

AIRSPACE CHANGE PROPOSAL CONSULTATION ASSESSMENT

Title of Airspace Change Proposal	Birmingham Airport Rwy 15 SIDs
Change Sponsor	Birmingham Airport Limited (BAL)
SARG Project Leader	[REDACTED]
Case Study commencement date	15/08/2013
Case Study report as at	01/10/2015

Instructions
<p>In providing a response for each question, please ensure that the ‘Status’ column is completed using the following options:</p> <ul style="list-style-type: none"> • Yes • No • Partially • N/A <p>To aid the DAP Project Leader’s efficient Project Management it may be useful that each question is also highlighted accordingly to illustrate what is resolved (Green), not resolved (Amber) or not compliant (Red) as part of the DAP Project Leader’s efficient project management.</p>

1.	Consultation Process	Status
1.1	<p>Is the following information complete and satisfactory?</p> <ul style="list-style-type: none"> ▪ A copy of the original proposal upon which consultation was conducted. ▪ A copy of all correspondence sent by the sponsor to consultees during consultation. ▪ A copy of all correspondence received by the sponsor from consultees during consultation. ▪ A referenced tabular summary record of consultation actions. ▪ Details of and reasons for any changes to the original proposal as a result of the consultation. ▪ Details of further consultation conducted on any revised proposal. 	<p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p>
	<p>[Comments]</p> <p>Initially, correspondence from those not formally identified as stakeholders (i.e. members of the public) was not included in the formal proposal pack. This data was subsequently provided in hardcopy following a request from the Case Officer (See 'Observations'). The introduction of Option 6 and extension to the consultation was notified to stakeholders by letter.</p>	
1.2	<p>Were reasonable steps taken to ensure all necessary consultees actually received the information e.g. postal/e-mail/meeting fora?</p>	YES
	<p>[Comments]</p> <p>The sponsor lodged consultation material on its website and contacted the stakeholders identified, inviting them to participate. Initially the sponsor did not issue a press release announcing the consultation, although this was rectified following SARG intervention. Initially 20 community roadshows were undertaken, with a further 3 taking place following the introduction of an additional option part way through the (extended) consultation. In total 1030 members of the public attended these events.</p>	
1.3	<p>What % of all operational consultees replied? (Include actual numbers).</p>	24% (14)
	<p>[Comments]</p> <p>Of those aviation stakeholders that responded, the majority were from NATMAC with only 1 local operator responding. This is not surprising given the similarity of the options available and the negligible operational difference between them. The vast majority of those responding had no objection/no comment whilst the remainder (2) supported the change, although one consultee commented that the changes seems so insignificant as not to warrant consultation.</p>	
1.4	<p>What % of all environmental consultees replied? (Include actual numbers).</p>	24% (30)

	<p>[Comments]</p> <p>The majority of environmental consultees commented on the south-bound SID proposals. The proposals polarised the various communities with responses mainly (but not exclusively) coming from the Barston, Balsall Common, Hampton-In-Arden and Knowle areas. In total 20 stakeholders had no objection/comment or were in favour of one option or another or both. A further 10 stakeholders objected to the south-bound departure proposals in total, mainly concerned the loss of the Hampton Turn. Initially there were more expressions of support for Option 5 (Barston, Knowle). Following the supplementary consultation, 5 stakeholders supported Option 5, whilst 4 stakeholders preferred Option 6 or a modified version of it. It was, however, noticeable, that a relatively large proportion of stakeholders passed comment on the proposals without actually stating a preference</p> <p>In addition there were 1111 responses from individual members of the public, although some took the form of standard text and, not surprisingly, there was evidence of a organised campaign against the proposals</p>	
1.5	<p>Were reasonable steps taken to ensure as much substantive feedback was obtained from the consultees e.g. through follow-up letters/phone calls?</p> <p>[Comments]</p> <p>The consultation record indicates that 2 hastening e-mails were initially used. A further hastener was used during the extension to consultation following the introduction of Option 6.</p>	YES
1.6	<p>Have all objections to the change proposal been resolved (or sufficiently mitigated)?</p>	Yes

	<p>[Comments, with input from DAP Project Leader]</p> <p>A number of queries were levelled at the sponsor, who responded adequately at the time or included additional detail within the consultation feedback report to the majority of these queries. Of concern:</p> <ul style="list-style-type: none"> • Removal of the Hampton Turn/Application of Procedure Design Criteria. The sponsor recorded that the Hampton Turn could not be replicated using RNAV design criteria specified by the CAA given the distance required between opposite direction turns and the movement of DER to the South East that precluded an early turn for obstacle clearance criteria. Suggestions that a 'Turn at Altitude' would allow an early turn were rejected as not conforming to the CAA's design regulations and that such a device would not be RNAV1 compliant in any event – this was the mitigation published in the Feedback Report. This was an error in that 'Turn at Altitude' can be applied depending on certain criteria and is RNAV1 compliant. The sponsor eventually explained that a 'Turn at Altitude' would lead to an unacceptable level of track dispersion contrary to its aim of achieving concentration and a repeatable ground track for noise abatement purposes – had this explanation been included in the Consultation Document, a great deal of confusion and mistrust could have been avoided. • Obstacle Clearance. The sponsor was also reticent to release the obstacle data on which its case was predicated. Whilst aerodrome survey data is considered commercially sensitive, the release of a small amount of data in support of its argument would seem reasonable. An acceptable explanation of how obstacle data was used was provided by the sponsor in order to justify its argument on 9th May 2013 to a consultee and subsequently included in the Feedback Report. • When did the regulatory requirements change? The consultation document states that the CAA requires all new SIDs to be designed as RNAV SIDs – this is incorrect – we strongly recommend based on FAS PBN Policy and the impending PBN IR. The requirement was reiterated in the Consultation Feedback Document. Further clarification was sought from the sponsor who accepted that the statement was incorrect, but justified by the CAA's 'expectation' that new SIDs would be designed using RNAV principles in line with FAS and PBN policy. That said, this inaccuracy did not detract from the accuracy of the options proposed within the consultation or compromise the ability of consultees to respond to the consultation.
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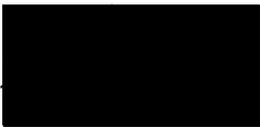
Outstanding Issues		
Serial	Issue	Action Required
1.6	Design criteria justification (RNAV)	Clarification with sponsor

Additional Compliance Requirements (to be satisfied by Change Sponsor)	
Serial	Requirement

Recommendations	Yes/No
Does the Consultation Report and associated material meet SARG requirements?	YES
[Comments]	
The Consultation Report associated with the Formal Proposal and associated material meets SARG requirements.	

General Summary
<p>The conduct of the consultation was adequate and the sponsor responded to feedback well in providing an additional option in response to the concerns raised together with an extension to the consultation period. In certain cases, the sponsor appeared reluctant to provide detailed responses to challenges and this created additional bad feeling with the public. That said, the proposals were always going to be controversial with various communities eventually pitted against each other. The consultation feedback document was satisfactory and provided the required detail to mitigate the majority of the issues raised.</p>

Observations
N/A

Consultation Assessment Sign-off/Approvals			
	Name	Signature	Date
Consultation Assessment completed by 			01/10/2015
Consultation Assessment approved by 			12/10/2015