

AIRSPACE CHANGE PROPOSAL CONSULTATION ASSESSMENT

Title of Airspace Change Proposal	LAMP 1a Module E (Solent Extraction)
Change Sponsor	NATS
SARG Project Leader	██████████
Case Study commencement date	18/05/2015
Case Study report as at	04/08/2015

**Instructions**

In providing a response for each question, please ensure that the 'Status' column is completed using the following options:

- Yes
- No
- Partially
- N/A

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.

1.	Consultation Process	Status
1.1	<p>Is the following information complete and satisfactory?</p> <ul style="list-style-type: none"> <li>▪ A copy of the original proposal upon which consultation was conducted.</li> <li>▪ A copy of all correspondence sent by the sponsor to consultees during consultation.</li> <li>▪ A copy of all correspondence received by the sponsor from consultees during consultation.</li> <li>▪ A referenced tabular summary record of consultation actions.</li> <li>▪ Details of and reasons for any changes to the original proposal as a result of the consultation.</li> <li>▪ Details of further consultation conducted on any revised proposal.</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p>

	<p>Initially consulted upon as part of the TAG Farnborough ACP, this proposal has transferred sponsorship to NATS as part of the LAMP 1a development. In terms of justification there is strong evidence of close cooperation between TAG Farnborough and the LAMP development team to produce a design that met the requirements of both. Following concerns over a possible delay to the TAG Farnborough proposal, it was decided to transfer sponsorship of the South Coast airspace to NATS as the design had been agreed between the 2 parties and had been integrated into the overall LAMP 1a design. As a consequence it was considered important to progress that portion of the TAG proposal as part of LAMP 1a. Whilst a number of stakeholders raised reservations over the change of sponsorship and perceived change in justification, there is no requirement in CAP 725 for proposal to remain with a single sponsor. Moreover, the NATS South Coast Feedback Report Part B relies solely on the TAG Farnborough Consultation Feedback Report Part A and the underlying consultation responses and there is a clear indication that the issues raised by consultees over the South Coast Area were carried through to the final design with appropriate mitigation employed as referenced in the NATS South Coast Feedback Report Part B.</p> <p>Much of this assessment refers to the consultation activities of the original sponsor, TAG Farnborough, although when considering the mitigation applied to the formal proposal, the assessment turns to the steps taken by NATS to mitigate the issues identified by TAG Farnborough.</p> <p>The TAG Farnborough consultation ran for 14 weeks between 03/02/2014 and 12/05/2014. The primary method of consultation was via a website set up for the purpose although an address for postal replies was also supplied.</p> <p>A technical fault with the online form hosted by the website occurred on Friday 11th April. Full service was restored on Wednesday 16th April and the online form subsequently operated correctly until consultation closed. Responses submitted in this five day period failed to record. Following advice from the CAA, the sponsor announced a 9-day extension to the consultation to mitigate the effect of this fault, which was widely publicised at the time.</p> <p>During the consultation 2 typographical errors were identified in the consultation material, which was amended and publicised to stakeholders; this was done promptly and did not compromise the overall conduct of the consultation.</p>
1.2	<p><b>Were reasonable steps taken to ensure all necessary consultees actually received the information e.g. postal/e-mail/meeting fora?</b></p> <p style="text-align: right;"><b>Yes</b></p>



	<p>The sponsor was proactive throughout the consultation in ensuring that the consultation was publicised, especially when website problems interfered with the ability of consultees to respond over a 5 day period and in ensuring that typographical errors were corrected and notified to stakeholders. In all 2669 sources responded to the overall consultation with a very high proportion consisting of objections from individual GA pilots and especially from the gliding fraternity; however, the majority of these comments were concerned with the impact of the proposal on GA in the vicinity of Farnborough itself and not the South Coast Area identified in this LAMP Module.</p>	
1.3	<p><b>What % of all operational consultees replied? (Include actual numbers).</b></p>	37% (30)
	<p>The sponsor identified 81 aviation stakeholders of which 30 responded. Of the comments received, a large proportion objected on grounds of the effect on GA in terms of airspace design, reduction in Class G airspace and airspace access issues. The main objections concerning the South Coast area were the loss of Class G airspace (FL105 to FL65), the impact on GH/spinning and the cross-channel VFR route.</p>	
1.4	<p><b>What % of all environmental consultees replied? (Include actual numbers).</b></p>	18% (26)
	<p>Of the 142 non-aviation stakeholders identified, 26 responded. The majority of comments were negative and concerned the perception that lowering the base of controlled airspace in the Farnborough area would inevitable result in aircraft flying at lower altitudes resulting in increased environmental impact (Not relevant to the South Coast Area).</p> <p>Further objections to the change in sponsorship were received by the CAA suggesting that the justification for the proposal had, therefore, changed and that there would be an inevitable change in environmental impact.</p>	
1.5	<p><b>Were reasonable steps taken to ensure as much substantive feedback was obtained from the consultees e.g. through follow-up letters/phone calls?</b></p>	Yes
	<p>Hastening e-mails were sent to stakeholders 2 weeks before the consultation concluded.</p>	
1.6	<p><b>Have all objections to the change proposal been resolved (or sufficiently mitigated)?</b></p>	Yes

**Aviation Impact.** In mitigating/responding to the issues raised for the South Coast Area NATS, as the new sponsor, used analysis generated as part of the TAG Farnborough work in that it established that whilst there would be some impact on GA as a result of lowering the base of controlled airspace in the South Coast Area, the actual responses to the question posed in the original consultation (E13) indicated a relatively low impact:

"Assuming the Class A airway bases are lowered to FL65 as per this proposal, how often would your operation be impacted in this area?

Often, Sometimes, Occasionally, Infrequently, Rarely or Never"

Of the 945 GA pilots who responded to the consultation, 66% did not respond to the question. Of those that did: 6%(Often), 5%(Occasionally), 5%(Sometimes), 6%(Infrequently) and 12%(Rarely or Never).

NATS did, however, simplify the base of the airspace proposed.

**Process.** Whilst there was a significant number of objections to the change of sponsorship and perceived change of justification, there is clear evidence within the consultation material that the LAMP development team played a key part in the development of the original proposal and were justified in taking sponsorship of the South Coast Area to ensure that the overall LAMP 1a design was delivered to the required timescale. The issues were associated with the South Coast Area were correctly identified during the original consultation and those issues were taken through to the final NATS design for the Area and given appropriate consideration.

**Addendum – Consultation Review**

Given that the proposal rests on the consultation undertaken by TAG Farnborough in support its proposal, Manager Airspace Regulation requested an additional review of consultation activity centred on the Isle of Wight specific to the revised traffic flows predicted as part of changes to Southampton/Bournemouth inbounds.

The following stakeholders were identified in the Isle of Wight (and areas immediately surrounding it):

[REDACTED]

- o Council – no response

[REDACTED]

- o MPs (East & West) – no response
- o Council – no response

[REDACTED]

- o MPs (North & South) – no response
- o Council – no response

[REDACTED]

- o MPs – no response
- o Council – no response

[REDACTED]

- o MP – Objection concerning impact on GA and low level business jet activity
- o Council – generally supportive, but concerned over the lowering of CAS to the east of Southampton and GA funnelling etc.

[REDACTED]

- o MP – no response

- o Council – support

[REDACTED]

- o MP – no response
- o Council – no response

[REDACTED]

- o MP – no response
- o Council – no response

[REDACTED]

- o County Council – overall objection based on the original consultation design over aircraft overflying population at lower levels and safety concerns for the bunching and funnelling of GA
- o MPs – [REDACTED] (see above)

- [REDACTED]:

- o Local MP – no response.
- o Council – no response.
- o AONB – no response.

[REDACTED]

- o MPs (East & West) – no response
- o Local Council – no response

[REDACTED]

- o MP – no response
- o Council

I consider that the scope of the consultation was adequate with the stakeholders correctly identified. The sponsor at the time took



	adequate steps to elicit responses from stakeholders including the use of hastening e-mails towards the end of the consultation. I can find no significant issues in respect of environmental concerns for the area other than general comments on noise and tranquillity associated with the original airspace design north of the coastline and generated by the perception that new controlled airspace established at lower levels would increase the overflight of populated areas and generate safety issues over the bunching and funnelling of GA. Economic impact on GA was also mention by a number of environmental stakeholders.
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Outstanding Issues		
Serial	Issue	Action Required
	N/A	

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

<b>Recommendations</b>	<b>Yes/No</b>
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<b>Does the Consultation Report and associated material meet SARG requirements?</b>	<b>Yes</b>
The consultation materials with the South Coast Area were of a high quality and met SARG requirements.	

**General Summary**

This was a very competent consultation with a high level of analysis undertaken by the original sponsor that was carried through to the formal proposal with the appropriate consideration of the issues raised.

**Comments**

**Observations**

In process terms, there was a clear need to establish the linkage from the original design and impact of the proposal through the change of sponsorship

**Consultation Assessment Sign-off/Approvals**

	Name	Signature	Date
Consultation Assessment completed by (Airspace Regulator (Coordination))			04/08/2015
Consultation Assessment approved by (Head of AR)			

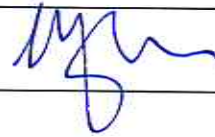
**GDSARG Comment/Approval**

Approved subject to conditions.

Name

Susan

Signature



Date

16 Oct 15