



COUNCIL OF THE ISLES OF SCILLY

MINUTES

**St Mary's Airport GNSS RNAV IAP
Framework Briefing Minutes**
09/08/2017 13:30
Video Conference London/Isles of Scilly

Present

██████████ - *ATS & Airport Manager*
██████████ - *Deputy ATS & Airport
Manager*

Dial In

██████████ - *Airspace Regulator
(Technical)*
██████████ - *Airspace Regulator (IFP)*
██████████ - *Airspace Specialist
(Coordination)*
██████████ - *Airspace Regulator
(Environment)*
██████████ - *Airspace Regulator*
██████████ - *Airspace Regulator (IFP)*

Agenda Items

- i. ██████ explained the process of approval and implementation of the approaches;
- Stage 1 is the framework briefing
 - Stage 2 is proposal development, this involves identifying stake holder consultees and finalising design options.
 - Stage 3 is preparing for consultation.
 - Stage 4 is consultation and proposal submission, all of the consultation material should be sent to SARG at this stage. A formal airspace change proposal is also completed.
 - Stage 5 is the regulatory decision, Group Director SARG will review proposal for completeness and complete a case study. There is an expected time scale of approximately 16 weeks from phase 5 for the approaches to be published.
 - Stage 6 is implementation. This includes **developing** associated ATC procedures subject to approval of CAA's ATM section ██████
 - Stage 7 is operational review of the approaches in which SARG will initiate a post implementation review, usually 12 months after their introduction. If there are no changes required SARG will publish the final report and the process is complete.

Should changes be required SARG will invite the organisations affected to discuss the implications.

- ii. ■ and ■ recapped St Mary's Airports progress so far;
 - 11/03/2015 - The Airspace Change Proposal was submitted to the CAA (Controlled Airspace Section) (E21844)
 - 19/03/2015 - The consultation material was sent out to stakeholders and a public meeting was held. (Responses were received from Natural England, AONB, Isles of Scilly Steamship Group, Historic England. However, responses were not received from several other organisations petitioned.)
 - 19/03/2015 – Notices were displayed in public places around the islands for a period of 21 days.
- iii. A 2 phase introduction was suggested with the LNAV approaches being approved first.
- iv. ■ requested that the consultation data be re-sent and also suggested that it might be required to go out to consultation again since the last data collected was more than 12 months ago. It was also requested that consultation be sought from aviation stakeholders including the MOD. This information can be emailed to ■. ■ stated that current arrivals on Runway 14 fly over Tresco in a manner that would be effectively replicated by the proposed IAP
- v. ■ expressed concern over the seemingly repetitive track taken on the 09 and 14 approaches and how they impact the residents of old town and potentially the other islands overflowed.
- vi. ■ suggests that we request the designer make all of the IAF's TAA's the same (2100amsl) for simplicity and safety sake.
- vii. Query about the lack of a straight in approach for 14, ■ explained that due to the vast majority of traffic joining from the East that it would be very unlikely that it be required, however, ■ felt that it would still be beneficial to add to the designs.
- viii. Regarding the 09 approach it was queried why the entry from the East is via ODUNO which seems fairly superfluous if LANLO is also used.
- ix. It was suggested that the MAP for 27 should include a left turn instead of a right.
- x. It was acknowledged that the existed NDB procedures are up for review in the near future.

END 15:00

Actions

- ■ to supply ■ with consultation and ■ to contact designer.

Actions since Meeting

- 29/08/17- ■ contacted ■ requesting changes to procedures as outlined above.
- 29/08/17 – ■ forwarded Consultation details to ■.