

Meeting Notes of Action

Project Title	Blackbushe Airport IAPs
Client	Blackbushe Airport Ltd
Purpose of Meeting	CAA Framework Briefing
Date of Meeting	18 th November 2016
Held at	CAA House, Kingsway, Holborn
Present	CAA Case Officer Owner Blackbushe Airport, Sponsor Procedures Designer, Blackbushe Airport CAA CAA CAA CAA CAA CAA CAA CAA Osprey Consulting Services Ltd, Osprey Consulting Services Ltd,
For Information	CAA
Copies to	Listed above
Classification	Nil
Osprey Reference	71006/003
Issue	Issue 1

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Meeting Summary

The meeting was organised following the initial Gap Analysis assessment and as an introduction to CAP725 aspects with regard to the introduction of Instrument Approach Procedures (IAPs) under CAP1122. The additional comments, suggestions and actions raised during the meeting are summarised below.

General

- The CAA emphasised the need for a collaborative approach with aviation stakeholders in particular.

Initial Safety Assessment

- The initial compliance assessment identified a number of areas where the Airport was not compliant with the specified CAP1122 requirements about the introduction of associated introduction of IAPs.

Air Traffic Service (ATS) Provision

- was particularly concerned with the following risks in the aftermath of the Phenom incident;
 - Integration of Instrument Flight Rules (IFR) with traffic with aerodrome Visual Flight Rules (VFR) traffic;
 - Complexity of traffic and airspace near Blackbushe and Farnborough;
 - The impact of weather conditions to the Blackbushe controller;
 - Runway incursion during IFR approaches to land;
 - Blackbushe's relationship and use of the ATS provided by the Farnborough Air Traffic Control (ATC); and
 - echoed the thoughts on the Farnborough ATS relationship and emphasised the requirement for a robust Letter of Agreement (LoA) between NATS, Farnborough ATC & Blackbushe ATC;
 - ALH identified that this would also influence the design of the Rwy25 IAP due to the proximity of a portion of the London CTR delegated to Farnborough (the track would remain outside, but the containment area impinge, that portion of the London CTR;
 - ALH emphasised that the IAPs will replicate the current VFR approach procedures but two designs could be made for Rwy25.
- accepted that concerns could be addressed in subsequent Safety Assessment Documentation (SAD) in line with Blackbushe's Safety Management System (SMS) as well as a suitable operational LoA;
- stated that originally the CAP1122 guidance was primarily aimed at remote airports, HIAL for example;
- emphasised the 'holistic' approach to addressing risk and issues, involving local aviation stakeholders; and

- emphasised that the intention is that the current level and mode of VFR operations would remain predominantly unaffected.

Runway Infrastructure

- picked up on concern with runway incursion to emphasis a number of areas (identified in the 1122 Compliance Assessment), with regard to the Blackbushe runway;
 - Runway thresholds might need adjustment (for a Code 2 Instrument Runway designation) with consequential effect on the associated Runway End Safety Area (RESA);
 - Restructuring of the Aeronautical Ground Lighting (AGL);
- **ACTION:** would be at the Airport on Mon 21st Nov and would discuss Runway End Safety Area (RESA), surface & approach safeguarding (tree obstacle management) and aerodrome ground Lighting (AGL) with the Senior Air Traffic Controller (SATCO).

Consultation

- asked whether there was any intention positively encourage a growth in aerodrome growth;
 - CO stated that the primary aim in introducing IAPs was to reduce the number of weather diversions, reducing inconvenience to corporate passengers and clients.
 - CO also stated that it was the intention of the aerodrome to grow their business and that these procedure would assist with that aim.
- The CAA emphasised the requirement for statistical evidence on current operations (collection/collation) and information on future density of use to support any final proposal.
- stated that it would be Blackbushe's responsibility to justify the degree of consultation based upon clearly defined impacts, or lack thereof;
 - Any effect should be defined in terms of density of air traffic movements or displacement, tracks and altitudes flown and ground areas overflown;

Environmental

- stated that as new IAPs are being introduced the following should be considered;
 - Current aerodrome noise contours & comment on any change due to introduction of the IAPs;
 - Local Air Quality is not a consideration as there will be no changes below 1,000ft and the airport is not located in an Air Quality Management Area (AQMA);
 - Clear reasoning for not including a full CO₂ emissions and noise assessment is required (included in any Consultation);
 - Any displacement of GA VFR traffic, and new IFR tracks, should be a consideration with regard to current published local avoidance areas or procedures.

- CAA suggested that records be produced to show current movement densities and patterns and that details of estimated usage (including instances of training and due to bad weather) of the new procedures are included in the Consultation.

Timelines

- SAD & IAP Design approval is required prior to any formal airspace change approval;
- intimated he should be informed of significant changes to the project & timelines so that the work schedule of the CAA Case Officer can be updated accordingly.

Looking Ahead

- Consideration of local user briefs and presentations should be made prior to any new airspace implementation;
- **ACTION:** Distribute to the CAA notes of this meeting.

Summary of Actions

Action	Description	Status	Owner(s)	Due Date
1.1	to discuss runway infrastructure alterations with the BB SATCO as part of the routine Aerodrome Inspectors visit on 21 st November 2016.	Open	CAA	21/11/16
1.2	to distribute meeting notes to CB.	Closed	Osprey	30/11/16

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