

CAA Operational Assessment

Title of airspace change proposal	Aberdeen International Airport Airspace Change Proposal (ACP)
Change sponsor	Aberdeen International Airport Ltd (EGPD)
Project reference	ACP-2019-082
Account Manager	[REDACTED]
Case study commencement date	2 Jan 25
Case study report as at	6 Aug 25
<i>Instructions</i> In providing a response for each question, please ensure that the 'status' column is completed using the following options: • YES • NO • PARTIALLY • N/A To aid the SARG Lead it may be useful that each question is also highlighted accordingly to illustrate what is: resolved YES not resolved PARTIALLY not compliant NO	

Executive Summary
The sponsor has submitted ACP-2019-082 to introduce Required Navigation Performance (RNP) Instrument Approach Procedures (IAPs) for Runways 16 and 34 and to reclassify a portion of Aberdeen CTA3 from Class D to Class G airspace. The primary objective of the proposal is to improve operational resilience by providing a modern, satellite-based approach capability for use during periods when the Instrument Landing System (ILS) is unavailable, whilst retaining the ILS as the airport's preferred approach aid for the vast majority of aircraft (anticipated >95%). The proposed airspace reclassification has been identified through operational analysis which demonstrated that the affected portion of CTA3 is rarely utilised by arriving or departing traffic and is therefore no longer required to support a high standard of safety.

This ACP was originally part of the UK Airspace Modernisation Masterplan of airspace changes; however, following stage 2, it was noted that the likely changes would not impact the FASI programme as they do not connect to the network, and therefore the sponsor elected to withdraw from the UK Airspace Modernisation Masterplan.

This assessment concludes that the sponsor has presented a clear and proportionate justification for both elements of the proposal. The introduction of RNP approaches aligns with the objectives of the Airspace Modernisation Strategy through the adoption of Performance Based Navigation and offers operational benefits including improved resilience, reduced controller workload during ILS outages compared to existing non-precision approaches. The proposal does not seek to increase airport capacity or materially alter existing traffic patterns. Aircraft flying an RNP approach would be vectored by ATC to final approach, as happens in the current day scenario. The key difference is ILS arrivals have flexibility in where they join final approach from 8nm and beyond; however, RNP arrivals would be vectored to join final approach at the Initial Fix (IF), usually with a closing heading of no greater than 45°.

The proposal to reclassify a section of CTA3 from Class D to Class G (*dimensions indicated in adjacent figure: ABZ Stage 4 ACP Submission V1.0, Figure 6, p24*) is supported by stakeholder engagement and evidence demonstrating limited utilisation of the affected airspace by Aberdeen inbound/outbound traffic. The change is expected to improve access for General Aviation users, particularly glider operations in the vicinity of Aboyne, whilst also providing the potential for a reduction in airspace infringements.

The assessment found that the sponsor has largely satisfied the operational and technical requirements of the CAP 1616 process and has provided sufficient evidence to support the proposed changes. A small number of matters remain subject to ongoing regulatory assurance activities, including resolution of issues relating to the notification and operation of controlled airspace outside periods of continuous ATC frequency monitoring. These matters are appropriately addressed through the recommended conditions attached to the proposal. Subject to fulfilment of those conditions and completion of the remaining regulatory activities, the proposal is considered acceptable from an operational and technical perspective and is suitable for approval.



Figure 6: Class D Airspace Chart with proposed CAS change (Source: Stage 3 consultation document)

1.	Justification for change and options analysis (operational/technical)	Status
1.1	Is the explanation of the proposed change clear and understood?	YES
	The sponsor has clearly described the scope and objectives of the proposed change. The proposal seeks to introduce RNP Instrument Approach Procedures (IAPs) for Runways 16 and 34 at Aberdeen International Airport (EGPD) to improve operational resilience during periods when the Instrument Landing System (ILS) is unavailable. The sponsor is explicit that the RNP procedures are intended primarily to support resilience and training requirements rather than to increase capacity or fundamentally alter current arrival operations, with the ILS expected to remain the preferred approach for the vast majority of flights (95%). In addition, the sponsor identified an opportunity to review the existing controlled airspace design and classification as part of the ACP process, stating that “the airspace change will take the opportunity to review existing controlled airspace boundaries and classifications”. The proposal to reclassify a portion of CTA3 from Class D to Class G is clearly explained and supported by operational evidence gathered during the development of the ACP. Analysis undertaken by the sponsor demonstrated that no fixed-wing or rotary-wing departures from EGPD utilised the affected airspace, while arrivals operating within the volume averaged approximately one fixed-wing and one rotary-wing aircraft per week, representing around 0.2% of total arrivals. This evidence indicates that the airspace is no longer routinely required to support arriving or departing traffic. The rationale for both elements of the proposal is easily understood. The introduction of RNP procedures supports the objectives of airspace modernisation through the use of Performance Based Navigation, whilst the proposed reclassification seeks to ensure that controlled airspace is the least complex to satisfy the objectives of the airspace change and that unnecessary airspace structures are removed. The proposal therefore reflects the principle that airspace classification should be proportionate to operational requirements and that volumes of controlled airspace which are no longer required to maintain a high standard of safety should be reviewed and amended accordingly. Overall, the explanation of the proposed change is clear, coherent and supported by evidence. The operational need, intended outcomes and scope of the proposal are readily understood, and the sponsor has provided sufficient information for stakeholders and the regulator to assess the rationale underpinning the changes	
1.2	Are the reasons for the change stated and acceptable?	YES

	The sponsor has clearly articulated the rationale for both elements of the proposal. The revised Statement of Need, submitted in October 2023 states: <i>“Aberdeen Airport is planning to conduct an airspace change proposal (ACP) to introduce RNP APCH (LNAV and LNAV/VNAV) procedures to runways 34 and 16 in order to provide resilience to the operation and modernise its airspace. The airspace change will take the opportunity to review existing controlled airspace boundaries and classifications.”</i> 2023 revised Statement of Need (included in ABZ Stage 4 Submission Document, para 2.2.1, p12). The proposed RNP approach procedures for Runways 16 and 34 are intended to improve operational resilience by providing a modern instrument approach capability during periods when the Instrument Landing System (ILS) is unavailable, whilst also supporting training requirements. The sponsor anticipates that the RNP procedures will be used infrequently, with more than 95% of arrivals expected to continue to utilise the existing ILS. As such, the proposal is not intended to increase airport capacity or materially alter existing traffic patterns, but rather to maintain safe and efficient operations when the ILS is unavailable. The proposed reclassification of a portion of CTA3 from Class D to Class G is supported by evidence demonstrating that the airspace is rarely utilised by Aberdeen Airport arrivals or departures. Operational analysis conducted by the sponsor showed no departing fixed-wing or rotary-wing traffic using the affected volume of airspace and only very limited use by arriving traffic. In these circumstances, retaining controlled airspace that is not required for the provision of air traffic services or to maintain a high standard of safety would not be in accord with the Airspace Modernisation Strategy. The proposal therefore represents a proportionate review of existing airspace requirements. The reasons for the change are therefore consistent with the principles of the Airspace Modernisation Strategy. The introduction of PBN-based procedures supports the modernisation of instrument flight operations, whilst the reduction in the volume of controlled airspace reflects the principle that controlled airspace should comprise only that which is necessary to support safe and efficient operations. The proposal therefore delivers both resilience benefits and a more proportionate airspace classification. Overall, the reasons for the change are clearly stated, supported by operational evidence and stakeholder engagement, and are considered acceptable
1.3	Have all appropriate alternative options been considered, including the ‘do nothing’ option? YES

	If the segment of Class D airspace is not required to maintain a high standard of safety in the operation at Aberdeen then it should be reclassified accordingly, in accordance with the AMS (Simplification and Integration). The sponsor considered different instrument procedure designs, however, given the intent to continue to use the ILS and vectoring that currently takes place 95% of the time, the sponsor has proposed a simple design that is addressing training and resilience requirements only. The do-nothing option was considered and discounted for the same reason. The sponsor has considered appropriate alternative options, including the option to make no change. In relation to the controlled airspace element of the proposal, the evidence demonstrates that the affected volume of Class D airspace is not required to support the safe and efficient operation of Aberdeen Airport. As such, reclassification of this airspace to Class G is considered appropriate and consistent with the Airspace Modernisation Strategy (Simplification and Integration). For this element of the proposed change a Do Nothing option was presented, along with one other option, which was based on the usage analysis and initial stakeholder feedback. This is assessed to be a proportionate and appropriate approach. The Do Nothing option was discounted as it would maintain a volume of controlled airspace for which no continuing operational requirement has been demonstrated For the instrument approach procedures, the sponsor considered a range of design options before selecting a solution which most closely replicates existing ILS operations. The options were broken down into options for runway 16 and runway 34. These included RNP approaches, T-Bars and curved approaches (<i>ABZ Stage 4 Submission Document, Figure 7 and paragraph 2.7.2 to 2.7.7 provide the details</i>). Given the stated intention that the ILS will remain the primary approach aid, with the proposed RNP procedures expected to be used predominantly for resilience and training purposes, a simple design was considered the most proportionate option. This approach minimises operational change whilst delivering the resilience benefits identified in the Statement of Need. The do-nothing option was also considered and appropriately discounted for the RNP element of the proposal. Retaining the existing arrangements would not provide the additional resilience afforded by the proposed RNP procedures.
1.4	Is the justification for the selection of the proposed option sound and acceptable? YES
	The justification for the preferred option is sound and supported by the evidence provided. The proposed RNP approach procedures deliver the resilience benefits identified in the Statement of Need whilst minimising operational change through close alignment with existing ILS operations. Similarly, the proposed reclassification of part of CTA3 ensures that the volume of controlled airspace remains proportionate to the requirements of Aberdeen Airport operations.

2.	Airspace description and operational arrangements	Status
2.1	Is the type of proposed airspace design clearly stated and understood?	YES
	The type of the proposed airspace design are clearly stated and readily understood. The proposal comprises two distinct elements: the introduction of RNP Instrument Approach Procedures (IAPs) for Runways 16 and 34 at Aberdeen International Airport, and the reclassification of a defined portion of Aberdeen CTA3 from Class D to Class G airspace. The controlled airspace element of the proposal is also clearly described. The sponsor has identified a volume of CTA3 that is no longer routinely required to support arriving and departing traffic and has proposed its reclassification to Class G, resulting in the creation of a revised airspace structure that better supports current operational requirements. The proposed changes are supported by clear diagrams, airspace descriptions and supporting operational analysis.	
2.2	Are the hours of operation of the airspace and any seasonal variations stated and acceptable?	YES
	The sponsor states in the ABZ Stage 4 ACP Submission that “there are no changes to the hours of operation proposed” (para 4.1.47, p90). As such, the ACP does not seek to alter the notified operating hours of the airport or the associated airspace During the assessment of the proposal, it was noted that the existing AIP entries for Aberdeen CTA1, CTA2 and CTA3 (ENR 2.1: FIR, UIR, TMA and CTA) state in the remarks “<i>The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.</i>” Given that the airspace is classified as Class D, access requires a clearance from the controlling authority. Where there is no reasonable opportunity to establish communication and request such a clearance, the operation of the airspace may not be fully consistent with the requirements of its classification. This matter was identified during the assessment of ACP-2019-082 and has been raised separately with the sponsor as an existing airspace management issue rather than a direct consequence of the proposed change. Work to review and resolve this issue is ongoing outside this ACP. However, as the matter was first identified through assessment of this proposal, it is appropriate that a formal link is maintained to ensure resolution. Accordingly, the following post-implementation condition is recommended: Condition 4: Within 12 months of implementation, the sponsor must demonstrate that the operation, notification and promulgation of the airspace, including associated AIP entries, are consistent with the requirements of Class D airspace and the air traffic service provided. This condition is considered sufficient to address the issue whilst recognising that it is not created by, nor fundamental to, the airspace change proposal itself.	

2.3	Is any interaction with adjacent domestic and international airspace structures stated and acceptable including an explanation of how connectivity is to be achieved? Has the agreement of adjacent States been secured in respect of High Seas airspace changes?	N/A
	There are no interactions with international airspace structures. The proposed change will have no impact on adjacent airspace structures.	
2.4	Is the supporting statistical evidence relevant and acceptable?	YES
	The sponsor also provided relevant operational data (Section 4.1.42, p87 and elsewhere) demonstrating the very limited utilisation of the affected portion of CTA3 by Aberdeen arrivals and departures. This evidence supports the conclusion that the airspace is no longer required to maintain a high standard of safety for airport operations. Whilst the relatively low traffic volumes limit the scope for detailed statistical analysis, the evidence presented is proportionate to the scale and nature of the proposal. In addition, hotspot mapping illustrating concentrations of gliding activity adjacent to the existing controlled airspace boundary provides useful context for the anticipated benefits associated with the reclassification. On balance, the supporting statistical and operational evidence is considered relevant and sufficient to support the proposal. The Final ACP Submission also states that the proposed reclassification, “is anticipated to improve safety for GA users operating outside CAS as it is expected to decrease congestion in the surrounding class G airspace” (4.1.41, p87). This statement was queried during Stage 5. In response, the sponsor provided additional supporting evidence, including qualitative feedback from General Aviation stakeholders, which demonstrated broad support for the proposal and highlighted anticipated benefits such as increased flexibility for gliding operations and reduced constraints associated with operating adjacent to the current controlled airspace boundary (serial 5 of Stage 5 Clarification Question refers). The Final ACP Submission V1.0 identifies a potential reduction in controlled airspace infringements, particularly in the vicinity of Aboyne Gliding Club, as a potential associated benefit of the proposed reclassification of a portion of CTA3 from Class D to Class G. Infringement and Airprox data specific to the affected airspace was not included within the submission. Review of Airprox data identified a single occurrence (Airprox Report 2017253); however, this event occurred at FL100 and is therefore not considered relevant to the airspace volume affected by the proposal. Analysis undertaken by the CAA identified nine recorded infringements of CTA3 between 2020 and 2024, with no evident patterns.	
2.5	Is the analysis of the impact of the traffic mix on complexity and workload of operations complete and satisfactory?	YES

	The ACP states that the proposed RNP procedures are intended to provide operational resilience during periods of ILS unserviceability and are not expected to be used routinely. As such, no material change to the traffic mix at Aberdeen Airport is forecast and the proposal is not intended to increase capacity or alter the types of aircraft operating at the airport. In considering complexity and workload more broadly (i.e. isolated from traffic mix), the sponsor has provided evidence that the introduction of RNP procedures is not anticipated to increase day-to-day ATC workload or operational complexity. Formal feedback from Aberdeen ATC indicates that, when utilised, the proposed RNP approaches would simplify operations during periods of ILS outage when compared with the current reliance on conventional VOR/DME or NDB/DME procedures. The proposed RNP procedures are expected to provide a more efficient and predictable approach option, thereby reducing controller workload and operational complexity when the ILS is not available. The sponsor states that the RNP procedures are “<i>not anticipated to impact complexity and day-to-day ATC workload</i>”, and that the proposed reclassification of part of CTA3 is similarly “<i>not anticipated to have any impacts on complexity and workload</i>” (ABZ Stage 4 ACP submission document, table 23, p93). The analysis undertaken within the ACP assessment supports these conclusions. The affected portion of CTA3 is subject to very limited use by Aberdeen arrivals and departures, and the proposed RNP procedures have been designed to replicate existing arrival operations as closely as practicable. Accordingly, the assessment is satisfied that the impact of the proposal on traffic mix, operational complexity and controller workload has been appropriately considered and that the sponsor's conclusions are proportionate to the nature and scale of the proposed change.	
2.6	Are any draft Letters of Agreement and/or Memoranda of Understanding included and, if so, do they contain the commitments to resolve ATS procedures (ATSD) and airspace management requirements?	N/A
	ABZ Stage 4 ACP submission document (para 2.11.4, p61) states that Aberdeen ATC have reviewed existing unit Letters of Agreement and ‘confirm that no changes are required as a result of this ACP.’	
2.7	Should there be any other aviation activity (low flying, gliding, parachuting, microlight site etc) in the vicinity of the new airspace structure and no suitable operating agreements or ATC Procedures can be devised, what action has the change sponsor carried out to resolve any conflicting interests?	N/A
	Feedback received from aviation stakeholders, was supportive of the proposal (Annex A Consultation Response Document) and did not identify any unresolved conflicts requiring further mitigation. The sponsor has adequately considered the impact on other aviation activities in the vicinity of Aberdeen and no additional operating agreements or procedures are considered necessary as a result of the proposed change.	

2.8	Is the evidence that the airspace design is compliant with ICAO SARPs, airspace design & FUA regulations, and Eurocontrol guidance satisfactory?	YES
	The proposed airspace design is limited in scope and does not introduce any significant changes to the overall structure of airspace surrounding Aberdeen. The proposal comprises the introduction of RNP Instrument Approach Procedures for Runways 16 and 34 and the reclassification of a portion of CTA3 from Class D to Class G. Both elements are consistent with the objectives of the Airspace Modernisation Strategy (AMS), which promotes the adoption of Performance Based Navigation and seeks to ensure that controlled airspace is limited to that which is necessary to maintain a high standard of safety. The proposed RNP procedures make appropriate use of satellite-based navigation technology to enhance operational resilience during periods when the ILS is unavailable. The procedures have been designed to integrate with existing radar vectoring practices and, subject to the separate Instrument Flight Procedure assessment, are expected to comply with applicable PANS-OPS criteria. The selection of PBN procedures, together with the proposed airspace reclassification, is consistent with the principles set out in the European Route Network Improvement Plan (ERNIP Part 1), as retained in UK legislation through UK Regulation (EU) 2019/123. As noted in 2.2, existing AIP entries for Aberdeen controlled airspace include remarks indicating that the controlling authority may not monitor the relevant frequency at all times. To ensure resolution, a post-implementation condition has been recommended requiring the sponsor to demonstrate that the operation and notification of the airspace, including associated AIP entries, are consistent with the air traffic service provided and the requirements of Class D airspace. Subject to the satisfactory completion of the associated IFP regulatory assessment and fulfilment of the proposed condition, the evidence provided is considered sufficient to demonstrate compliance with the applicable regulatory, airspace design and PBN requirements	
2.9	Is the proposed airspace classification stated and justification for that classification acceptable?	YES
	The proposed airspace classification is clearly stated and the justification for that classification is considered acceptable. The sponsor proposes to reclassify a defined portion of Aberdeen CTA3 from Class D to Class G following a review of operational airspace requirements. Evidence submitted as part of the ACP demonstrates that the affected volume of controlled airspace is subject to very limited use by Aberdeen arriving and departing traffic and is no longer required by ATC to support the safe and efficient operation of the airport. Where such a requirement no longer exists, continued classification as controlled airspace would be difficult to justify. The proposed reclassification of part of CTA3 to Class G therefore represents a proportionate response to the operational evidence and is consistent with the principles of the Airspace Modernisation Strategy, which seeks to ensure that controlled airspace is limited to that	

	which is necessary for operational and safety requirements. The proposed classification is considered appropriate for the intended use of the airspace and adequately balances the needs of all airspace users	
2.10	Within the constraints of safety and efficiency, does the airspace classification permit access to as many classes of user as practicable?	YES
	If approved, the reclassification of part of CTA3 from Class D to Class G will enable aircraft to operate within the affected airspace without requiring an ATC clearance. Given the demonstrated lack of operational need for this volume of controlled airspace, the proposal will improve access for General Aviation and other airspace users whilst maintaining safety for inbound/outbound Aberdeen traffic. The proposed classification is therefore considered proportionate and accessible to as many classes of user as practicable. Existing procedures to access Class D airspace remain unchanged as a result of this ACP.	
2.11	Is there assurance, as far as practicable, against unauthorised incursions? (This is usually done through the classification and promulgation.)	YES
	The sponsor has clearly identified the aeronautical information publications and charts that will require amendment to reflect the proposed changes. The ABZ Stage 4 ACP Submission details the controlled airspace amendments and associated AIP changes required should the proposal be approved, including updates to ENR 2.1, ENR 6-7, ENR 6-26, ENR 6-69, ENR 6-75 and ENR 6-76, together with amendments to charts AD 2.EGPD-3-1, AD 2.EGPD-3-2, AD 2.EGPD-4-1 and AD 2.EGPD-5-1 (<i>ABZ Stage 4 ACP submission document, table 20, p89</i>). These changes will ensure that the revised airspace structure and associated procedures are accurately promulgated through the UK AIP. The proposed reclassification of part of CTA3 from Class D to Class G will provide greater clarity regarding the rules applicable within the affected airspace and reduce the likelihood of inadvertent incursions into controlled airspace. The publication of the revised airspace boundaries, associated charting amendments and supporting aeronautical information will ensure that airspace users are appropriately informed of the change. Subject to standard promulgation processes being completed, the assessment is satisfied that appropriate assurance against unauthorised incursions is provided through the proposed airspace classification and publication arrangements. The CAA would also expect the sponsor to support implementation with suitable stakeholder notification activity, which is captured in the Engagement and Consultation assessment.	

2.12	Is there a commitment to allow access to all airspace users seeking a transit through controlled airspace (CAS) as per the classification, or in the event of such a request being denied, a service around the affected area?	N/A
	There is no proposal to establish new controlled airspace and no changes are proposed to existing airspace access arrangements. Aircraft seeking to transit the remaining Class D airspace will continue to do so in accordance with the current airspace classification and established ATC procedures. Consultation responses did not identify any concerns regarding the availability of access to the airspace. Existing arrangements were described as “<i>straightforward</i>” by one stakeholder and, in response to a comment regarding the refusal of clearances, the sponsor stated that “<i>ATC refusal of clearance is an exception rather than normal practice. We have no local indications of regular refusal, and we would always encourage contact with ATC.</i>” This response is consistent with the expectation that access to controlled airspace should be facilitated wherever operationally practicable (ABZ Consultation Response Document, V1.0, Table 10, p28).	
2.13	Are appropriate arrangements for transiting aircraft in place in accordance with stated commitments?	N/A
	There are no proposed changes to how aircraft currently transit the airspace managed by EGPD ATC.	
2.14	Are any airspace user group’s requirements not met?	NO
	No airspace user groups have been identified whose requirements are not met by the proposal. The consultation process did not identify any unresolved concerns and stakeholder feedback was generally supportive of the proposed changes. The introduction of RNP procedures is expected to have minimal impact on existing operations, whilst the reclassification of part of CTA3 is anticipated to provide greater flexibility and accessibility for General Aviation users without adversely affecting commercial air traffic operations. Accordingly, the assessment is satisfied that the requirements of affected airspace user groups have been appropriately considered and accommodated.	
2.15	Is any delegation of ATS justified and acceptable? (If yes, refer to Delegated ATS Procedure).	N/A
	There is no delegated provision of ATS.	
2.16	Is the airspace design of sufficient dimensions with regard to expected aircraft navigation performance and manoeuvrability to contain horizontal and vertical flight activity (including holding patterns) and associated protected areas in both radar and non-radar environments?	YES

	The proposal does not introduce new controlled airspace, alter the lateral dimensions of airspace required to contain instrument flight procedures, or change the manner in which aircraft are contained within protected airspace. The proposal does not introduce new controlled airspace, but instead reclassifies a portion of the existing CTA3 through an increase in the base of controlled airspace from 3,000 ft AMSL to 4,500 ft AMSL, creating CTA4 above that altitude. Analysis undertaken by the sponsor demonstrated that the affected volume of airspace is used on very limited occasions for inbounds/outbounds. This evidence supports the conclusion that the lower portion of CTA3 is not required to contain flight activity associated with airport operations or to maintain a high standard of safety. The proposed change does not alter the containment requirements associated with the RNP procedures, which remain subject to separate Instrument Flight Procedure assessment. Accordingly, the dimensions of the remaining controlled airspace are considered appropriate to the requirements of inbound/outbound aircraft and the ANSP.	
2.17	Have all safety buffer requirements (or mitigation of these) been identified and described satisfactorily (to be in accordance with the agreed parameters or show acceptable mitigation)? (Refer to buffer policy letter.)	N/A
	There is no requirement for a safety buffer.	
2.18	Do ATC procedures ensure the maintenance of prescribed separation between traffic inside a new airspace structure and traffic within existing adjacent or other new airspace structures?	YES
	The proposal is not anticipated to have any impact on the maintenance of prescribed separation. The proposal to reclassify a portion of CTA3 is based on ATC analysis which concluded that the affected volume of CTA3 is no longer required to support the safe and efficient operation of Aberdeen inbounds/outbounds (para 2.7.12 Stage 4 ACP Submission). Consequently, the retained controlled airspace remains sufficient to accommodate operational requirements whilst maintaining the applicable separation standards.	

2.19	Is the airspace structure designed to ensure that adequate and appropriate terrain clearance can be readily applied within and adjacent to the proposed airspace?	YES
	Subject to successful completion of the Instrument Flight Procedure regulatory assessment, the proposed RNP procedures are expected to comply with ICAO PANS-OPS (Doc 8168) design criteria, including the applicable obstacle clearance and terrain protection requirements. The proposal also includes raising the base of a portion of CTA3 from 3,000 ft AMSL to 4,500 ft AMSL. Analysis has demonstrated that this volume of airspace is used very infrequently by Aberdeen arrivals and departures and is not required. The sponsor has identified that a minor amendment to the ATC Surveillance Minimum Altitude Chart (ATCSMAC) will be required; namely, in order to enable the proposed altitude of 2300ft or above at the IAF/IF fixes of each of the proposed procedures, the sector on the chart will need to be altered. Of note, this change would occur regardless of this ACP (it was identified in the airport's 5 year IFP review) and the change to the ATCSMAC chart will not impact vectoring practices.	
2.20	If the new structure lies close to another airspace structure or overlaps an associated airspace structure, have appropriate operating arrangements been agreed?	N/A
	There is no impact on the TAY CTAs resulting from this ACP.	
2.21	Where terminal and en-route structures adjoin, is the effective integration of departure and arrival routes achieved?	N/A
	There is no change to the way in which aircraft join or leave the enroute structures.	

3.	Supporting resources and communications, navigation and surveillance(CNS) infrastructure	Status
3.1	Is the evidence of supporting CNS infrastructure together with availability and contingency procedures complete and acceptable? The following are to be satisfied:	

	• Communication: Is the evidence of communications infrastructure including RT coverage together with availability and contingency procedures complete and acceptable? Has this frequency been agreed with AAA Infrastructure?	YES
	Yes, evidence is complete and acceptable. A summary statement is provided in the ABZ Stage 4 ACP Submission to confirm that all changes will take place within current coverage (Table, 24, p95). The new proposed procedures, insofar as possible, match the flight profile of the existing ILS procedures to RW16/34 and will be completed using existing coverage on the Approach frequency of 119.055 Mhz. Similarly, the proposal to create a new CTA-4, with a raised base of 4500ft ALT, has no impact on communications infrastructure. Extant AIP entry <i>EGPD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES</i> states, that for APP (Approach), "121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use." See comment in 2.2 above.	
	• Navigation: Is there sufficient accurate navigational guidance based on in-line VOR or NDB or by approved RNAV-derived sources, to contain the aircraft within the route to the published RNP value in accordance with ICAO/ Eurocontrol standards? For example, for nav aids, has coverage assessment been made, such as a DEMETER report, and if so, is it satisfactory?	YES
	Yes, based on the details provided, adequate navigational coverage is available for the RNP approach procedures.	
	• Surveillance: Radar provision – have radar diagrams been provided, and do they show that the ATS route/airspace structure can be supported?	YES
	The sponsor has confirmed that the "changes take place within the current surveillance coverage," that the proposed RNP approach procedures are contained within the existing Aberdeen Airport Control Zone, and that the controlled airspace volume is reducing (ABZ Stage 4 ACP Submission, Table 24, p95). Adequate surveillance coverage already exists for the proposed airspace and procedures. The proposed CTA-4 lies wholly within the current CTA-3 and therefore benefits from the existing Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR) coverage. Similarly, the proposed RNP approach procedures are located within areas where established PSR and SSR surveillance services are currently available. The sponsor also notes that Aberdeen Airport's five-year Instrument Flight Procedure (IFP) review identified a minor amendment to the ATCSMAC as necessary (para 4.1.30, p86). The change required is: to enable the proposed altitude of 2300ft or above at the IAF/IF fixes of each proposed procedure, the sector on the chart will need to be altered. It is noted that this change would occur regardless of	

	the ACP, and that the Final ACP Submission V1.0 notes that this “change to the ATCSMAC will not impact the vectoring process.” It is further noted that the draft charts for the RWY 16 and RWY 34 RNP approaches (Figures 24 and 25, pp81-84) contain the annotation "Procedure not available without RADAR". This indicates that the procedures are dependent upon the continued availability of radar surveillance and associated ATC services. Given that the proposed procedures are located within existing PSR and SSR coverage, no adverse impact on surveillance provision has been identified as a result of the ACP.	
3.2	Where appropriate, are there any indications of the resources to be applied, or a commitment to provide them, in line with current forecast traffic growth acceptable?	YES
	The ACP is described throughout the submission, including at Section 2.3.1 (p13), as a resilience-enhancing proposal rather than one intended to increase capacity. This is reiterated in the Final ACP Submission, which states that the ACP does not seek to increase capacity (p92). The sponsor will continue to be required to provide air traffic services in accordance with the notified airspace arrangements (see Section 2.2 above). The change sponsor states that "there are no changes to the hours of operation proposed" (Final ACP Submission, para 4.1.47). In assessing operational impacts, the sponsor concludes that, due to the nature of the proposals, "there are not expected to be any long-term operational impacts of these procedures" (Table 22, p91). Table 22 does, however, identify that the implementation of the RNP approach procedures will result in initial costs to Aberdeen Airport and the ANSP associated with infrastructure updates and staff training. The sponsor has provided a Training Needs Analysis (TNA) and Training Plan within the Stage 4 documentation (Annexes 1e and 1f of the Final ACP Submission V1.0), which set out the identified training requirements and the proposed training delivery arrangements to support implementation of the new procedures.	

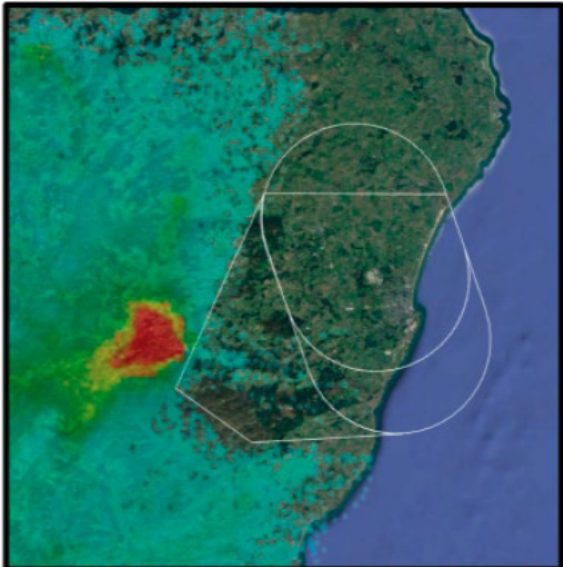
4.	Maps/charts/diagrams	Status
4.1	Is a diagram of the proposed airspace included in the proposal, clearly showing the dimensions and WGS84 co-ordinates? (We would expect sponsors to include clear maps and diagrams of the proposed airspace structure(s) – they do not have to accord with aeronautical cartographical standards (see airspace change guidance), rather they should be clear and unambiguous and reflect precisely the narrative descriptions of the proposals.)	YES

	Figure 27 (p88) of the Final ACP Submission, depicts the proposed CTA-4, including its horizontal dimensions and associated vertical limits, on a draft chart. A further draft chart is provided in the Executive Summary (Figure 6, p24), reproduced from the sponsor's engagement material. This figure assists interpretation of the proposal by clearly identifying the location of the proposed CTA-3 base level increase from 3,000 ft AMSL to 4,500 ft AMSL. The geographical limits of the proposed airspace are defined by WGS84 co-ordinates contained within Table 21 (p89). These co-ordinates have been supplied by the change sponsor to support the draft AIP amendments that would be required should the ACP be approved. In addition, an Aero-data spreadsheet (Version 2.0) has been provided to demonstrate the integrity of the proposed airspace design data and will be submitted to AIS as part of the implementation process, subject to ACP approval. The Instrument Flight Procedure (IFP) submission package has been included at Annex H of the Final ACP Submission V1.0 and has been submitted separately for assessment by IFP. Indicative charts for the proposed RNP approaches to RWY 16 and RWY 34 are provided at Figure 24 (p81) and Figure 25 (p84) respectively. The charts include the associated Missed Approach Procedures (MAPs), which have been incorporated in response to previous CAA feedback and form part of the overall procedure design package.
4.2	Do the charts clearly indicate the proposed airspace change? PARTIALLY
	The proposed amendments to CTA-3 and CTA-4 are clearly depicted within Figure 26 (p87) of the Final ACP Submission and Figure 25 (p62) of the Final Options Appraisal. A draft controlled airspace (CAS) chart is also included within the Instrument Flight Procedure (IFP) submission package (Annex H) and reproduced at Figure 27 of the Final ACP Submission, clearly illustrating the proposed amendment to Class D airspace. In addition, Figure 6 of the Executive Summary (p24), reproduced from the Stage 3 engagement material, provides a helpful graphical representation of the proposal and clearly identifies the location of the proposed CTA-3 base increase from 3,000 ft AMSL to 4,500 ft AMSL. The proposed RNP approach procedures for RWY 16 and RWY 34 are presented within Figures 24 and 25 of the Final ACP Submission, with the remaining procedure design material included within Annex H as part of the IFP submission package. Taken together, the submission provides sufficient charts, diagrams and supporting information to enable the proposed airspace and procedural changes to be understood. A review of the submission identified some minor inconsistencies in the presentation and formatting of the procedure descriptions for the RWY 16 and RWY 34 RNP approaches (pp81-85). For example, the statement that "the gradient necessary for this descent is fully compliant with the applicable design criteria", which is included within paragraph 4.1.23 for the RWY 34 procedure, is omitted from the corresponding RWY 16 description. In addition, paragraph 4.1.14 includes a specific reference to the Minimum Obstacle Clearance Altitude

	(MOCA) applicable to the RWY 16 intermediate segment, whereas no equivalent reference is included within the RWY 34 description. These differences appear to be editorial in nature and do not affect the substantive assessment of the procedures, as the detailed technical information is contained within the supporting IFP documentation. As discussed in Section 5.1(c) later, the submission identifies a consequential impact on runway 34 direct arrivals from airway P600 arising from the proposed raising of the base of CTA4 (para 3.2.21, p71). The submission details that following Stage 3, the sponsor determined that direct arrivals were no longer required and that the submission therefore assumes that such arrivals are no longer promulgated (para 3.2.23). However, a review of the current EGPD eAIP confirms that references to runway 34 direct arrivals remain within AD 2.EGPD-8-4 (ILS/DME), AD 2.EGPD-8-5 (LOC/DME) and AD 2.EGPD-8-6 (VOR/DME). A condition has therefore been applied requiring the sponsor to remove these references through the appropriate aeronautical information amendment process prior to implementation of the ACP.	
4.3	Has the change sponsor identified AIP pages affected by the change proposal and provided a draft amendment?	YES
	The change sponsor has identified the AIP amendments that would be required to ENR 2.1, subject to ACP approval, within paragraph 4.1.45 and Table 21 (p89) of the Final ACP Submission V1.0. In addition, Table 20 and paragraph 4.1.44 (p89) identify the aeronautical charts that would require amendment to reflect the revised controlled airspace boundaries. The latitude and longitude co-ordinates contained within the Final ACP Submission reflect those provided in Aerodata Version 1. Following subsequent discussion and correspondence, the sponsor provided Aerodata Version 2 to update the airspace design data, which has been validated. The draft AIP text contained within Table 21 (p89) includes the statement: <i>"The airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times."</i> This wording is consistent with the current ENR 2.1 entries for Aberdeen CTA 1, CTA 2 and CTA 3, where it appears within the Remarks column. As discussed in Section 2.2, this matter has been raised with the sponsor and is being progressed separately from the ACP.	
4.4	Has the change sponsor completed the WGS84 spreadsheet and submitted to the CAA for approval?	YES
	The WGS84 data set was submitted to the CAA and updated throughout the ACP process as the proposal matured. Following clarification of some co-ordinate and airspace boundary matters, a revised Version 2.0 submission was provided. The WGS84 submission (V2.1) was subsequently approved on 1 April 2025, subject to two final points: • The sponsor's agreement that the precise co-ordinates provided are adopted for points B-2-CTA3&4 and B-3-CTA3&4.	

	Confirmation from CAA Technical Regulation that the proposed geographical division between CTA3 and CTA4 is acceptable. The evidence supporting the proposed CTA3/CTA4 boundary has been demonstrated through radar analysis, operational input from Aberdeen ATC, stakeholder feedback, and the supporting safety assessments submitted as part of the ACP. Collectively, this material provides a secure and auditable justification for both the geographical split and the dimensions of the proposed CTA4, and supports the conclusion that the revised airspace structure is operationally appropriate and proportionate to the requirement.
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5.	Operational impact	Status
5.1	Is the change sponsor's analysis of the impact of the change on all airspace users, airfields and traffic levels, and evidence of mitigation of the effects of the change on any of these, complete and satisfactory? Consideration should be given to:	YES
	a) Impact on IFR General Aviation traffic, on Operational Air Traffic or on VFR General Aviation traffic flow in or through the area.	YES
	The change sponsor has undertaken analysis of the potential impact of the proposed changes. Each CAP1616f operational impact area is helpfully summarised in table 22 and 23 (pp 92-94) and split between the impact of "RNP approaches" and the "Release of portion of CAS (CAS Option 1). With regards to RNP approaches, the sponsor summarises that for airlines and airspace users, "there is no anticipated operational impact from the introduction of RNP approaches as the proposed procedures aim to closely replicate current operations," (Section 5, Table 23, p92). For the airport/ANSP, the improved resilience in the event of ILS outage is anticipated to generate a positive impact. As one would expect, no impact is anticipated for GA because of RNP approaches.	

	For the airspace reclassification from Class D to Class G, no impacts are anticipated for airlines and airspace users. This is as expected, given the initial analysis which identified the opportunity to reclassify the airspace based on the very low level of usage by inbound/outbound traffic (FOA, para 5.4.2, p62) combined with ANSP feedback that this airspace was not required for the safe and efficient operation of inbounds/outbounds. Other than deployment resourcing impacts, there is no impact anticipated for the airport/ANSP. For the GA community, the reclassification is anticipated to have benefits. The sponsor describes the current operating environment - Fig 24 (Final Options Appraisal, p60) provides heat map of gliding activity in the vicinity of the Aberdeen CTA/CTR, and paras 3.2.30, 3.2.31 and 3.2.32 of the Final ACP Submission (p74) and the Final Options Appraisal detail the work completed by Airspace4All, which identifies the VFR Significant Areas of the “Aberdeen Coastal Corridor” and the “Inverness-Aberdeen Coastal Corridor.” As transiting aircraft will be able to remain outside CAS at a higher altitude than in the current day scenario and improved soaring profiles would be enabled for gliders operating locally, stakeholders have indicated the proposed change will have a beneficial impact on VFR General Aviation traffic flow.	 <i>Figure 24 Gliding Activity Heatmap (Source: Airspace4All)</i>
	b) Impact on VFR Routes.	YES
	Aberdeen is unusual in having a significant volume of offshore helicopter traffic. VFR access to the Aberdeen CTR is facilitated through a network of published Visual Reference Points (VRPs) and ATC-cleared transit routes. The associated entry and exit arrangements are depicted on chart AD 2-EGPD-4-1. Three published entry/exit lanes are available: the Peterhead Lane, the Stonehaven Lane and the Inverurie Lane (EGPD AD 2.22, paras 2a and 2b). Use of these lanes remains subject to the pilot obtaining an ATC clearance from Aberdeen ATC, as specified in EGPD AD 2.22, paragraph 2b(i). The proposed ACP does not alter the lateral or vertical dimensions of the Aberdeen CTR, nor does it change the published VFR access arrangements, VRPs, transit routes or entry/exit lanes. Consequently, no impacts on existing VFR access to the Aberdeen CTR have been identified as a result of the proposal.	

	c) Consequential effects on procedures and capacity, i.e. on SIDs, STARs, holds. Details of existing or planned routes and holds.	PARTIALLY
	The sponsor has assessed the impact of the proposal on existing arrival and approach procedures. The established holding patterns associated with Aberdeen operations (AND for RWY 16 and DOWNI/ATF for RWY 34) are unaffected by the proposal and are described in paragraphs 3.2.13 to 3.2.16 and Figures 14 and 15 of the Final ACP Submission, with further references at paragraphs 4.1.34 and 4.1.35 (p86). Aircraft will continue to be radar vectored onto final approach in the same manner as current ILS operations. The associated Missed Approach Procedures (MAPs) for RWY 16 and RWY 34 are retained and replicate the existing ILS missed approach arrangements. Whilst the improved minima associated with the proposed PBN procedures may marginally reduce the use of holding patterns and missed approaches when compared with the existing VOR/DME and NDB/DME alternatives, the sponsor has indicated that the RNP procedures are expected to be used for fewer than 5% of arrivals. Any consequential change in the utilisation of holds or missed approach procedures is therefore considered negligible. The submission makes clear that the ACP is not intended to increase airport or airspace capacity. The submission identifies that runway 34 direct arrivals from airway P600 are currently promulgated within the ILS/DME RWY 34, LOC/DME RWY 34 and VOR/DME RWY 34 charts published in the EGPD eAIP (para 3.2.21, p71). The ACP states that Stage 3 identified a requirement to amend these routes as a consequence of the proposed change to CTA3/CTA4; however, Aberdeen Airport subsequently determined that direct arrivals were no longer required and could be withdrawn. The submission therefore <i>“assumes that these chart amendments have already taken place and the direct arrivals are no longer promulgated”</i> (3.2.23). A review of the current eAIP indicates that references to runway 34 direct arrivals remain published within AD 2.EGPD-8-4 (ILS/DME), AD 2.EGPD-8-5 (LOC/DME) and AD 2.EGPD-8-6 (VOR/DME). Consequently, the amendments identified during the ACP process are not yet reflected in the published AIP. As the assumed amendments have not been implemented, and the draft AIP amendments set out at paragraphs 4.1.38 to 4.1.48 (pp87-90) do not address this matter, a condition has been applied requiring the sponsor to remove relevant references to runway 34 direct arrivals through the appropriate aeronautical information amendment process prior to implementation. Condition: Prior to implementation, the sponsor must facilitate the removal of references to runway 34 direct arrivals in the AIP. This condition addresses a discrepancy between the ACP submission and the currently published AIP content. The assessment also notes that paragraphs 4.1.15 and 4.1.24 state that a maximum speed restriction of 210 kt applies throughout the proposed procedures "as requested by Aberdeen Airport". While this restriction is can be assumed to be associated with the requirements published within the Noise Abatement Procedures (EGPD AD 2.21), the submission does not explicitly make this link. Although no amendment to the existing noise abatement arrangements is required as part of the ACP, a clearer cross-reference within the submission would have assisted understanding of the operational rationale for the speed restriction.	

	The proposal is expected to improve operational resilience by providing a PBN approach capability during periods when the ILS is unavailable. As a result, use of the existing VOR/DME and NDB/DME procedures may reduce over time. The submission does not initially assess the potential implications of this reduced utilisation, including any impacts on training, currency, skill retention, or the continued requirement for the legacy procedures. This matter was explored through Stage 5 clarification questions, following which the sponsor advised that local operators will continue to have a requirement to conduct VOR/DME and NDB/DME approaches. The sponsor further stated that, when weather conditions permit, pilots may continue to be offered these procedures to support controller training and currency. On this basis, no immediate concerns have been identified regarding the continued availability or operational relevance of the existing non-precision approach procedures.
	d) Impact on airfields and other specific activities within or adjacent to the proposed airspace.
	YES The sponsor has considered the potential effects of the proposal on local aerodromes and aviation activities throughout the ACP process. Relevant airfields and activities are identified within paragraphs 3.2.27 to 3.2.29 of the ABZ Stage 4 ACP Submission (pp74-75). The introduction of the proposed RNP approach procedures is not expected to affect neighbouring aerodromes or local aviation activities, as the procedure designs have been developed to replicate, as far as practicable, the characteristics and flight profiles of the existing ILS procedures. In contrast, the proposed reclassification of a portion of CTA-3 is anticipated to provide operational benefits for some General Aviation users. In particular, the increase in the CTA-3 base altitude would provide greater flexibility and improved soaring opportunities for gliding operations for aircraft operating out of Aboyne Airfield. The Final ACP Submission further states that the proposed airspace reclassification "is anticipated to improve safety for GA users operating outside CAS as it is expected to decrease congestion in the surrounding Class G airspace" (para 4.1.41, p87). As discussed at Section 2.14, stakeholder feedback was generally supportive of the proposed changes. In addition, during Stage 5, the sponsor provided additional supporting evidence, including qualitative feedback from General Aviation stakeholders, which demonstrated broad support for the proposal and identified anticipated benefits such as increased flexibility for gliding operations and reduced constraints associated with operating adjacent to the current controlled airspace boundary (Stage 5 Clarification Response, Serial 5). The sponsor also confirms that Aberdeen ATC has reviewed existing Letters of Agreement (LoAs) with relevant parties and concluded that no amendments are required as a consequence of the ACP (ABZ Stage 4 ACP Submission, para 4.1.48). Overall, the assessment indicates that the introduction of the RNP procedures would have a negligible effect on existing aviation activities

	within or adjacent to the proposed airspace, while the proposed reduction in controlled airspace is expected to provide greater access and operational flexibility for General Aviation users without adversely affecting established arrangements with neighbouring aerodromes or other stakeholders.	
	e) Any flight planning restrictions and/ or route requirements.	N/A
	There are no additional flight planning restrictions and/ or route requirements resulting from this ACP.	
5.2	Does the change sponsor consultation material reflect the likely operational impact of the change?	YES
	The consultation material is logically structured, written in plain English, and supported by clear maps, diagrams and explanatory figures. The rationale for the proposal, together with the anticipated impacts and benefits, is presented in a manner that is proportionate to the scale and complexity of the change. Throughout the consultation material, the sponsor clearly explains the limited operational impact of the proposal. In particular, it is made clear that the RNP approach procedures are intended to closely replicate the profile of the existing ILS procedures and that the associated airspace change involves the introduction of CTA-4 with a raised base, resulting in a reduction in the volume of controlled airspace. The principal benefits and impacts of the proposal are summarised in clear, accessible tabular formats, including the summary tables on pages 38 and 43 of the consultation document, and the operational impact assessment contained within Section 5 of the Final ACP Submission V1.0 (Tables 22 and 23). This presentation assists stakeholders in understanding the anticipated effects of the proposal on different airspace user groups.	

Case study conclusions – to be completed by Airspace Regulator (Technical)		Yes/No
Has the change sponsor met the SARG airspace change proposal requirements and airspace regulatory requirements above?		YES

The change sponsor has met the SARG airspace change proposal requirements and the applicable airspace regulatory requirements for this proposal.

The sponsor has clearly articulated the operational need for the introduction of RNP approach procedures for Runways 16 and 34, demonstrated that the primary objective is to improve operational resilience during periods of ILS unserviceability, and has provided a proportionate assessment of the anticipated impacts. The proposal to reclassify a portion of Aberdeen CTA3 from Class D to Class G is supported by operational data and stakeholder feedback which indicate that the airspace is not routinely required to support the safe and efficient operation of arriving and departing traffic.

The proposed change is consistent with the principles of the Airspace Modernisation Strategy, particularly the use of Performance Based Navigation and ensuring that controlled airspace is the minimum required to maintain a high standard of safety. The sponsor has provided sufficient operational and technical evidence to support the proposal. Positive feedback from affected aviation stakeholders and the absence of unresolved operational conflicts provide further assurance that the proposal appropriately balances the needs of all airspace users.

A small number of matters remain subject to ongoing regulatory assurance and post-implementation oversight. Alongside the routine conditions associated with the APSA and document updates, this includes resolution of the identified issue concerning the notification and operation of Class D airspace when an air traffic control service may not be continuously available and the removal of runway 34 direct arrivals from relevant charts, which the submission assumed had taken place. However, these matters do not undermine the overall justification for the proposal and can be appropriately managed through the conditions attached to any approval decision.

Subject to fulfilment of the specified conditions and successful completion of the remaining regulatory activities prior to implementation, the assessment is that the change sponsor has met the SARG airspace change proposal requirements and that the proposal can be recommended for approval, subject to the conditions and Post Implementation Review requirements detailed below.

RECOMMENDATIONS/CONDITIONS/PIR DATA REQUIREMENTS	Yes/No
Are there any Recommendations which the change sponsor <u>should try</u> to address either before or after implementation (if approved)? If yes, please list them below.	NO
<u><i>GUIDANCE NOTE:</i></u> Recommendations are something that the change sponsor <u>should try</u> to address either before or after implementation, if indeed the airspace change proposal is approved. They may relate to an area in which the change sponsor is reliant upon a third party to actually come to an agreement and consequently they do not carry the same 'weight' as a Condition.	

Are there any Condition(s) which the change sponsor <u>must fulfil</u> either before or after implementation (if approved)? If yes, please list them below.	YES
<u>GUIDANCE NOTE:</u> Conditions are something that the change sponsor <u>must fulfil</u> either before or after implementation, if indeed the airspace change proposal is approved. If their proposal is approved, change sponsors <u>must observe</u> any condition(s) contained within the regulatory decision; failure to do so <u>will usually</u> result in the approval being revoked. Conditions should specify the consequence of failing to meet that condition, whether that be revoking the ACP or some alternative. Condition 1: An APSA must be completed prior to implementation. Condition 2: ATC Instructions, which include the proposed ATC mitigation procedures, charts, etc must be submitted at least 30 working days prior to the planned implementation of the change. These documents are subject to review and may not be implemented until the unit receives formal confirmation from the CAA that the review is complete and accepted. Condition 3: Planned briefing activities and associated content are notified to the CAA at least 30 working days prior to the planned implementation of the change. The briefing of the requisite staff must be completed prior to implementation. Condition 4: Prior to implementation, the sponsor must facilitate the removal of references to runway 34 direct arrivals in the AIP. This condition addresses a discrepancy between the ACP submission and the currently published AIP content. Condition 5: Within 12 months of implementation, the sponsor must demonstrate that the operation and notification of the airspace, including associated AIP entries, are consistent with the requirements of Class D airspace and the air traffic service provided.	
Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)? If yes, please list them below.	NO
<u>GUIDANCE NOTE:</u> PIR data requirements concerns any specific data which the change sponsor <u>must</u> collate post-implementation, if indeed the airspace change proposal is approved. Please use this section to list any such requirements so that they can be captured in the regulatory decision accordingly.	

General summary

The proposal submitted by Aberdeen International Airport Ltd seeks to introduce RNP Instrument Approach Procedures for Runways 16 and 34 and to reclassify a portion of Aberdeen CTA3 from Class D to Class G airspace. The assessment has found that the sponsor has clearly articulated the operational need for the proposal, namely to improve resilience during periods of ILS unserviceability and to ensure that controlled airspace remains proportionate to operational requirements. The evidence provided demonstrates that the affected portion of CTA3 is subject to very limited use by Aberdeen Airport traffic and is no longer required to support the safe and efficient operation of the airport.

The operational, technical and stakeholder evidence submitted in support of the ACP is considered proportionate to the scale and complexity of the proposed changes. The introduction of RNP procedures aligns with the Airspace Modernisation Strategy through the use of Performance Based Navigation, whilst the proposed airspace reclassification supports the principle that controlled airspace should comprise only that which is necessary to maintain a high standard of safety. Consultation feedback was generally positive and no unresolved operational conflicts or airspace user requirements have been identified.

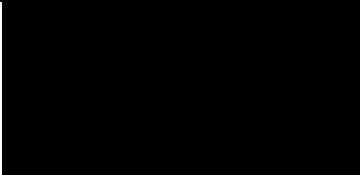
Overall, the assessment concludes that the sponsor has satisfactorily addressed the applicable operational and airspace design requirements of the CAP 1616 process. Subject to completion of the remaining regulatory assurance activities and compliance with the conditions attached to any approval decision, the proposal is considered acceptable from an operational and technical perspective and suitable for implementation.

Comments and observations

The assessment identified a well-evidenced opportunity to align the volume of controlled airspace with demonstrated operational need whilst simultaneously improving resilience through the introduction of RNP procedures. Stakeholder engagement was generally positive, no unresolved operational conflicts were identified, and the proposal is considered consistent with the objectives of the Airspace Modernisation Strategy. A separate issue concerning the notification and operation of retained Class D airspace was identified during the assessment and is being addressed through an associated condition (an APAC has been assessed as the appropriate resolution).

Level 1 ACP

Operational assessment sign-off	Name	Signature	Date
Operational assessment completed by Airspace Regulator (Technical)			04/08/2026

Operational assessment approved by Manager Airspace Regulation			14/9/26
Manager Airspace Regulation Comments: Comments are contained in the decisions log			