



Ref: 7550-020/HIAL/DAP Framework Briefing
Date: 30th April 2013

Bullet Notes from Inverness ACP Framework Briefing at DAP, London on 25th April 2013

Attendees:



DAP Inverness ACP Case Officer, Airspace Regulation
DAP, Airspace Policy Coordination & Consultation
DAP, Environmental Research and Consultancy Division
DAP, Airspace Regulation
DAP, Airspace Policy Coordination & Consultation
HIAL, General Manager ATS
HIAL, Deputy Manager Inverness ATS
Osprey CSL

Introductions

- Completed.

Osprey Inverness Airspace Change

- [REDACTED] presented a brief detailing the major points contained in the previously distributed HIAL/Osprey Framework Document, the ensuing discussion covered: background and Justification for the proposed change; an initial assessment of the impact of the proposed change on all airspace users; environmental assumptions; an initial assessment of the environmental implications of the proposed change; an initial assessment of the impact of the proposed change on the airspace arrangements; and identification of any connectivity to European Airspace Programmes, including relevant timescales.
- Directorate staff provided appropriate advice and guidance on the way forward and verbally briefed on: the ACP process; environmental requirements; consultation requirements the structure of the formal Airspace Change Proposal submission.
- It was agreed that [REDACTED] would provide brief meeting notes and HIAL would confirm, in writing, their intention to proceed with the development of the Proposal. Points that arose with regard to progression in stages 2 - 4:



- Balance must be struck with regard to comment on service provision in Class G;
- The approval for the instrument procedures would be performed in parallel to the ACP;
- Early engagement regarding the Proposal with RAF Lossiemouth and NATS had been positive;
- The Establishment of class D airspace ranged from a basic concept to CTR/CTA with connectivity to the adjacent advisory route whilst being aware of unintended consequential effects of CAS design on peripheral Class G;
- Measures to mitigate current issues were covered through the options presented by the sponsor and included improved liaison with local stakeholders (RAF Lossiemouth); the possibility of a Transponder or Radio Mandatory Zone; and the establishment of a class D Zone. Discounting of the RMZ and TMZ options will have to be carefully articulated in relation to surveillance and R/T coverage at low level;
- Total atm numbers cannot be used in isolation as a justification for CAS, however an awareness of potential airport traffic growth and economic pressures is helpful;
- RAF Lossiemouth ATS provision in the proposed Inverness Class D CAS;
- Norwich Airport has recently introduced Class D airspace close to RAF Marham (the sister Tornado GR4 main operating base to RAF Lossiemouth) with military ranges and training areas in the close vicinity; and
- It was hoped to introduce the airspace Q4 2014/Q1 2015. .

Environmental Considerations

- ■ was broadly in agreement with the approach to the assessment of the environmental impact, but agreed to forward DAP's precise requirements for the environmental assessment;
 - ■ cautioned to clearly state where environmental benefit (or disadvantage) will occur and use 'SMART' (Specific, Measurable, Attainable, Relevant and time-bound) principles where possible.

Consultation Considerations

- ■ presented the CAP 725 Framework Brief;
 - ■ agreed to forward the Framework Brief .ppt to Osprey;
 - Following ACP submission (expected April 2014) following 1 week to confirm the content of the Proposal, 16 weeks may be allowed for proposal scrutiny and the final decision;
 - A Post Implementation Review (PIR) would be necessary the data sets for which would be confirmed through the process; and



- [REDACTED] agreed to review the DRAFT Consultee List at Annex E of the HIAL/Osprey Framework Document (7550-008 Issue 1).

AoB

- Nil.

Actions

- [REDACTED] agreed to provide brief meeting notes (**completed**);
- [REDACTED] agreed to forward DAP's precise requirements for the environmental assessment to Osprey;
- [REDACTED] agreed to forward the Framework Brief .ppt to Osprey (**completed**);
- [REDACTED] agreed to review the DRAFT Consultee List at Annex E of the HIAL/Osprey Framework Document (7550-008 Issue 1);
- [REDACTED] agreed to confirm, in writing to AS, HIAL's intention to proceed with the development of the Proposal; and **post the meeting**
- [REDACTED] *agreed to develop a working relationship with Norwich Airport to identify lessons during its ACP as well as familiarising Inverness ATC staff with terminal CAS operations and the training requirement.*

[REDACTED]

[REDACTED] [REDACTED])
Senior Consultant

Tel

[REDACTED]

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