

# Exeter International Airport Proposed Controlled Airspace Framework Briefing - Meeting Notes of Action

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<b>Project Title</b>	Exeter Airport Airspace Change
<b>Client</b>	Exeter & Devon Airport Ltd (EDAL)
<b>Purpose of Meeting</b>	CAA Framework Briefing
<b>Date of Meeting</b>	28 <sup>th</sup> June 2016
<b>Held at</b>	CAA House, Kingsway, Holborn
<b>Present</b>	[Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]
<b>For Information</b>	[Redacted] [Redacted]
<b>Copies to</b>	Listed above
<b>Classification</b>	
<b>Osprey Reference</b>	70998/007
<b>Issue</b>	Issue 1 (Redacted)



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## Meeting Summary

The meeting was organised around the PowerPoint presentation attached at Annex A (Exeter International Airport (EIA) Airspace Change Proposal – Framework Briefing Issue 1). The justification for the proposed CAS was presented by Osprey and is highlighted in Section 3 of Annex B (EIA Framework Briefing Document Issue 4), which should be read in conjunction with these notes. The nature of the proposal was discussed with the CAA including the rationale for dimensions of CAS that are being considered by the sponsor.

The main reason for developing the proposal was that EIA is experiencing significantly increased total aircraft movements in addition to increased numbers of transitory aircraft operating near the Aerodrome Air Traffic Zone (ATZ). This has led to a greater need for reactive inputs from EIA ATC and from pilots to resolve aircraft conflicts. Additionally, increased traffic levels has also led to an increase in the number of safety related reportable incidents such as AIRPROX and Resolution Advisory reports. In essence, EIA are proposing the establishment of Controlled Airspace (CAS) surrounding EIA is to safeguard IFR traffic operations at the Airport and to ensure deconfliction between the IFR traffic and VFR traffic operating near the Airport.

An indicative option for lateral boundaries CAS was shown in Annex A at Page 10 Figure 2. The sponsor was proposing a CTR with associated CTAs, all Class D, with lower and upper limits yet to be determined.

The CAA highlighted a number of points for the sponsor to consider when determining options for consultation. 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. Any potential ‘restriction’ to local flight operations is likely to be strongly contested by the GA, LAA and BGA communities, albeit there is strong support from on-airport GA operators.

### Initial Draft Airspace Design

- The initial design is immature, and development/optimisation is required; work has commenced to establish preliminary airspace designs for the airport along with consultation with both on and off-airport ‘focus groups’.
- The CAA emphasised the ‘holistic’ approach to the CAS design, involving local aviation stakeholders.

### Instrument Flight Procedures - Clarification

- The CAA questioned whether there was an intention to introduce new IFR procedures. There is no intention to introduce new IFR procedures. ‘Not below’ altitudes for the RNAV (GNSS) approaches will be assessed in order to ensure that the base altitudes of proposed CTA sectors are as high as possible. EDAL will address this issue with the original APD. There was discussion about possible modifications to the existing two GNSS approaches (e.g. raising the IAF joining points, shortening the approach legs). The CAA advised the sponsor that they would have to fully consider if any such modification had the result of changing traffic patterns for arriving aircraft to the airport, and that if a change was likely, this would have to be reflected in the consultation and proposal.

## Supporting Evidence for the Proposal

- The CAA highlighted that any statistical evidence regarding operations in Class G airspace could be helpful to add to the justification for the proposal and included in consultation material, together with continued collection/collation to support the final proposal when submitted to the CAA.
- The Case Officer suggested that EDAL continue the process in implementing a Frequency Monitoring SSR Code.
- **Development of Letters of Agreement:** A series of revised and/or new MoUs/LoAs with neighbouring aerodromes and regional aviation organisations (LACC, Cardiff/Bristol Airports, and the MOD regarding the adjacent Danger Area airspace) would be required to militate against any possible effects of the new airspace design.

## Consultation

- Osprey proposed that the consultation should be with aviation stakeholders only. The CAA pointed out that it would need to be clearly stated that there would be little displacement of GA over urban areas (assuming that is the case, otherwise impacts should be highlighted in consultation material).
- There is no intention of hiding the existence of the project from the public. The Consultation Document will be placed on the Airport website.
- The sponsor should also issue a press release at the commencement of consultation to ensure that it is transparent that consultation is underway, irrespective of whether environmental stakeholders are included in the consultation or not. Details should be posted on the airport website and circulated to the local press.
- The CAA recommended early engagement with DAATM and FOST with regard to the development of a FUA initiative with the MOD to allow EDAL operations access to D012.
- **ACTION:** Osprey to write to the CAA Exeter Case Officer explaining/justifying EDAL's reasoning for an aviation stakeholder only focused consultation.

## Environmental Analysis Requirement

- Notwithstanding that new IFR procedures are not being introduced, the CAA pointed out that clear reasoning for not including a full emissions and noise assessment is required. The CAA pointed out that clear reasoning should be included in the Consultation on both of these environmental impacts, plus explicit consideration of any impacts upon Areas of Outstanding Natural Beauty or National Parks – both for any airport traffic or any impacts upon GA traffic. Continued liaison with CAA Environmental Dept (ERCD) will be required. Any displacement of GA VFR traffic should be an explicit consideration when explaining any of the environmental impacts.
- There was reference in the presentation to minimising funnelling of GA traffic, and minimising pinch points. The CAA stressed to the sponsor that they need to adequately explain what impacts might occur to GA traffic patterns – and if the case is being made that there will be no changes to GA traffic patterns, this needs to be clearly stated and explained. If there are any impacts from re-routed GA traffic, these should be recognised and the scale of such impacts may mean that non-aviation stakeholders need to be consulted.

- If a benefit from improved achievement of Continuous Descent Approaches or Continuous Climb Departures was going to be claimed in the proposal, the CAA advised that records must continue to be made on the achievement rates of IFR CDAs and CCDs. A requirement would exist to demonstrate current achievement rates (and the anticipated improvement) as part of the proposal, and the actual achievement rate as part of the Post-Implementation Review if the change is approved.

### Timelines

- In order to meet the aspirational target of Formal Consultation in early October 2016, it is important that EDAL decide as soon as possible what the airspace requirement is, this design work should include input from local aviation stakeholders.
- The CAA requested to be kept informed of any significant change to the timeline so that the work schedule of the CAA Case Officer can be updated accordingly.
- **ACTION:** CAA Case Officer to investigate best implementation date with respect to VFR Chart publication cycle.
- **Operational Issues, ATC Resource and Training:** The CAA noted that controller resource, with regard to future airspace management, would require assessment. This would also include training packages for ATC and airport based GA for the introduction of any CAS. The training packages should also be utilised to complement the individual training requirements for neighbouring aerodromes to ensure commonality.
- Consideration of local user briefs and presentations should be made prior to any new airspace implementation.
- The CAA noted that the FASVIG was considering recommending updated R/T phraseology for GA aviation regarding CAS entry requests.

### Summary of Actions

Action	Description	Status	Owner(s)	Due Date
1.1	Osprey to write to the CAA Case Officer explaining/justifying EDAL's reasoning for an aviation stakeholder only focused consultation.	Closed	Osprey	
1.2	CAA Exeter Case Officer to investigate best implementation date with respect to VFR Chart publication cycle.	Open	CAA	31/10/16

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