

## CAA Decision Log

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| Airspace Change Proposal Title                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Aberdeen International Airport Airspace Change Proposal (ACP) |
| Airspace Change Proposal Reference                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ACP-2019-82                                                   |
| Change Sponsor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Aberdeen International Airport Ltd                            |
| AIS Submission Target Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Fri 28 August 2026                                            |
| CAA Decision Target Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Tue 25 August 2026                                            |
| <p><i>Instructions</i></p> <p>In providing a response to each question and/or status, the following colour coding should be used:</p> <ul style="list-style-type: none"> <li>COMPLIANT/NOT APPLICABLE</li> <li>NOT COMPLIANT/ACTION REQUIRED</li> <li>ISSUE/CONCERN TO HIGHLIGHT</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                               |
| <p><b>Executive Summary</b></p> <p>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 &gt;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.</p> <p>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.</p> <p>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</p> |                                                               |

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 being ILS arrivals have flexibility in where they join final approach from 8nm and beyond; however, RNP arrivals would be vectored to 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 satisfied the 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 recommended for approval.

Implementation of the revised airspace will be notified through AIRAC cycle 12/2026 and will become effective on 26 November 2026.



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

## PART A – Airspace Change Process – GATEWAYS

|              |                                             |
|--------------|---------------------------------------------|
| <b>A.1</b>   | <b>Airspace Change Portal</b>               |
| <b>A.1.1</b> | <a href="#">Airspace Change Portal link</a> |
| <b>A.2</b>   | <b>CAA SharePoint site</b>                  |

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| A.2.1 | <a href="#">SharePoint</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |            |
| A.3   | Stage 1 DEFINE Gateway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 24/04/2020 |
| A.3.1 | <a href="#">27032020 ACP2019-82 Aberdeen Define Gateway Recommendation Form.docx</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |
| A.4   | Stage 2 DEVELOP AND ASSESS Gateway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 16/12/2022 |
| A.4.1 | <a href="#">20221118 Aberdeen Airport FASI (ACP-2019-82) Stage 2 Gateway Recommendation.docx</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |            |
| A.5   | Stage 3 CONSULT Gateway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 29/02/2024 |
| A.5.1 | <a href="#">20240126 Aberdeen Airport (ACP-2019-82) Stage 3 Gateway Recommendation (Signed).docx</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |
| A.6   | Chronology                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |            |
| A.6.1 | <p><b>11 November 2019:</b> Change sponsor submits DAP 1916 Statement of Need (version 1).</p> <p><b>19 November 2019:</b> Assessment Meeting held between CAA and change sponsor.</p> <p><b>24 April 2020:</b> Stage 1 'Define' Gateway passed.</p> <p><b>16 December 2022:</b> Stage 2 'Develop &amp; Assess' passed.</p> <p><b>28 September 2023:</b> Change sponsor submits DAP 1916 Statement of Need (version 2).</p> <p><b>29 February 2024:</b> Stage 3 'Consult' Gateway passed.</p> <p><b>19 December 2024:</b> Formal ACP Submission (version 1) submitted to CAA.</p> <p><b>06 January 2025:</b> DfT Secretary of State Call-in feedback window opened.</p> <p><b>03 February 2025:</b> DfT Secretary of State Call-in feedback window closed.</p> <p><b>25 August 2026:</b> CAP 1616 Stage 5 'Decide' Gateway ("Approved with Conditions").</p> <p><b>26 November 2026:</b> AIRAC 12/2026 effective date.</p> |            |
| A.7   | Are there any additional process requirements of the Civil Aviation Authority (Air Navigation) Directions 2023 (the "Air Navigation Directions") and/or the Air Navigation Guidance 2017 which                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No         |

|       |                                                                         |  |
|-------|-------------------------------------------------------------------------|--|
|       | <b>apply to this airspace change, and have they been complied with?</b> |  |
| A.7.1 | No.                                                                     |  |

| PART B – Airspace Change Process – STAGE 5 |                                                                                                                                                                                                                               |                                                                     |               |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------|
| B.1                                        | Was a Public Evidence Session required for this proposal?                                                                                                                                                                     |                                                                     | N             |
| B.1.1                                      | The CAA considered it would not have been proportionate to hold a public evidence session for this proposal, as if it is approved it should not have significant impact to other airspace users or people on the ground.      |                                                                     |               |
| B.2                                        | Were any requests made for this decision to be called-in by the Secretary of State?                                                                                                                                           |                                                                     | N             |
| B.2.1                                      | Secretary of State Call-in feedback window opened on 6 January 2025. Window closed on 3 February 2026. Nil requests made.                                                                                                     |                                                                     |               |
| B.3                                        | Does the Secretary of State call-in criteria apply to this proposal?                                                                                                                                                          |                                                                     | N/A           |
| B.3.1                                      | Secretary of State Call-in feedback window opened on 6 January 2025. Window closed on 3 February 2026. Nil requests made.                                                                                                     |                                                                     |               |
| B.4                                        | Has the Secretary of State decided to call-in this proposal?<br><br>NOTE: if 'Yes' the content of this log concerns the recommendations linked to the 'minded-to' decision that has been presented to the Secretary of State. |                                                                     | N             |
| B.4.1                                      | No.                                                                                                                                                                                                                           |                                                                     |               |
| B.5                                        | Subject Matter Expert (SME) Regulatory Assessments<br><br>NOTE: this captures RAG status only – full details contained within each of assessment (hyperlinks inserted below)                                                  |                                                                     |               |
| ATM Safety                                 |                                                                                                                                                                                                                               | COMPLETE (subject to final pre-implementation assurance activities) | Environmental |
|                                            |                                                                                                                                                                                                                               |                                                                     | COMPLETE      |

|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                              |                             |          |
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| Economic Assessment & Statement |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | COMPLETE                                                                                                                                                                                                                                                                                                                                                                                     | Instrument Flight Procedure | COMPLETE |
| Engagement / Consultation       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | COMPLETE                                                                                                                                                                                                                                                                                                                                                                                     | Operational                 | COMPLETE |
| B.5.1                           | Is there any other information outside of the regulatory assessments above which should be brought to the attention of the decision maker (e.g. outstanding Letters of Agreement)?                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                              |                             |          |
| B.6                             | Other Relevant Documents (title and hyperlinks to be inserted)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                              |                             |          |
| N/A                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                              |                             |          |
| B.7                             | Has the relevant legal and policy framework to the airspace change process been taken into account, including: <ul style="list-style-type: none"><li>the Air Navigation Directions;</li><li>the Airspace Modernisation Strategy;</li><li>section 70 of the Transport Act 2000;</li><li>the Air Navigation Guidance 2017; and</li><li>CAP 1616 and associated publications?</li></ul>                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                              |                             | Y        |
| B.8                             | CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)).<br><br>NOTE: the left column captures RAG status only and the right column captures the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the AMS characteristics (CAP 1616f, 6.61). For more information on the AMS strategic objectives, see Airspace Modernisation Strategy 2023-2040 Part 1: Strategic Objectives and Enablers (CAP 1711). |                                                                                                                                                                                                                                                                                                                                                                                              |                             |          |
| Safety                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | This Airspace Change Proposal (ACP) aims to improve resilience, in the event of an ILS outage, by introducing PBN arrival procedures. The use of PBN arrivals (instead of current day VOR/DME or NDB Approaches) is anticipated to improve controller and operator workload, remove reliance on Non-Precision Approaches (NPA), and therefore maintain or enhance a high standard of safety. |                             |          |

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|                                       | Regarding the reclassification of a portion of CTA3 between 3000ft and 4500ft AMSL from D to G; the assessment, supported by airspace usage analysis, demonstrates this portion of controlled airspace is not required. Reclassifying the airspace between 3000ft and 4500ft AMSL from D to G should afford more opportunity/options for other airspace users to transit below the proposed new CTA4 at higher altitudes which would be anticipated to maintain or improve safety outcomes.                                                                                                                                                                                                                                                                                                                                                                                                   |
| Integration of diverse airspace users | <p>It is anticipated that raising the base, and the reclassification of a 27.8nm<sup>3</sup> portion of CTA3 from Class D to G will have a positive impact on General Aviation (GA) in surrounding Class G airspace, while having no material consequences for inbound/outbound traffic to Aberdeen. It will allow GA traffic to transit at higher altitudes, while remaining outside controlled airspace. Specifically, the sponsor demonstrates that raising of the base will enable improved soaring profiles for flights to/from Deeside Gliding Club at Aboyne.</p> <p>The PBN arrival procedures are not anticipated to directly impact GA, nor helicopter routes to/from the airport.</p>                                                                                                                                                                                              |
| Simplification of airspace system     | <p>This proposal is assessed to be a simple and effective method of providing increased resilience, via the introduction of PBN arrivals, which will optimise aircraft equipment capabilities.</p> <p>In addition, an opportunity has been taken to reclassify a portion of CTA3 from Class D to G, which is not required by the air navigation service provider for the provision of an air traffic service in controlled airspace. This removal of unnecessary airspace structures frees up capacity for other airspace users. The resulting controlled airspace, and the airspace classification is assessed to be the minimum required to maintain a high standard of air safety and the airspace design is the least complex airspace design to achieve the aims of the airspace change. It is therefore assessed to be in accord with the AMS strategic objective - simplification.</p> |
| Environmental sustainability          | <p>The AMS environmental sustainability strategic objective states that: “environmental sustainability will be an overarching principle applied through all airspace modernisation activities. Airspace modernisation should deliver the Government’s key environmental objectives with respect to air navigation as set out in the Air Navigation Guidance.”</p> <p>The statement of need for this ACP does not include any environmental factors. However, the design principles applied to the development of design options for this ACP included objectives to minimise the environmental impacts on stakeholders on the ground and minimise impacts on other aviation stakeholders. The final proposed design option that was selected through the options appraisals is also likely to produce the best environmental impacts, although these have been assessed to be negligible.</p> |

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| <b>B.9</b>                                                                                                                                                      | <p><b>CAA consideration of factors material to our decision whether to approve the change (section 70, Transport Act 2000).</b></p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures a summary of the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the Section 70 characteristics (<a href="#">CAP 1616f</a>, 6.80).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>Maintain a high standard of safety in the provision of air traffic services</p> <p>section 70(1)(a)</p>                                                      | <p>As stated in Section B8, this Airspace Change Proposal (ACP) aims to improve resilience, if the ILS is unavailable, by introducing PBN arrival procedures. The use of PBN arrivals (instead of existing Non-Precision Approaches (NPA)) is anticipated to improve controller and operator workload, remove reliance on NPA, and therefore maintain a high standard of safety in the provision of air traffic services.</p> <p>Regarding the reclassification of a portion of CTA3 between 3000ft and 4500ft AMSL from D to G; the assessment, supported by airspace usage analysis, demonstrates the ANSP does not need to provide a service in controlled airspace in that area, and this portion of controlled airspace is therefore not required. Reclassifying the airspace between 3000ft and 4500ft AMSL from D to G should afford more opportunity/options for other airspace users to transit below the proposed new CTA4 at higher altitudes which would be anticipated to reduce congestion.</p>                                                                                                                     |
| <p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic</p> <p>section 70(2)(a)</p> | <p>As detailed in B11 below, the proposal raises the base of the southwest portion of CTA3 from 3000ft and 4500ft AMSL (and renames it CTA4).</p> <p>The sponsor's assessment, supported by airspace usage analysis, demonstrates that, due to the ANSP not requiring to provide a service in controlled airspace in that area, this portion of controlled airspace is not required.</p> <p>Reclassifying the airspace between 3000ft and 4500ft AMSL from D to G will ensure that the airspace classification is appropriate for operations intending to use that airspace and will ensure that the amount of controlled airspace is appropriate for operations intending to use the airspace, but no bigger, affording more opportunity for other airspace users to transit below the proposed new CTA4. Airspace usage and stakeholder feedback indicates that this additional capacity will be utilised. The proposed airspace change is assessed achieve the these aims with the least complex airspace design appropriate for the intended utilisation - a relatively simple adjustment made to the dimensions of CTA3.</p> |
| <p>Satisfy requirements of</p>                                                                                                                                  | <p>It is anticipated that raising the base, and the reclassification of a 27.8nm<sup>3</sup> portion of CTA3 from Class</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| operators and owners of all classes of aircraft<br>section 70(2)(b)                                                                                                                                       | D to G will have a positive impact on General Aviation (GA). It will improve access, allowing GA traffic to transit at higher altitudes, while remaining outside controlled airspace. Specifically, the sponsor demonstrates that raising of the base will enable improved soaring profiles for flights to/from Deeside Gliding Club at Aboyne. The PBN arrival procedures are not anticipated to directly impact GA, nor helicopter routes to/from the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Take account of the interests of any other person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally<br>section 70(2)(c) | The objective of the introduction of PBN arrival procedures is to improve resilience, for the benefit of air traffic controllers, as well as operators. This proposal is sponsored by Aberdeen Airport and meets their known requirements as well as the requirements of the air navigation service provider.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Take into account the Secretary of State's guidance relating to spaceflight activities<br>section 70(2)(ca)                                                                                               | Not relevant to this airspace change proposal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Take into account the Secretary of State's guidance on environmental objectives<br>section 70(2)(d)                                                                                                       | <p>The CAA is required to take into account the Air Navigation Guidance 2017, which sets out the Government's environmental objectives with respect to air navigation. These environmental objectives are 'designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector. The objectives are, to:</p> <ul style="list-style-type: none"> <li>• limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise;</li> <li>• ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and</li> <li>• minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.</li> </ul> <p>This ACP has been scaled as a Level 1 as it has potential to alter civil aviation traffic patterns below 7,000 ft. over an inhabited area. The sponsor's assessment of environmental impacts is based upon a robust rationale and supporting evidence, including quantitative analysis, which concluded that the environmental impacts associated with the airspace change would be negligible even when using the</p> |

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|                                                                                                                                                                          | <p>upper estimate (5%) of arrivals anticipated to use the proposed RNP arrival procedures for resilience and training purposes. The redesignation of Class D controlled airspace to Class G airspace was intended to provide improved accessibility for other airspace users, with negligible indirect (consequential) environmental impacts identified.</p> <p>Based upon the evidence provided by the sponsor, the environmental impacts resulting from this ACP are considered to be negligible, and therefore, this proposal is not in conflict with the environmental objectives as set out in the Air Navigation Guidance 2017.</p> |            |
| Facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services<br>section 70(2)(e) | No impact was identified in consultation responses. The CAA is satisfied that the impacts of the revised airspace associated with this ACP will not impede the operational requirements and tactical freedom of the MoD.                                                                                                                                                                                                                                                                                                                                                                                                                  |            |
| Take account of the interests of national security<br>section 70(2)(f)                                                                                                   | The CAA is satisfied that the proposal has no impact on national security.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |            |
| Take account of any international obligations notified to the CAA by the Secretary of State<br>section 70(2)(g)                                                          | No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |
| <b>B.10</b>                                                                                                                                                              | <p><b>Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met?</b></p> <p><u>NOTE:</u> associated publications include Airspace Policy Statements listed <a href="#">here</a>.</p>                                                                                                                                                                                                                                                                                                                                                                          | <b>N/A</b> |
| B.10.1                                                                                                                                                                   | There are no associated publications, including Airspace Policy Statements relevant to the proposal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |            |
| <b>B.11</b>                                                                                                                                                              | <b>Conclusions in respect of requirement to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the</b>                                                                                                                                                                                                                                                                                                                                                                                            |            |

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|        | <p><b>needs of all airspace users is reflected on an equitable basis.</b></p> <p><u>NOTE:</u> this section only applies if the CAA is classifying or amending the classification of UK airspace.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| B.11.1 | <p>As detailed in B9 above, the proposal raises the base of the southwest portion of CTA3 from 3000ft and 4500ft AMSL (and renames it CTA4). The sponsor's assessment, supported by airspace usage analysis, demonstrates that, due to the ANSP not requiring to provide a service in controlled airspace in that area, this portion of controlled airspace is not required. Reclassifying the airspace between 3000ft and 4500ft AMSL from D to G will ensure that the amount of controlled airspace is appropriate for operations intending to use the airspace, but no bigger and should afford more opportunity for other airspace users to transit below the proposed new CTA4.</p> |

| PART C – Stage 5 Recommendation |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>C.1</b>                      | <b>Taking the above information into account, what is your recommendation to the decision-maker for this proposal?</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>C.1.1</b>                    | <p><b>Recommendation</b></p> <p>Approve the re-classification of the airspace as described implementing a new Class D CTA (4) and to approve the implementation of the proposed RNP IAPs.</p> <p>It is recommended that the CAA Decision Maker approve the proposed changes for implementation, subject to the satisfactory fulfilment of the conditions set out in paragraph C.2 below.</p> <p><b>Operational</b></p> <p>The sponsor has clearly articulated the operational need for the introduction of RNP approach procedures for Runways 16 and 34 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.</p> <p>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 volume and classification required. 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.</p> <p>A small number of matters remain subject to ongoing regulatory assurance and post-implementation oversight. Alongside the routine conditions associated with the APSA, document and AIS 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. 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.</p> <p>Subject to fulfilment of the specified conditions and successful completion of the remaining regulatory activities prior to implementation, the assessment is that the proposal can be recommended for approval, subject to the conditions and Post Implementation Review requirements detailed below.</p> |

**Environmental**

The sponsor has adequately considered the potential environmental impacts of the proposal within both the consultation and final submission documents and complied with relevant Government guidance and environmental assessment requirements for Level 1 ACPs under CAP 1616 (version 5). No environmental conditions or recommendations are proposed before implementation. A post-implementation monitoring requirement for RNP usage is recommended to validate a key assumption used in the environmental assessment. The CAA Environmental Statement supports the view that the proposal would deliver operational resilience benefits while causing no significant environmental impacts, when compared with the current day operations.

**Economic**

The preferred option, comprising Vectors to RNP arrivals and the release of 27.8 nm<sup>3</sup> of controlled airspace, delivers modernisation and resilience benefits while leaving most operational and environmental outcomes largely unchanged from the baseline. Noise, tranquillity, biodiversity, air quality, traffic levels and airport capacity show negligible differences from the "without ACP" scenario, although there are modest improvements in overflight distribution and General Aviation access.

The sponsor's appraisal reports an overall NPV of approximately -£160k (2024 prices). This largely reflects airport implementation costs and a small increase in fuel burn associated with the assumption that 5% of arrivals use the RNP procedures instead of the ILS. Most monetised impacts therefore relate to airport costs, noise and carbon effects, while several strategic benefits were not monetised.

The proposal is not intended to increase traffic or airport capacity. Traffic forecasts are unchanged between the baseline and option scenarios, and over 95% of arrivals are expected to continue operating as they do today. Alternative options, including T-Bar and curved approaches, were rejected mainly because they introduced greater operational complexity and safety risks while offering little environmental advantage.

The principal strategic benefit is improved resilience. The RNP procedures provide a modern alternative during ILS outages and support the Airspace Modernisation Strategy. The controlled airspace release was assessed separately and was found to be deliverable safely, providing General Aviation benefits through improved access and reduced infringement risk without materially affecting commercial operations.

Following consultation, the sponsor reviewed the forecasts, assumptions and design and concluded that no material changes were required. As a result, the environmental assessments from the consultation-stage Full Options Appraisal remained valid and were carried forward into the Final Options Appraisal using the same methodology. The assessment approach, including treatment of fuel burn, greenhouse gases and traded emissions, remained broadly consistent with the earlier appraisal.

Overall, the sponsor has provided a clear and traceable assessment supported by defined forecasts, modelling assumptions and environmental evidence. While the forecasts are based on 2022 operational data, a refresh of the modelling would have been unlikely to change the overall conclusions given the very limited differences between the preferred option and the baseline.

### **Consultation**

The sponsor conducted a consultation on their proposed two changes over 12-weeks which was in accordance with the CAP 1616 accepted standard on consultation length. The sponsor targeted 159 aviation and non-aviation stakeholders representing aviation and non-aviation groups together with some individuals who had signed up for ACP updates via an online form. Twenty responses were submitted. Although no changes were made to either the PBN arrival procedures or to the proposed CAS base level on account of consultation feedback, the sponsor demonstrated that they took account of the product of the consultation in how they responded to feedback. For example, where suggestions were made for visual features, the feedback was considered and shared with ATC and NATS for their attention. The sponsor has conducted consultation in accordance with CAP 1616 requirements and demonstrated that their consultation was aligned with the Gunning principles on effective consultation. Two pre-implementation conditions are proposed regarding engaging with GA stakeholders to raise awareness of the reclassification of the CTA3 airspace between 3000ft and 4,500ft.

### **IFP**

Introduction of RNP procedures to Runway 16 and 34 are proposed, with LNAV (non-precision approach) and LNAV/VNAV (Baro-VNAV approach with vertical guidance) minima provided.

Several technical comments related to procedure design were raised in the different iterations of the IFP Submission Packages associated to this ACP. All the comments have now been fully addressed by the APDO working on behalf of the sponsor.

The proposed approaches have additionally successfully undergone flight validation simulation activities with positive outputs from flight validation crews of different aircraft types representing the fleet mix operating at Aberdeen (Medium-jet, turboprop and Helicopter) - demonstrating that the IFPs are safe, flyable and operationally fit-for-purpose within the proposed controlled airspace environment and ATC vectoring practices to the different IFs.

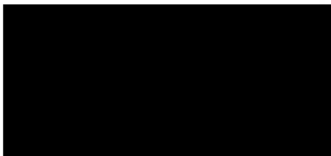
### **ATM**

The sponsor is introducing RNP approach procedures for Runways 16 and 34 to improve operational resilience during periods of ILS unserviceability and has provided a proportionate assessment of the anticipated impacts. The reclassification of a portion of Aberdeen CTA3 from Class D to Class G is supported by operational data which indicate that the airspace is not routinely required to support the safe and efficient operation of arriving and departing traffic.

A small number of ATS matters remain subject to ongoing assurance activity; namely, standard conditions associated with the completion of the APSA, training, and updating the required documents have been applied. In addition, further conditions have been applied concerning the removal of runway 34 direct arrivals from relevant charts (pre-implementation), and the resolution of

|              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
|              | <p>the identified issue concerning the notification and operation of Class D airspace (post implementation). However, these matters can be managed through the attached conditions.</p> <p>Subject to fulfilment of the specified conditions, the change sponsor has met the requirements and the proposal can be recommended for approval.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |
| <b>C.2</b>   | <b>Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Y</b> |
| <b>C.2.1</b> | <p>For this ACP, the conditions listed below are mandatory requirements that must be met before the airspace change can implemented.</p> <p><b><u>Pre Implementation Conditions</u></b></p> <p><b>Condition 1:</b> An APSA must be completed prior to implementation.</p> <p><b>Condition 2:</b> 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.</p> <p><b>Condition 3:</b> 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.</p> <p><b>Condition 4:</b> 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.</p> <p><b><u>Pre-Implementation Recommendations</u></b></p> <p><b>Recommendation 1:</b> The sponsor should engage with the Central Scotland Local Airspace Infringement Team (LAIT) to raise awareness of the reclassification of a portion of CTA3 airspace between 3000ft and 4,500ft., and renaming as CTA4.</p> <p><b>Recommendation 2:</b> The sponsor should notify its General Aviation stakeholders of the reclassification of a portion of CTA3 airspace between 3000ft and 4,500ft., and renaming as CTA4.</p> <p><b><u>Post Implementation Condition</u></b></p> <p>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.</p> |          |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                        |                                                                                     |            |            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------|------------|
| <b>C.3</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)?</b>                                                                                |                                                                                     |            | <b>Y</b>   |
| C.3.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>The sponsor must record the number of arrivals using the RNP arrival procedures (including helicopters) compared with the total number of arrivals for each runway (verify numbers).</li> </ul> |                                                                                     |            |            |
| <b>C.4</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Are any other consents and approvals needed in order to permit the intended operation (title and hyperlinks to be inserted)?</b>                                                                                                    |                                                                                     |            |            |
| N/A.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                        |                                                                                     |            |            |
| <b>C.5</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Are there any other comments/observations for the decision maker?</b>                                                                                                                                                               |                                                                                     |            | <b>N</b>   |
| C.5.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | The CAA has not directly received any external piece of correspondence in relation to the change sponsor's ACP.                                                                                                                        |                                                                                     |            |            |
| <b>C.6</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Regulator's Signature</b>                                                                                                                                                                                                           |                                                                                     |            |            |
| Technical Regulator                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                       |  | 06/08/2026 |            |
| <b>PART D – Draft Regulatory Decision – Comment (for Level 1 Airspace Change Proposal's only)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                        |                                                                                     |            |            |
| <b>D.1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Was a Draft Regulatory Decision published for this proposal?</b>                                                                                                                                                                    |                                                                                     |            | <b>N</b>   |
| <p>For Level 1 proposals, the CAA will normally publish a draft decision for comments before making its decision final. However, the CAA recognises that this adds more time to the process, and in this certain circumstance, a delay was deemed to be disproportionate to the benefit of publishing a draft decision. In making this decision, the CAA took account of the nature of the proposal, the consequential impact expected from its implementation, and the limited benefit that would be reasonably expected from the publication of a draft decision.</p> |                                                                                                                                                                                                                                        |                                                                                     |            |            |
| <b>D.2</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Was any feedback received in relation to the Draft Regulatory Decision?</b>                                                                                                                                                         |                                                                                     |            | <b>N/A</b> |

|                                                                                                                                                          |                                                                                      |                                                                                       |            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------------|
|                                                                                                                                                          |                                                                                      |                                                                                       |            |
| <b>D.3</b>                                                                                                                                               | <b>Has the Draft Regulatory Decision been amended in light of feedback received?</b> |                                                                                       | <b>N/A</b> |
|                                                                                                                                                          |                                                                                      |                                                                                       |            |
| <b>PART E – Final Regulatory Decision – Comment/Approval</b>                                                                                             |                                                                                      |                                                                                       |            |
| <b>Manager Airspace Regulation comments and recommendation:</b>                                                                                          |                                                                                      |                                                                                       |            |
| I agree with assessment and recommendation of the regulators and subject to the conditions and recommendations noted above I support approving this ACP. |                                                                                      |                                                                                       |            |
| Manager Airspace Regulation                                                                                                                              |     |    | 14/9/26    |
| <b>Head AAA comments and regulatory decision:</b>                                                                                                        |                                                                                      |                                                                                       |            |
| Approved:                                                                                                                                                |                                                                                      |                                                                                       |            |
| Head AAA                                                                                                                                                 |   |  | 15/09/26   |