CIVIL AVIATION

The Civil Aviation Authority (Air Navigation) (Amendment) Directions 2018

The Secretary of State for Transport, in exercise of the powers conferred by sections 66(1), 68 and 104(2) of the Transport Act 2000([1]), gives the following Directions:

Citation, commencement and application

1.—(1) These Directions may be cited as the Civil Aviation Authority (Air Navigation) (Amendment) Directions 2018.

(2) Except as provided in paragraph (3), these Directions come into force on 1st November 2019.

(3) This Direction and Direction 2(3) come into force on 1st December 2018.

(4) These Directions are given to the Civil Aviation Authority.

Amendment of the 2017 Directions

2.—(1) The Civil Aviation Authority (Air Navigation) Directions 2017([2]) are amended as follows.

(2) In Direction 2 (interpretation) in the appropriate place insert—

""ANSP" means the holder of a licence granted under section 6 of the Act or of an exemption granted under section 4 of the Act;"

""planned and permanent" means other than a day-to-day or at the time decision taken by an air traffic controller or other decision maker;"

""PPR" means planned and permanent redistribution of air traffic through changes in ATC operational procedure;"

""relevant PPR" means a PPR which falls within the description in paragraph 1 of the Annex to these Directions;"."

(3) In Direction 6 (Secretary of State's call in power), after paragraph (1) insert—

"(1A) After notifying the Secretary of State under paragraph (1) of a request received for a proposal to be referred to the Secretary of State, the CAA must provide to the Secretary of State an assessment of whether the CAA considers the proposal meets one or more of the call in criteria.

(1B) An assessment for the purposes of paragraph (1A) must take account of any guidance which the Secretary of State has given to the CAA.".

(4) After Direction 9 insert—

"Proposed planned and permanent redistribution of air traffic

"**9A.**—(1) The CAA must develop and publish procedures, and guidance on such procedures, for the development, consideration and determination of proposals for relevant PPRs as set out in the Annex to these directions.

([1]) 2000 c. 38.

([2]) Given to the CAA in October 2017, a copy of which is included as an annex to the Air Navigation Guidance 2017, published by the Department for Transport on 24th October 2017.

(2) A procedure developed and published under paragraph (1) must—

(a) be proportionate and reflect published Government policy, and

(b) require an ANSP to refer a proposal for a relevant PPR to the CAA for approval before the PPR is implemented.

(3) A PPR proposed by or on behalf of the MoD is to be exempt from the procedures developed under paragraph (1).

(4) In accordance with its published strategy and plan for the use of UK airspace, as well as the procedures published under paragraph (1), the CAA must decide whether to approve a proposal for a relevant PPR.

(5) The CAA may make its approval of a proposal subject to such modifications and conditions as the CAA considers necessary.

(6) The CAA must provide a report to the Secretary of State annually outlining, for each proposal for a relevant PPR referred to it under the procedures developed in accordance with paragraph (1), the specific type of the PPR, the relevant airport, and whether it was approved.".

(5) At the end, insert the following Annex—

"**Annex**
Planned and Permanent Redistribution of air traffic (PPR)

Types of PPRs which are relevant PPRs for the purposes of these Directions.

Interpretation and scope

1. A relevant PPR is a proposed PPR which both:

- falls within one or more of Types 1, 2 or 3 below; and

- relates to an airport which has a Category C or D (or both) approach landing procedure, and/or established standard instrument departure (SID) routes published in the UK AIP.

Additional information on interpretation and scope

2. The definition of relevant PPR in paragraph 1 is designed to capture only ATC operational procedures that relate to airports at which large commercial air transport and most business jets operate, whilst not capturing aerodromes or airports used only by small non-commercial aircraft.

3. Changes to ATC operational procedures that are planned and permanent will typically be recorded in writing and given as some form of instruction to an air traffic controller. An example would be a change to an Air Navigation Service Provider's (ANSP) MATS Part II.

Type 1

4. **A PPR which is (or more than one PPR within 24 months whose cumulative effects are) anticipated to result in a lateral shift of aircraft from the pre-existing nominal centre line of the density of flight tracks of at least the horizontal distance shown in the second column of the table below at the heights shown in the first column of that table -**

Height in feet above ground level (agl)	Horizontal distance from the centreline
1000ft	300m
2000ft	500m
3000ft	800m
4000ft	1100m

5000ft	**1300m**
6000ft	**1600m**
7000ft	**1900m**

Additional information on Type 1

5. The figures in the table are based on an approximate correlation to a 3dB change following advice from the CAA.

6. The ANSP will need to assess the lateral shift of traffic from the nominal centre of the density of flight tracks[1] to establish whether the expected lateral shift is equal to or greater than that shown in the table above. So a 1350m shift away from the existing centreline at 5000ft agl would be a Type 1 PPR, but not if the shift was 1200m at 5000ft agl. The CAA has discretion to interpolate if the height at which the change is being proposed falls in between those shown in the table above.

7. It is recognised that ANSPs make air traffic control operational changes with the best of intentions and for safety reasons need some flexibility in doing so. At the same time, uncontrolled multiple changes that individually fall below the threshold could have a cumulative impact similar to a single change that does meet the threshold. To mitigate against this possibility, if a change below the threshold is made, any further operational change(s) proposed within 24 months of the first change must be judged against the Type 1 PPR criteria by adding together the lateral shift of each change. Where the cumulative effect of changes made within a rolling 24-month period meets or exceeds the threshold set out in the table above, the change that results in the threshold being met or exceeded will be judged to have met the criteria for a Type 1 PPR and will need to be considered as such. A PPR which has already been approved by the CAA is not to be included in assessing the cumulative effect of any further change.

Type 2

8. **A PPR which is anticipated to increase air transport movements using a Standard Instrument Departure (SID) by at least 5000 movements per year as a result of a decision by an airport and/or its ANSP to redistribute air traffic from one SID to another at that airport.**

Additional information on Type 2

9. Type 2 applies when there has been a conscious decision by the airport and or its ANSP to redistribute ***existing*** traffic at the airport.

10. Type 2 does not apply to an increase in the number of air transport movements on a SID which is a direct result of changing weather patterns, or airline operations, natural growth, or as a result of agreed (i.e. through the planning system) air transport capacity enhancements at the airport.

Type 3

11. **A PPR which results from a significant change to the written specified landing arrangements of aircraft at a UK airport referred to in paragraph 1 (or more than one such change within 36 months whose cumulative effects are significant).**

12. **"Change to the published specified landing arrangements" means a change to the established minimum, or where applicable maximum, distance of the joining point onto an airport's Instrument Landing System (ILS) or any significant changes to the height at which aircraft must establish onto the ILS.**

---

[1] The nominal centre of the density of flight tracks should where possible be determined or interpreted from radar data, the sample of which should be sufficiently representative (two weeks to one month of data). Where radar data is not readily available, air traffic control expert judgement should be used.

13. **Changes to the published minimum joining point at such airports greater than a cumulative total of at least 300 feet vertically or 1 nautical mile horizontally within a rolling 36-month period will be considered as "significant" and thereby constituting a Type 3 PPR.**

Additional information on Type 3

14. In circumstances where multiple changes made within a 36 month rolling period have the cumulative effect of meeting or exceeding the threshold set out in Type 3, the change that results in the threshold being met or exceeded will be judged to have met the criteria for a Type 3 PPR and will need to be considered as such. A PPR which has already been approved by the CAA is not included in assessing the cumulative effect of any further change.

Power to determine whether a proposed change is a relevant PPR: consultation with the CAA

15. If there is any doubt about whether a proposed PPR falls within Type 1, 2 or 3, the ANSP, or airport as appropriate, should consult the CAA. The CAA's decision is to be determinative of whether or not the proposed PPR would be a relevant PPR.

Guidance to CAA on its environmental objectives when carrying out its functions under Direction 9A

16. In accordance with section 70(2)(d) of the Transport Act 2000, the CAA should take account of the Air Navigation Guidance 2017 when carrying out its functions under Direction 9A. In particular, the CAA should apply guidance that applies to its function to consider whether to approve permanent airspace changes (Direction 5) to its functions under Direction 9A.".

Dated 18.10.18

Parliamentary Under Secretary of State for Transport