

[REDACTED]  
[REDACTED]

16 November 2018  
EIR Reference: E0003986

Dear [REDACTED]

Thank you for your request of 21 October 2018, for the release of information held by the Civil Aviation Authority (CAA). Your request has been considered in line with the provisions of the Environmental Information Regulations 2004 (EIR).

Your request and our response:

#### **Information relevant to your request**

The CAA has informed Edinburgh Airport that it is 'minded to refuse' its airspace change proposal. Therefore, the analysis of the sponsor's airspace change proposal has been stopped and the CAA did not complete its review of the proposal. However, all the data we have received from the sponsor which has led to this, is on the CAA website and can be found [here](#). Based on the work we have done so far, we have indicated where such information you have requested has not been provided or have added supplementary comments where applicable.

*Could you please supply the following:*

#### **Route E:**

*The information which supports the options appraisal of all Route E options from the second EAL ACP consultation. This should include numbers of population overflown for discounted options, ideally broken down to postcode level and track mileage.*

As mentioned above the data provided is on the CAA [website](#). Populations for discounted options were not provided.

*The same information for the route suggested during the third consultation which would see planes turn right off the runway and turning over the Forth east of Edinburgh before doubling-back over the Fife Coast at greater altitude.*

#### **Civil Aviation Authority**

Aviation House Gatwick Airport South Gatwick RH6 0YR [www.caa.co.uk](http://www.caa.co.uk)

Email: [foi.requests@caa.co.uk](mailto:foi.requests@caa.co.uk)

As mentioned above the data provided is on the CAA [website](#). Populations for discounted options were not provided.

*The proportion of flights on E7a predicted to be under 4,000ft when turning over Dalgety Bay. Recent figures obtained by local monitoring for GOSAM have shown around 10% per day.*

No details were provided.

*Detail of the planning condition which states planes must not fly over the City of Edinburgh and whether any routes over the city were considered as part of the options appraisal for Route E.*

No details were provided.

### **Route D:**

*The maximum number of flights a day on this route, not the average.*

No details were provided.

*The proportion of flights predicted to be under 7,000 feet by the time they are over Port Laing at North Queensferry.*

No details were provided, but we note the sponsor provided altitudes for typical aircraft with average climb performance in Figure 22 (page 76) of the second consultation document.

*Written confirmation that aircraft on this route will never fly over Dalgety Bay.*

The EIR provides a right of access to recorded environmental information held by public authorities, but does not oblige a public authority to answer questions or provide written confirmation such as you have requested.

### **Routes D, E and F:**

*KLM file showing proposed SID tracks.*

Please find attached a KML for the final proposed tracks VOSNE1C (Route D), EMJEE1D (Route E) and GRICE5D (Route F).

*Lmax/SEL footprint maps (including KML format) for the proposed SIDs (for aircraft A319, A320, B738, A330 and for every 5dBA down to 60dBA for Lmax and 70dBA for SEL.*

With regard to SEL footprint maps we only hold data for the B738 and A330 (EA33), plotted at 80 and 90 dB(A). The maps and KML files are attached for Routes D, E and F.

With regard to Lmax footprints; these were not produced for Routes E and F. However, for Route D, Lmax footprints from 65 to 80 dB(A) in 5 dB steps were produced for an earlier option known as 'D-HAVEN Option 1'. Maps and KMLs are therefore provided for this option.

*Lmax/SEL xy grid footprint data for the proposed SIDs down to 59dBA Lmax and 69dBA SEL.*

Lmax and SEL grid data are attached as CSV files for Routes D, E and F. They are provided down to 59 dB(A) for Lmax and 69 dB(A) for SEL on a 100m grid, referenced to OSGB coordinates. The CSV format is: X, Y, noise level.

Please note that the results are truncated in some cases due to the limited size of the original calculation grids.

*Area/population/household analysis for proposed SIDs in Lmax and SEL (similar to that provided for existing SIDs).*

The area, population and households (APH) statistics for the above cases are provided in two separate attachments, one for Lmax (Route D) and one for SEL (Routes D, E and F).

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk  
Head of External Information Services  
Civil Aviation Authority  
Aviation House  
Gatwick Airport South  
Gatwick  
RH6 0YR

[caroline.chalk@caa.co.uk](mailto:caroline.chalk@caa.co.uk)

The CAA has a formal internal review process for dealing with appeals or complaints in connection with requests under the Environmental Information Regulations. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office  
FOI/EIR Complaints Resolution  
Wycliffe House  
Water Lane  
Wilmslow  
SK9 5AF  
<https://ico.org.uk/concerns/>

If you wish to request further information from the CAA, please use the form on the CAA website at <http://publicapps.caa.co.uk/modalapplication.aspx?appid=24>.

Yours sincerely



Jade Fitzgerald  
Information Rights Officer

**CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE**

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.