## INVERNESS AIRPORT - AIRSPACE CHANGE PROPOSAL

Location: Aviation House, Gatwick

Date: 13<sup>th</sup> October 2021

Time: 12:30

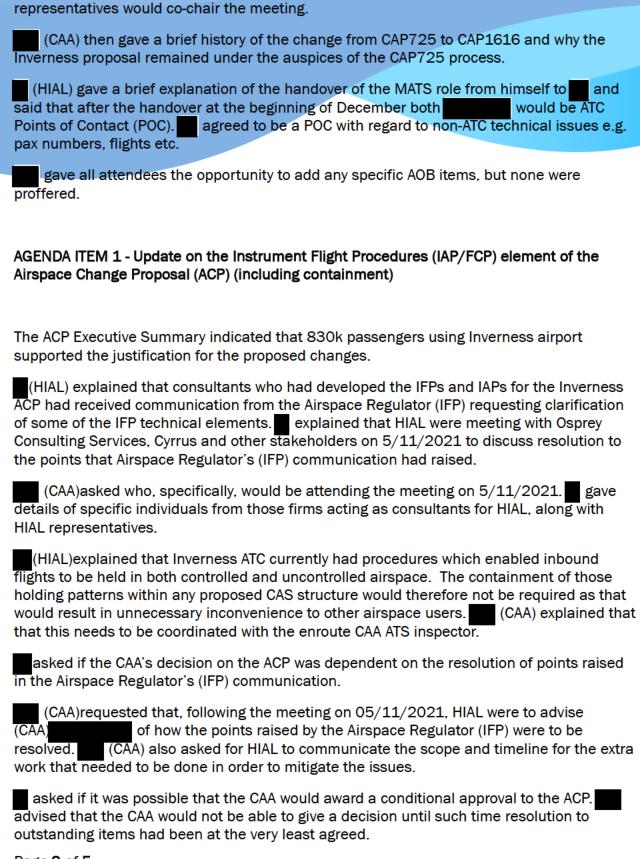
Facilitator:

## **Agenda Items**

- 1. Update on the Instrument Flight Procedures (IAP/FCP) element of the Airspace Change Proposal (ACP) (including containment)
- 2. Disconnect between "operating hours" information in the UK Aeronautical Information Publication (AIP) and the ACP
- 3. Surveillance Designated Operational Coverage (DOC) areas in specific Control Areas (CTAs) and any required Air Traffic Management mitigations.
- 4. Update on the CAA's duties under section 70(2) of the Transport Act 2000 to satisfy the requirements of operators and owners of all classes of aircraft.
- 5. If the ACP is approved, projected implementation date, supporting evidence and justification to reinforce that decision.
- 6. AOB

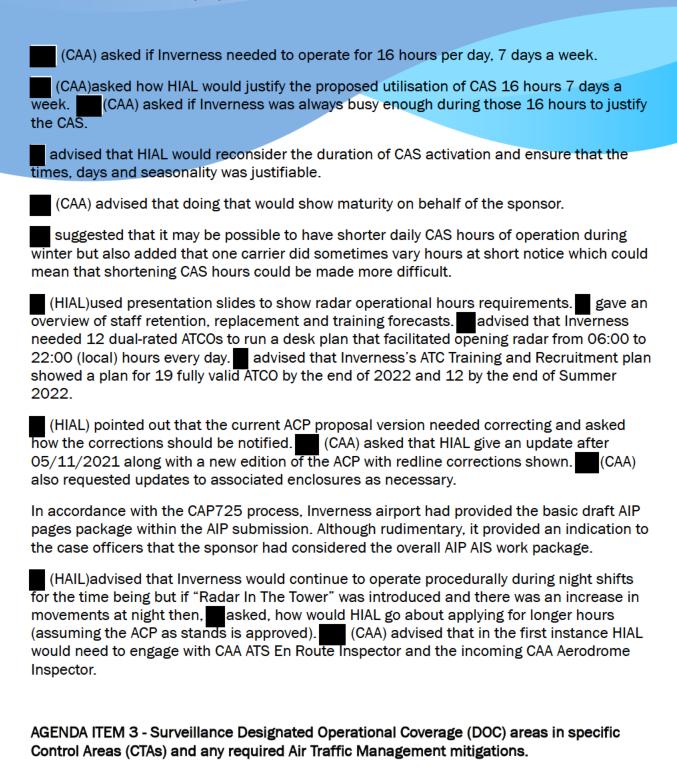
## **Attendees**





At the start of the meeting, it was agreed by all that the agenda was acceptable, that (HIAL) would minute the meeting and distribute said minutes and that the 3 CAA

## AGENDA ITEM 2 - Disconnect between "operating hours" information in the UK Aeronautical Information Publication (AIP) and the ACP



(CAA) raised the issue of small areas of poor radar coverage at the lower levels of CTAs

4, 6 & 8 in the ACP. (HIAL) shared radar coverage diagrams in a series of presentation

(HIAL) explained that the mapping shown in the slides was carried out against a 2m<sup>2</sup> target. advised that there was a radar upgrade scheduled for 2022. explained that the radar coverage maps were "worst case scenarios". explained that any areas of poor radar coverage would be mitigated by various means which included having overlays of the radar cover areas available at the radar consoles, training ATCOs to use procedures that eliminated risk e.g. higher descent profiles, vectoring around certain areas, including the issue in annual ABES training. suggested that HIAL would use simulator exercises to train ATCOs what to do if "pop-up traffic" appeared in the areas concerned. There was more discussion about mitigation and stated that the CAA were satisfied with HIAL's response. AGENDA ITEM 4 - Update on the CAA's duties under section 70(2) of the Transport Act 2000 - to satisfy the requirements of operators and owners of all classes of aircraft. (CAA) explained that Section 70(2) of the Transport Act 2000 gave the CAA the duty to consider environmental factors when assessing ACPs. The Act means that noise tests had to be undertaken around the area affected by the Inverness ACP. These tests showed that there were less that 10,000 people affected by noise levels of 54 dB or more and this meant that the existing ACP could continue under the auspices of CAP725 instead of CAP1616. AGENDA ITEM 5 - If the ACP is approved, projected implementation date, supporting evidence and justification to reinforce that decision. (HIAL) presented graphs showing increases in average and mean Passenger Air Traffic Movements (Pax ATM) between 2013 and 2019. • then showed projected estimates for Pax ATM up to 2024. explained that HIAL's projected movements were above 80% of actual movements in 2019 even allowing for a 5% margin of error. (CAA) asked why HIAL used 80% as a benchmark and explained that the CAA stated in correspondence relating to CAP 1616 applications that 80% could be considered as a benchmark figure for post-covid recovery. (HIAL) stated that the domestic market was growing due to restrictions on European and International travel. (CAA) explained that statistical convention suggests that the median growth should be used as well as mean and average. (CAA) asked if Inverness thought that "staycations" may be skewing the figures. (HIAL) explained that this was not the case as 50% of Inverness traffic consisted of connecting flights to Amsterdam and Heathrow. explained the effects of Air Passenger Duty (APD) on international travel and that the U.S. inbound tourism market will strengthen as COVID rules relent. explained that inbound tourism is very strong from the US and followed by tourists travelling through Amsterdam and from France and Spain. that Inverness were hoping to increase their service rates on some routes to "Double dailys".

