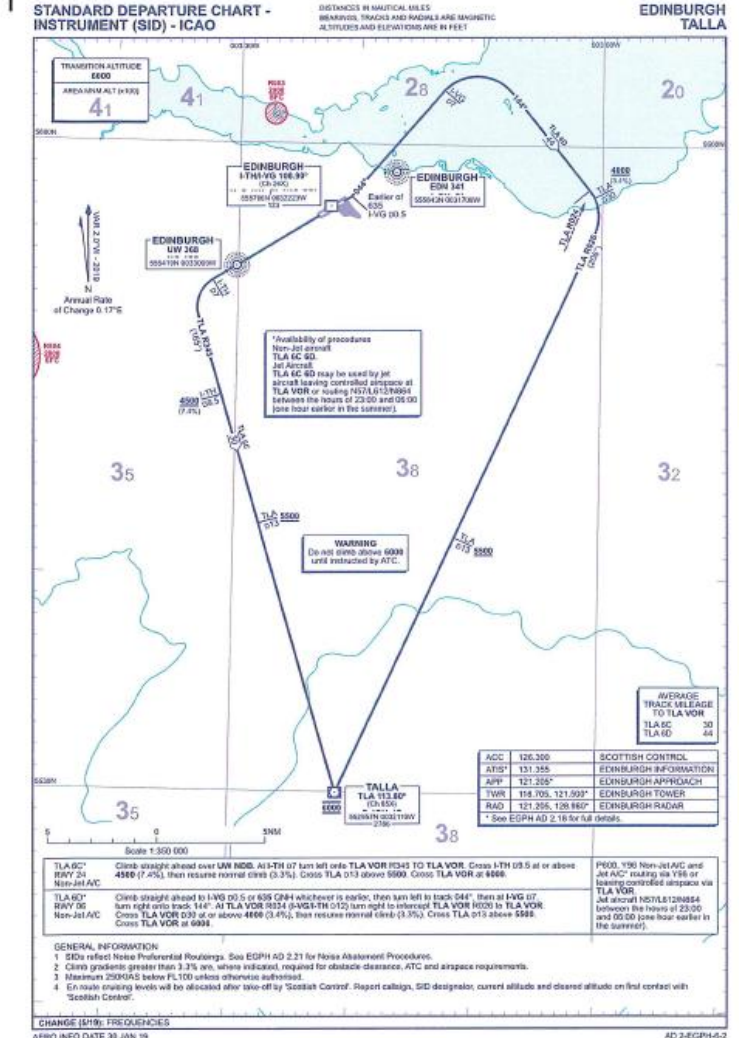
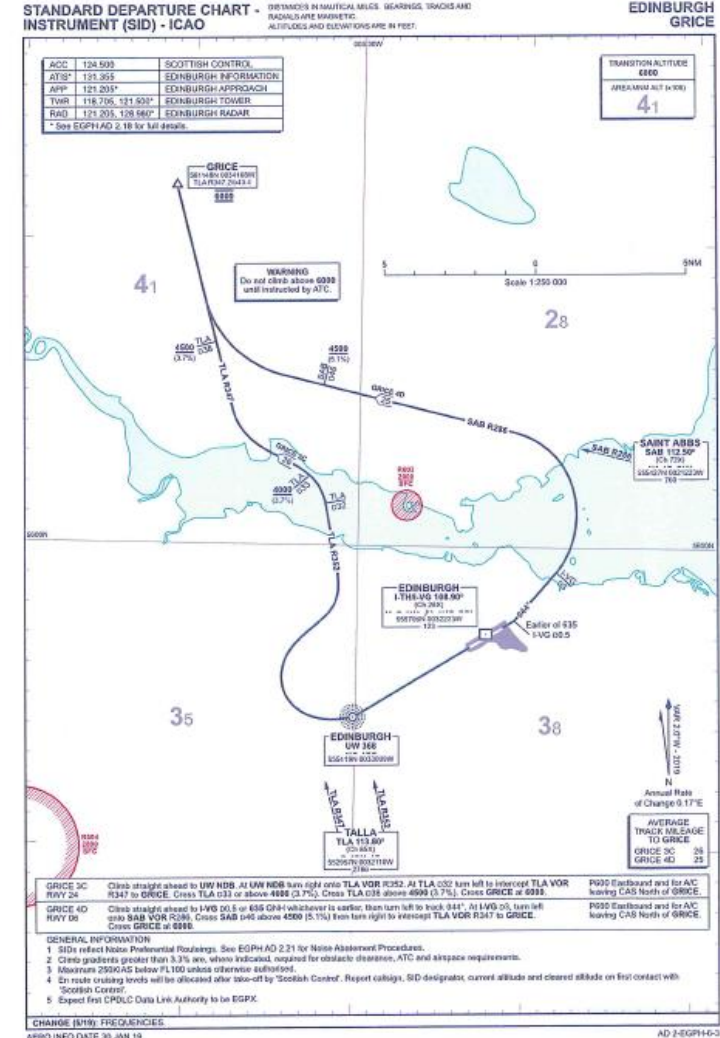
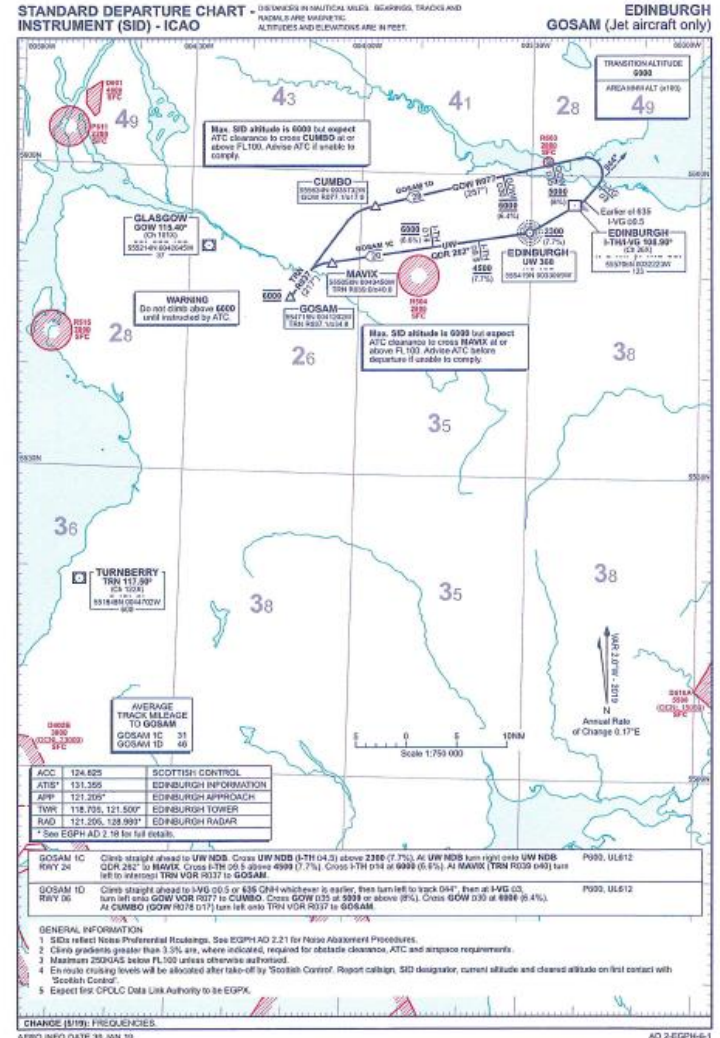


Existing situation

- Single runway (06/24) with 6 conventional SID routes and 3 STARs (non-SID route PIPAR)
- In 2018, runway 24 was used 69% of the time and runway 06 used 31% of the time
- Departure interval delays at busy times (peak 06:00 – 07:00)
- Declared runway capacity is a max of 42 movements per hour
- Edinburgh Airport masterplan figures project growth over the next 20 years, with delays to movements in peak expected to increase in 2021

Proposal

- Modernise Edinburgh Airport's airspace
- Increase Edinburgh Airport's runway movements per hour capacity



Issues and Opportunities



Issues

- Confined airspace adjacent to MoD and BGA airspace
- 2 minute separation creates capacity issues at peak
- Early turn from end of runway

Opportunities

- Work with wider network FASI-N to introduce wider benefits to Scottish airspace
- introduce early turn through new flight paths to increase separation in movements
- Designated end of runway

Current timeline subject to CAA Assessment meeting



- S1 Define - 25/10/19
- S2 Develop & Assess - 28/02/20
- S3 Consult (pre public consultation) - 29/05/20
- S4 submit proposal - 25/01/21
- S5 - Decide (by CAA) – 26/01/21 – 09/08/21
- ATC training – 30/07/21 to 27/01/22
- Implement - 02/12/21 – 27/01/22