


Establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent – Post Implementation Review

CAP 1836



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Airspace, ATM and Aerodromes|
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Executive Summary

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 725/CAP1616. Under this process Lee on Solent Airport submitted proposals to the CAA for the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The Lee on Solent ATZ was implemented on 28th November 2016. Consequently the period under review is 28th November 2016 to 27th November 2017 (i.e. 12 months from the implementation date). Competing priorities for the allocation of resources resulted in a delay to us starting this particular review. The CAA commenced the PIR of the impact of its decision and the implemented change on 25th September 2018 when Lee on Solent were sent an initial request for PIR feedback data. The content and outcome of that review process by the CAA is discussed in detail in this report including its annexes.
2. On 2 January 2018 the CAA introduced a new process for making a decision whether or not to approve proposals to change airspace design. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), we will conduct all Post Implementation Reviews in accordance with the process requirements of CAP1616. However, when assessing the expected impacts against the actual impacts we will use the methodology adopted at the time of the original CAA decision in order to do so.
3. During the review process, the CAA considered responses from the Sponsor following requests for information/data and a review of the ECCAIRS Mandatory Occurrence Report (MOR) database, the AIPROX database and the CA939 (Report on Alleged Infringements of Air Navigation Legislation) database for any occurrences attributable to the new procedures during the review period.
4. As a result the CAA has reached the following conclusions:
5. The CAA is satisfied that whilst ATZ infringements at Fleetlands and at Lee on Solent continue to be of concern the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent satisfactorily achieved the objective stated in the CAA's decision document, and the change is confirmed.
6. This report, and its annexes and attachments, provide a summary of the information the CAA has reviewed and taken into account before reaching these conclusions.
7. However, all the information the CAA has taken into account will be published on our website/portal.

Scope and Background of the PIR

What is a Post Implementation Review?

8. The CAA's approach to decision-making in relation to proposals to approve changes to airspace is explained in its Guidance on the Application of the Airspace Change Process, CAP [725/1616]. This detailed Guidance provides that the seventh and last stage of the process is a review of the implementation of the decision, particularly from an operational perspective, known as a Post Implementation Review (PIR).
9. The Guidance states that the purpose of a PIR "is for the change sponsor to carry out a rigorous assessment, and the CAA to evaluate, whether the anticipated impacts and benefits in the original proposal and published decision are as expected, and where there are differences, what steps (if any) are required to be taken.
10. If the impacts are not as predicted, the CAA will require the change sponsor to investigate why, and consider possible mitigations or modifications for impacts that vary from those which were anticipated to meet the terms of the original decision.
11. A PIR is therefore focused on the effects of a particular airspace change proposal. It is not a review of the decision on the airspace change proposal, and neither is it a re-run of the original decision process.

Background to our conclusions in this PIR Decision

12. On 19th September 2012 the CAA approved the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent. In our Decision document dated 19th September 2012, we provided factual information and background to the change. We recommend readers of this report read our Decision Letter in conjunction with this document. The Decision letter can be found at Annex E

Conditions attached to the CAA's decision to approve the change

13. It was a condition of the decision that the ATZ would be established as and when the Aerodrome became licensed.
14. The Aerodrome received its licence on 28th November 2016.
15. NATS Southampton were asked to make a particular record of any occurrences of aircraft being refused access to the Southampton CTR in the vicinity of the Lee on Solent ATZ.

16. NATS Southampton report that they do not have any record of aircraft being refused access to the CTR in the vicinity of the Lee on Solent ATZ during the review period (28th November 2016 to 27th November 2017).

Relevant events since change (if any)

17. Since the original sponsor, Fly BN Ltd, who were part of the Britten Norman Group, the airfield has gone through several owners. This led to delays with projects which included the airfield license. The current airport owners, Fareham Borough Council, purchased the airport in March 2015 with licensed status being achieved on 23rd March 2015 and subsequent application for the ATZ in 2016. The period between March 2015 and April 2016 was managed by the previous airport manager who has since left the company. The current airport manager believes that this project was pushed down the list of priorities until his departure. It was resurrected and completed by the current airport manager.
18. The Sponsor reports that the aerodrome was NOTAM-ed as unlicensed on 11 occasions during the review period 28th November 2016 to 27th November 2017 (i.e.12 months from the implementation date). In the main this was due to lack of Cat. 1 fire cover with a short period due to ice and snow.
19. The Sponsor reports that due to the changes of airport ownership, delay to the licensing and the intervening timescales the CAA required Lee on Solent to further engage with NATMAC to revive the original 2011/12 ACP process. This re-started in July 2016 with the new airport manager. A copy of the relevant NATMAC Consultative Letter can be found at Annex A.
20. *CAA comment:* We have no record of any stakeholder responses received by us subsequent to this NATMAC Consultative Letter. Consequently it was not considered necessary to issue a second decision letter.

Data collected for the purpose of the PIR

Sources of Information

Change Sponsor

21. In response to a number of email requests sent by the CAA between 25th September 2018 and 5th March 2019 the Sponsor provided the analysis/data required to complete this report.

NATS

22. NATS Southampton is the air navigation service provider (ANSP) currently providing air traffic control services for Southampton Airport and its controlled airspace. In the Decision letter the CAA requested NATS to make a particular record of any occurrences of aircraft being refused access to the Southampton Control Zone (CTR) in the vicinity of the Lee on Solent ATZ.

23. NATS Southampton report that they do not have any record of aircraft being refused access to the CTR in the vicinity of the Lee on Solent ATZ during the review period (28th November 2016 to 27th November 2017). The NATS response will be published on the CAA's website.

Fleetlands

24. The Fleetlands ATZ and Lee on Solent ATZ are co-joined. The demarcation line is a disused railway line feature (now a bus/cycle lane). The disused railway line is marked as such on aviation charts and is visually identifiable. Neither ATZ extends beyond this demarcation line. The two operations are subject to a Letter of Agreement.
25. Fleetlands report that no feedback has been received from aviation stakeholders regarding the establishment of the Lee on Solent ATZ during the review period (28th November 2016 to 17th November 2017). Fleetlands supported Lee on Solent's application for an ATZ and believe that aircraft operating there are given the protection an ATZ provides
26. Fleetlands report that no feedback was received from other stakeholders regarding the establishment of the Lee on Solent ATZ.

Groups and residents local to Lee on Solent Airport

27. The Sponsor has reported that no observations were received from Community Stakeholders during the 12 months during the review period (28th November 2016 to 17th November 2017)

Other data we have considered

28. The CAA has reviewed the ECCAIRS Mandatory Occurrence Report (MOR) database, the AIPROX database and the CA939 (Report on Alleged Infringements of Air Navigation Legislation) database for any occurrences attributable to the new procedures during the review period (28th November 2016 to 27th November 2017)

Objectives and Anticipated Impacts

The original proposal and its objectives

29. The objective for establishing the ATZ was to mitigate flight safety concerns generated by the routine occurrence of aircraft passing close to the Aerodrome without contacting the resident air/ground facility. Of particular concern was that the Aerodrome's geographical location and runway orientation meant that a steady flow of transit aircraft operating legitimately within Class G airspace and following the adjacent coastline, passed through the visual circuit and either the Runway 05 final approach or the Runway 23 climb-out lane.
30. The Sponsor reports that the proposal met the intended objectives as described in the CAA's decision letter to approve the change.

Anticipated Impacts

31. It was recognised in the Decision Letter that the close geographical relationship between the ATZ and nearby controlled airspace may result in pilots flying closer to the boundary of the Southampton Control Zone ((CTR) and the Solent Control Area (CTA) than would previously been the case. Such amendments to flight profiles might have the potential to increase the likelihood of infringements of controlled airspace.
32. NATS Southampton is the ANSP responsible for the Southampton CTR and Solent CTA. Having reviewed the statistics NATS Southampton report they are confident that the overall increase in infringements of the Solent airspace during the PIR period is not directly attributable to the implementation of the Lee on Solent ATZ.

CAA Assessment

Operational Assessment

Safety

33. The Sponsor reports that they believe the ATZ has made a noticeable improvement to the airfield being recognised but cannot offer supporting statistics as evidence.
34. However the CAA undertook its own data review of the ECCAIRS Mandatory Occurrence Report (MOR) database, the AIRPROX database and the CA939 (Report on Alleged Infringements of Air Navigation Legislation) database for any occurrences attributable to the new ATZ during the review period (28th November 2016 to 27th November 2017).
- The MORs for this period have all been closed and none were associated with the new ATZ.
 - A review of the AIRPROX data did not reveal any incident associated with the new ATZ.
 - No CA939 reports were received by the CAA's Investigation and Enforcement Team associated with the new ATZ.
35. The ATZ was published on the 250,000:1 VFR chart (England South Sheet 8 Ed 21) on 27th April 2017.
36. The ATZ was published on the 500,000:1 VFR chart (Southern England chart Ed 43 on 2nd March 2017).
37. The CAA's ATM Inspector for both aerodromes reports that whilst ATZ infringements continue to be of concern, the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent satisfactorily achieved the objective stated in the CAA's decision document.
38. Consequently, the CAA is satisfied with the Sponsor's conclusion.

Operational Feedback

39. The Sponsor has reported that no observations were received from aviation stakeholders during the 12 months following implementation. (28th November 2016 to 27th November 2017).

Air Navigation Service Provision

40. The Sponsor reports that no staff training was stipulated or requested by the CAA and due to the level of service none was deemed necessary.
41. The Sponsor reports that no additional Air/Ground staff were required to meet the requirements for the ATZ.

Utilisation Track Keeping and Traffic

42. Lee on Solent does not have surveillance equipment, consequently data relating to track keeping is not available. A chart illustrating traffic growth during the review period (28th November 2016 to 27th November 2017) can be found at Annex D.

Infringements and Denied Access

43. The Sponsor reports nil infringements recorded and as Lee on Solent were an AGCS [Air/Ground service] during the period of the review (28th November 2016 to 27th November 2017) refusal was not an option and crossing were not recorded.
44. Fleetlands reports that no MORs were submitted during the review period (28th November 2016 to 27th November 2017) attributable to the establishment of the Lee on Solent ATZ. They also report that they are not aware of any reports of less serious incidents during the review period attributable to the establishment of the Lee on Solent ATZ.
45. The Director's Decision letter dated 19th December 2012 recognised the potential for an increase in infringements of the Southampton CTR/Solent CTA and encouraged the use of the Solent Frequency Monitoring SSR code and to monitor frequency 120.255. Additionally a NOTAM was issued effective 20 April 2017 to 20 May 2017 informing that "all aircraft that are in the circuit, arriving or departing Lee on Solent whilst on frequency 118.925MHz are to squawk SSR code 4306 for conspicuity".
46. *CAA comment:* The CAA is satisfied that whilst ATZ infringements at Fleetlands and at Lee on Solent continue to be of concern the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent satisfactorily achieved the objective stated in the CAA's decision document.

Letters of Agreement (where applicable)

47. The Sponsor reports that a Letter of Agreement was established between Lee on Solent and Fleetlands to recognise the Lee on Solent ATZ.
48. *CAA comment:* The CAA's ATM Inspector for the two aerodromes commented that whilst both units operate safety management systems perhaps enhanced engagement during the initial consultation may have been beneficial in

establishing an appropriate letter of agreement between the two units. However, the CAA is satisfied the provisions contained in the Letter of Agreement sought to mitigate infringements of the two ATZs and the LoA has been subsequently revised in light of operational experience.

Environmental Assessment

49. It is noted that the Director's Decision letter makes no reference to environmental considerations. Consequently, no post-implementation environmental analysis was considered necessary. Given the nature of the change and the airspace in which it sits it would have been unlikely to have been considered appropriate as this was not linked to an increase in traffic but to afford protection to aircraft already there.

Community Stakeholder observations

50. The Sponsor reports that prior to the activation of the ATZ all of the airport's tenants (aircraft companies, owners and stakeholders) were introduced to the airspace change during the application process and notified of the operational date. This was also part of the discussion during regular airport tours and talks with the local population and their respective resident associations.
51. The Sponsor has reported that no observations were received from Community Stakeholders during the 12 months following implementation (28th November 2016 to 27th November 2017)
52. Fleetlands report that no feedback was received from non-aviation stakeholders regarding the establishment of the Lee on Solent ATZ.
53. The CAA is satisfied with the Sponsor's and Fleetlands' reports

Ministry of Defence Operations

54. The Sponsor has reported that no observations were received from the Ministry of Defence during the 12 months following implementation (28th November 2016 to 27th November 2017).
55. The CAA is satisfied with the Sponsor's report.

Any other impacts

56. No unanticipated other impacts have been identified.

Conclusion

57. The CAA is satisfied that whilst ATZ infringements Fleetlands and at Lee on Solent continue to be of concern the establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent satisfactorily achieved the objective stated in the CAA's decision document, and the change is confirmed.

Note on plain language

58. The CAA has attempted to write this report as clearly as possible. Our approach has been to include all the relevant technical material but also to provide a summary and of the conclusions the CAA has reached in reliance on it in as understandable a way as possible. Nevertheless, when summarising a technical subject there is always a risk that explaining it in more accessible terms can alter the meaning.

Annexe A

SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation

All NATMAC Representatives

NATMAC CONSULTATIVE LETTER



11 August 2016

Dear Colleagues

SOLENT AIRPORT (SA) AT DAEDALUS - ATZ APPLICATION

Reference:

- A. ATZ Application Covering Letter, dated 14 Jul 16.
- B. Policy Statement - Establishment and Dimensions of Air Traffic Zones (ATZ), dated 17 Feb 16.

INTRODUCTION

1. DAP previously approved the ATZ at SA (Lee-On-Solent aerodrome) on 19 Dec 12, following a NATMAC consultation during the period 12 Sep - 7 Dec 12. The ATZ was required in order to protect aircraft operating in the visual circuit patterns, as well as those conducting coastal transits in the local area.
2. The ATZ publication was planned to coincide with the aerodrome's licence¹ approval. However, since then the aerodrome has changed hands several times and the introduction of the ATZ and the license approval was delayed. The land is now owned by Fareham Borough Council and Regional and City Airports currently manage the aerodrome. In early Jul 16 Airspace Regulation was approached, Reference A, to implement the ATZ following its' successful recent license accreditation.
3. Since the original ATZ application and its approval, over 3 years has passed and other airspace changes (LAMP 1A and the Solent CTA RCSA) have been introduced in that intervening time period. It was therefore considered appropriate to re-start the ATZ application and conduct a second NATMAC consultation to ensure these recent local changes are fully considered.

BACKGROUND AND ISSUES

4. The ATZ application was originally progressed because many transiting aircraft fail to call SA when transiting the area and also fail to recognize the active circuit. The Aerodrome's geographical location and runway orientation means that any aircraft following the local coastline will pass through the visual circuit and either the RW 05 final approach area or the RW 23 climb-out lane. Resident aircraft and Air/Ground operators report daily occurrences of transiting aircraft flying such a profile without calling Lee-on-Solent to establish the level of aerodrome activity taking place. Indeed, previously during CAA visits, SARG personnel have witnessed such incidents and the risks to safe operations are evident. This is compounded by the proximity of Solent airspace that draws pilots' attention away from the SA circuit traffic.

¹ Note that there is no direct association between an aerodrome's licensed status and ATZ establishment; a licensed aerodrome could operate without an ATZ and conversely, subject to the provision of ATC / AFIS support, an ATZ could be established at an unlicensed site.

The raising of CTA-6 has yet to have a major impact on SA, but as the weather improves it is only a matter of time before serious consequences are felt. A published ATZ is assessed to be adequate mitigation against these safety issues.

5. As a result of the 2012 consultation exercise, an element of the GA community proposed that introduction of the ATZ should be commensurate with a reduction in the dimensions of the Southampton CTR. However, at the time DAP stated that it would be inappropriate to review Southampton CTR's dimensions only in relation to this proposal, and that the introduction of the Lee-on-Solent ATZ should not be delayed pending a wider review of Southampton-related controlled airspace.
6. DAP also indicated that he would ensure any future review of the Southampton CTR/ Solent CTA airspace also examined the feasibility of reducing the dimensions of controlled airspace in the vicinity of the Lee-on-Solent/ Fleetlands ATZ complex². He additionally invited NATS Southampton to review and update the Solent Airspace VFR Guide to reflect the new airspace development, and also requested NATS Southampton to make particular record of any occurrences of aircraft being refused access to the CTR in the vicinity of the Lee-on-Solent ATZ.
7. The current case for this ATZ application is based on the continuing requirement to reduce identified safety risks, particularly in light of the future developments at the airport. In late 2014 the runway was re-surfaced to ensure accreditation of CAA licensed status and new infrastructure is being introduced to attract new businesses both landside and airside. The stated intention is to entice more visitors and business affiliates who will invest in the airport.
8. SA recently published a PPR status for all visiting aircraft to highlight heightened activity levels over recent years. Annual movements have risen dramatically to nearly 20,000 movements in 2015. Already in 2016, movements have increased in comparison to last year and the recent introduction of AFISO and new airport facilities is expected to generate a further increase in future movements. The publication of an ATZ will ensure a greater level of safety and control to local operators and also to transiting aircraft.

LOCAL AIRSPACE & AERODROMES

9. In the previous consultation, NATS Southampton acknowledged that an ATZ would provide clear safety benefits for Lee-on-Solent operations. However, NATS also recorded some concern that the ATZ's boundaries were very close to the Southampton-related Class D airspace. The reduced volume of open Class G airspace between the ATZ and CTR could potentially increase the likelihood of infringements of controlled airspace. This perception is based upon a belief that pilots would avoid the ATZ to the west rather than make contact with SA to transit the ATZ in accordance with the provision of Rule 11.
10. In order to mitigate the airspace infringement concern, the routine notification of the SA ATZ will be enhanced by publication of an associated AIC. Other media channels would also be used by SA to increase awareness of the potential for airspace infringement.
11. Significantly, Fleetlands heliport bears 050⁰/ 1.8nm from SA and has a 2nm ATZ to 2,000ft above aerodrome level. Fleetlands is a government licensed airfield with AIP notified

² Note that the existing Fleetlands ATZ would abut a Lee-on-Solent ATZ – see attached chart extract. The boundary of the 2 ATZs reflect a dominant line feature (a disused railway track) that is currently (and will continue to be) useful in the co-ordination of Lee-on-Solent and Fleetlands activity. Both units are wholly content that the abut between the ATZs meets their respective requirements.

operating hours of Mon to Thu, 0830 to 1730, Fri 0830 - 1530 (Winter) and Summer 1 hour earlier.

12. Other aerodromes in the surrounding area include:

- Southampton International - 324⁰/ 10nm - Civil Aerodrome.
- Lower Upham - 350⁰/ 9.0nm - Gliding Site.
- Roughay - 350⁰/ 10.5nm - Gliding Site.
- Bembridge IOW - 156⁰/ 9nm - Civil Aerodrome.
- Sandown IOW - 175⁰/ 9.75nm - Civil Aerodrome.

ATZ - DIMENSIONS & NOTIFICATION

13. Applications for new ATZs are processed in accordance with the process outlined in CAP 724 (Airspace Charter), Appendix G. Legally, the SA ATZ will be established in accordance with Rule 11 (Rules of the Air Regulations 2015 - Flights Within Aerodrome Traffic Zones). There are currently over 160 ATZs at aerodromes throughout the UK to provide a degree of protection to aerodrome traffic. Under Rule 11, conditions are imposed upon flights taking place within a defined ATZ.
14. ATZ dimensions are fixed as laid out in the UK Air Navigation Order. Accordingly, given the length of the Lee-on-Solent runway, if approved the ATZ would have a 2nm radius centred on 504856.65N 0011223.55W and extend vertically from the surface to 2000ft above aerodrome level. The ATZ would be active Monday - Friday (Summer 0800z - 1600z, Winter 0900z - 1700z) and weekends (Summer 0800z - 1700z, Winter 0900z - 1800z). ATZ activation would be supported throughout by an Air/ Ground operation on 118.925 MHz ('Lee Radio'), to provide information regarding activity in accordance with Rule 11. The proposed ATZ will be wholly contained within existing Glass G airspace and will therefore assume this same classification.
15. SA is located 1.8nm from Fleetlands and the demarcation line will be as shown below, and in detail at Appendix 1.

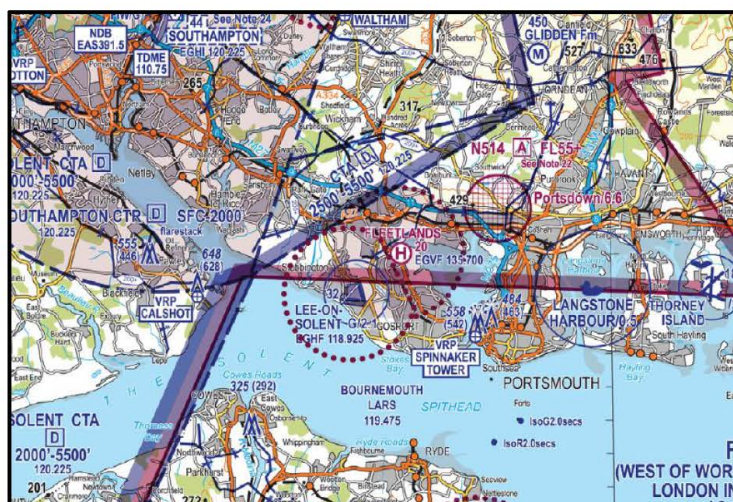


Figure 1 - Configuration of Solent Airport Daedalus ATZ alongside the Fleetlands ATZ.

LOCAL ARRANGEMENTS

16. The ATZ will improve safety of operations at SA but some concern exists related to the proximity of the Southampton Class D Control Zone (CTR) and the Solent Control Area (CTA). Aircraft intending to avoid transit through the new ATZ, which also abuts the Fleetlands ATZ, might necessarily fly closer to the boundary of the Southampton CTR/ Solent CTA and potentially increase the likelihood of controlled airspace infringement.
17. In mitigating such concerns, pilots will be reminded through an AIC that an ATZ's activation is not intended to segregate traffic or deny access to airspace, but to ensure that pilots operating within such a zone are aware of other aircraft. Pilots will be strongly encouraged to establish R/T contact and facilitate an ATZ crossing rather than typically aiming to transit through the narrow gap between the western edge of the ATZ and the Southampton CTR/ Solent CTA.
18. Pilots electing to operate close to the lateral and vertical limits of the Southampton CTR/ Solent CTA will be encouraged to utilise the Solent Frequency Monitoring SSR code (0011) and monitor 120.225 MHz. Frequency Monitoring SSR codes (often referred to as 'listening out' squawks) have assisted in reducing infringements of controlled airspace. By displaying the relevant four-digit SSR code and listening-out on the published radio frequency, a pilot signifies to air traffic control that he/ she is actively monitoring radio transmissions on that frequency but does not intend, or require, entry clearance into CAS. This arrangement also ensures air traffic controllers can alert pilots if their current aircraft track indicates a likely CAS infringement.
19. Pilots who wish to obtain a crossing clearance of the Southampton CTR or Solent CTA will be advised to contact Solent Radar on 120.225MHz, as soon as practicable, because Lee Radio will not be able to co-ordinate obtaining an approval to enter controlled airspace.
20. Furthermore, the AIC will advise that Solent Radar will not provide an Approach service to traffic operating at SA. Pilots intending to operate IFR will be reminded there is no instrument approach associated with SA. Before positioning visually at SA, pilots will be advised not to assume an instrument approach at Southampton is available. Pilots submitting flight plans are requested, if possible, to include Solent Radar on the flight plan as an additional address (EGHIZTX).

SERVICE PROVISION

21. In accordance with Rule 11 (Rules of the Air Regulations 2015), the SA ATZ (under a Licence) would need to be supported by an Air-Ground service during the published operating hours. It is understood that in mid-2017 following the introduction of new infrastructure, SA will offer a FISO service.
22. If aircraft were to call to facilitate a crossing of the LEA ATZ and received no reply, they would be unable to comply with Rule 11, and this would be seen as denying the legitimate use of a portion of UK airspace.
23. The attached LOA also includes details of communication and coordination agreements between SA and Portsmouth/ Fleetlands.

CURRENT ACTIVITY LEVELS

24. The table below illustrates the levels of activity at SA

Running Total Of Movements By Weight													
	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	
Glider Tow	NR	NR	NR	NR	NR	0	42	65	148	590	289	232	1366
Glider Winch	NR	NR	NR	NR	NR	0	48	204	436	416	580	424	2108
0-750kg	271	356	377	319	76	140	181	287	349	434	276	132	3198
751-1000kg	255	696	421	305	96	118	160	168	267	547	584	417	4034
1001 - 1650kg	752	957	1077	1097	405	518	672	913	1236	1093	1091	1054	10865
1651-2000kg	11	16	17	19	4	16	15	10	13	40	21	15	197
2001-2500kg	98	58	88	77	8	11	12	18	1	34	34	15	454
2501-3000kg	75	32	50	32	27	19	25	15	36	34	6	39	390
3001-4000kg	16	23	62	22	15	19	16	61	28	12	32	42	348
4001-9999kg	8	160	143	141	105	6	2	0	0	2	2	0	569
Coastguard	NR	NR	NR	NR	NR	124	124	104	130	99	118	116	815
TOTALS	1486	2298	2235	2012	736	971	1297	1845	2644	3301	3033	2486	24344

*NR - Not recorded as individual moves.

Glider moves are generally 95% grass takeoff/landing.

CONSULTATION PROCESS

25. In order to establish the ATZ, the CAA will act according to its published Policy Statement (Reference B) and the guidance contained in CAP 724 Airspace Charter, Appendix G. This guidance indicates the requirement to consult with NATMAC before a final CAA decision is made.

26. The intention is to respond to individual consultation responses where appropriate.

RECOMMENDATIONS

27. It is requested that:

- a. NATMAC representatives provide written feedback on this proposal to the SARG case officer, mark.wakeman@caa.co.uk (0207 453 6581) no later than 30 Sep 16/ +6 weeks.



Mark Wakeman
Airspace Regulator (Technical)
Civil Aviation Authority

Annex:

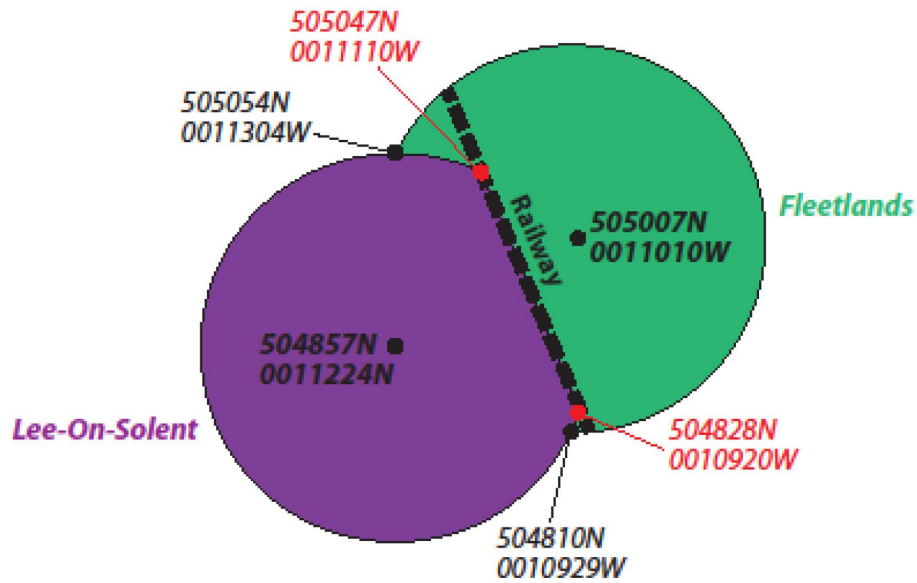
1. Solent Airport Daedalus (Lee-On-Solent) - ATZ Coordinates.
2. Solent Airport Daedalus (Lee-On-Solent) - Project Timeline.

Attachment:

1. Letter of Agreement MOD Fleetlands and Solent Airport at Daedalus.

ANNEX 1

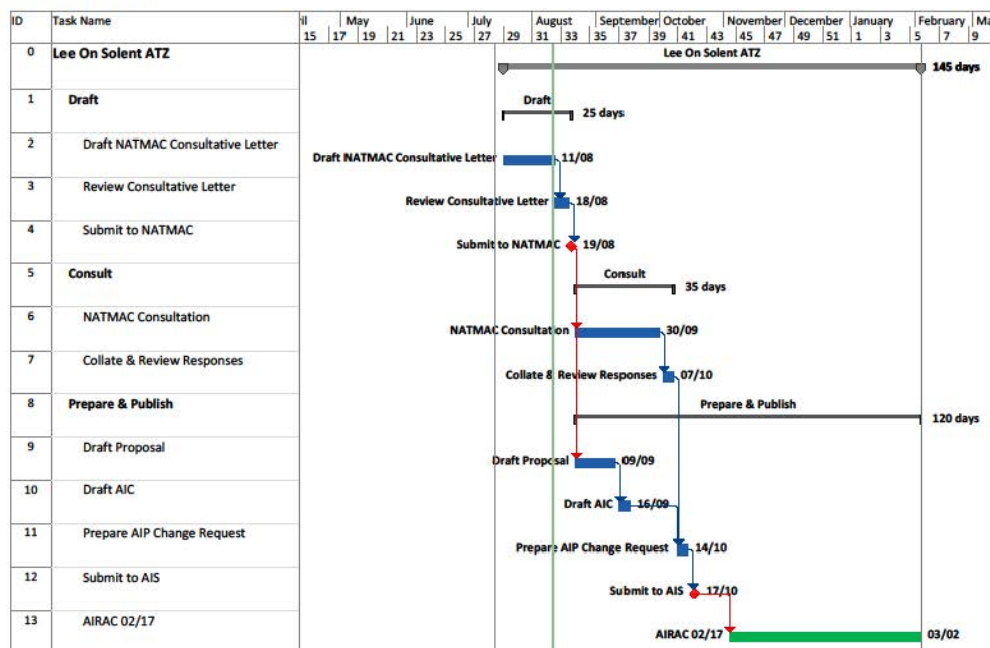
SOLENT AIRPORT AT DAEDALUS (LEE-ON-SOLENT) - ATZ COORDINATES



ANNEX 2

SOLENT AIRPORT AT DAEDALUS (LEE-ON-SOLENT) - PROJECT TIMELINE

160811 - LOS Gantt v2.0



Annexe B

Post Implementation Review Feedback Form

Title: Establishment of an Aerodrome Traffic Zone (ATZ) at Lee-On-Solent	Post Implementation Review Feedback
ACP Ref: ACP12-12	Approval Date: 19/12/2012
Decision Letter: Click Here	

1. Did the original proposal meet the intended objectives as described on the CAA's decision letter to approve the change?	Yes
If no, please provide additional comments...	
2. Did the original proposal meet any conditions described on the CAA's decision letter to approve the change?	Yes
If no, please provide additional comments...	
3. Did the Sponsor receive any observations from community stakeholders, aviation stakeholders or the Ministry of Defence from the 12 months following implementation?	No
If yes, please provide additional comments...	

Name of individual	██████████
Position	Airport Manager
Date	17/01/2019

Post Implementation Review Feedback Form

For CAA use only.

Has the Sponsor indicated that the original proposal met the objectives as described in the CAA's decision to approve the change?	Yes
Has the Sponsor indicated that the original proposal met any conditions as described in the CAA's decision to approve the change?	Yes
Has the Sponsor highlighted any observations from community stakeholders, aviation stakeholders or the Ministry of Defence?	No

Sign Off

Does the CAA recommend that a post implementation review is conducted?

Yes

Signed:

Name:

Manager Airspace Regulation/Principal Airspace Regulator (delete as applicable)

Date: **31/07/2019**

Annexe C

Response to initial request for information required to complete this Post Implementation Review (PIR).

The following is an attachment to an email dated 17th January 2019 from the Airport Manager, Solent Airport in response to our initial request for information required to complete this Post Implementation Review (PIR). The Airport manager's comments are in blue.

1. Please provide a commentary to explain the change in ACP's Change Sponsor from the original Sponsor (Bly BN Ltd) to the current organisation. Please include relevant dates.

Since the original sponsor, Fly BN Ltd, who were part of the Britten Norman Group, the airfield has gone through several owners. This led to delays with projects which included the airfield license. The current airport owners, Fareham Borough Council, purchased the airport in March 2015 with licensed status being achieved on 23rd March 2015 and subsequent application for the ATZ in 2016.

2. Please provide an explanation for the interval between the Director of Airspace Policy's Decision Letter date (19th December 2012) and the date the ATZ was established.

Due to the changes of ownership, delay of licensing and due to the intervening timescales the original 2012/13 application will need to be re-processed from the start, with a further NATMAC consultation. This re-started in July 2016 with the new Airport manager.

3. You will see from the Director of Airspace Policy's Decision Letter dated 19th December 2012 that "...the ATZ will be established as and when the Aerodrome becomes licensed." I understand that the Aerodrome's first licence was granted on 23rd March 2015. Please provide an explanation for the interval between the date the licence was granted and the date the ATZ was established.

This period was managed by the previous airport manager who has since left the company. I believe that this project was pushed down the list of priorities until his departure. It was resurrected and completed by, myself, the current airport manager.

4. Please confirm date when the ATZ was established.

28 November 2016

5. Please confirm date ATZ was first operational.

28 November 2016

6. Reason(s) behind any difference between 4) and 5).

NIL

7. Date/times of any occasions when aerodrome was NOTAM-ed as unlicensed during the period between the date the ATZ was establishment and 12 months after the date the ATZ was first operational.

11 occasions - in the main due to lack of Cat 1 fire cover with a small period of snow and ice.

8. Date/times of any ATZ incursions in the 12 months after the ATZ was first operational – by monthly breakdown.

NIL

9. Please confirm date ATZ published on the 250,000:1 VFR chart.

England South Sheet 8 Ed 21 published April 27th 2017

10. Please confirm date ATZ published on the 500,000:1 VFR chart.

Southern England Chart Ed 43 published March 2nd 2017

11. Other than normal promulgation activity (e.g. NOTAM, AIC etc.) what steps were undertaken to notify local aviation stakeholders that the ATZ was about to be established?

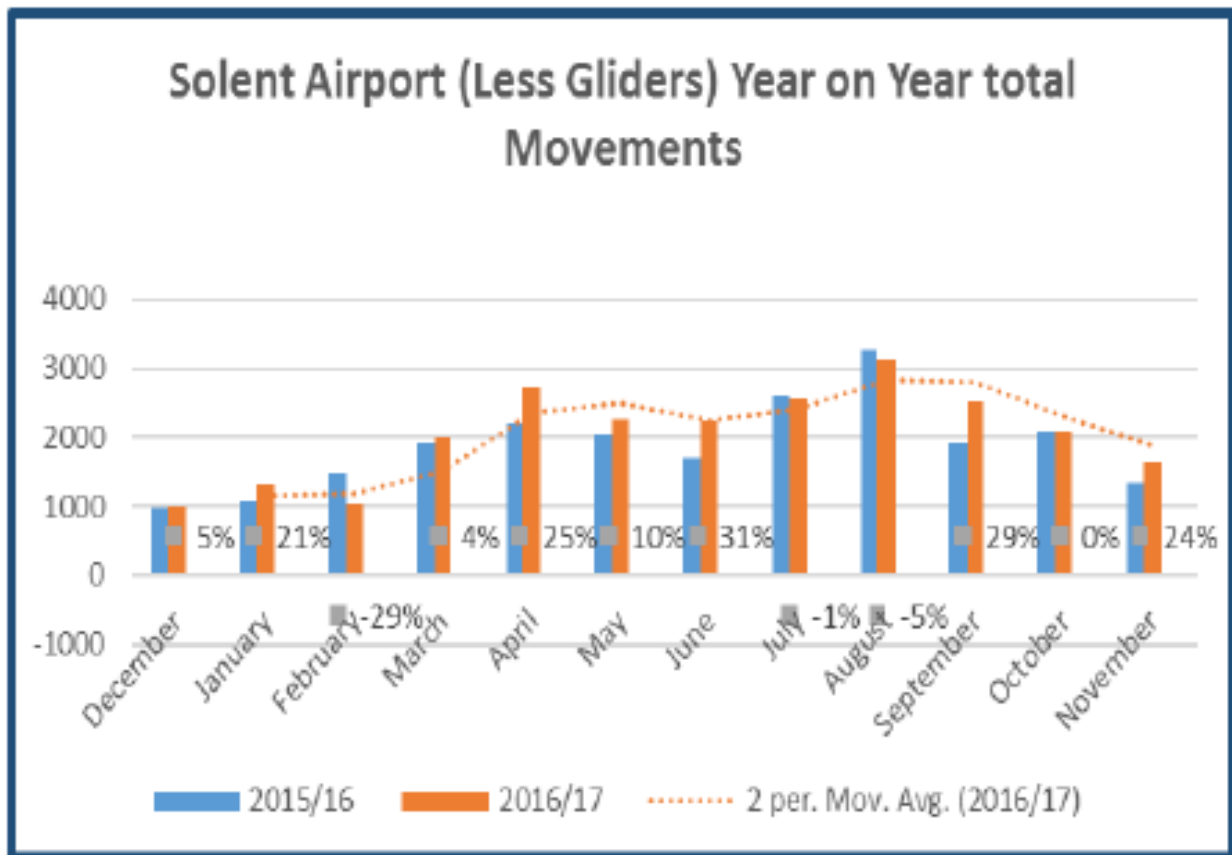
Prior to the activation of the ATZ all of the airport's tenants (aircraft companies, owners and stakeholders) were introduced to the airspace change during the application process and notified of the operational date. This was also part of the discussion during regular airport tours and talks with the local population and their respective residents associations.

12. Due to the proximity of Fleetlands, please provide a summary of any issues and subsequent resolutions that occurred during the period between the dates ATZ was established and 12 months after the ATZ was first operational.

Several meetings have taken place to ascertain any issues surrounding the conjoined ATZ. Measures put in place to mitigate include substantial pilot brief on the airport website, Pooleys and NATS AIP. New signage warning pilots of the Fleetlands ATZ proximity and pilot handouts containing a reduced version of the brief.

Annexe D

Lee on Solent movement record including the review period (28th November 2016 to 27th November 2017).



Annexe E

Directorate of Airspace Policy

All NATMAC Representatives

19 December 2012

ERM/DAP/OffRouteAirspaceStructure/ATZs/LeeOnSolent



CAA DECISION LETTER

Dear Colleagues,

ESTABLISHMENT OF AN AERODROME TRAFFIC ZONE (ATZ) AT LEE-ON-SOLENT

During September 2012, we wrote to seek your views on the proposed establishment of an ATZ at Lee-on-Solent as sought by Bly BN Ltd. You will recall that the case for establishing the ATZ was to mitigate flight safety concerns generated by the routine occurrence of aircraft passing close to the Aerodrome without contacting the resident air/ground facility. Of particular concern is that the Aerodrome's geographical location and runway orientation means that a steady flow of transit aircraft operating legitimately within Class G airspace and following the adjacent coastline, pass through the visual circuit and either the RW 05 final approach area or the RW 23 climb-out lane.

The consultation period closed on 7 December. Of the responses received, none expressed clear opposition to the ATZ establishment; most were wholly supportive. Given the NATMAC consultative response, coupled with the previously detailed input of local aviation stakeholders¹ all of whom were generally supportive, I remain satisfied that, in this particular geographical scenario, the ATZ would provide a proportionate solution. As I previously highlighted, it is recognised that the close geographical relationship between the ATZ and nearby controlled airspace may result in pilots flying closer to the boundary of Southampton Control Zone (CTR) and the Solent Control Area (CTA) than would have previously been the case. Such amendment to flight profiles might have the potential to increase the likelihood of infringements of controlled airspace. An element of the GA community therefore proposed that introduction of the ATZ should be commensurate with a reduction in the dimensions of the Southampton CTR.

Whilst I understand the reasoning behind such a suggestion, I believe that it would be inappropriate to review this particular aspect of the CTR's dimensions only in relation to this proposal and do not believe that the introduction of the Lee-on-Solent ATZ should be delayed pending a wider review of Southampton-related controlled airspace. That said, I will ensure that any future review of the Southampton CTR/Solent CTA examines the feasibility of reducing the dimensions of controlled airspace in the vicinity of the Lee-on-Solent/Fleetlands ATZ complex. Additionally, I will invite NATS Southampton to review and update the Solent Airspace VFR Guide to reflect the new airspace development. I will also ask NATS Southampton to make particular record any occurrences of aircraft being refused access to the CTR in the vicinity of the Lee-on-Solent ATZ.

¹ Fleetlands Aerodrome, NATS (Southampton ATC), relevant military regulators and CAA Safety Regulation Group Aerodrome & Air Traffic Services Division (AATSD).

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As previously indicated, the Lee-on-Solent ATZ will have a 2nm radius centred on 504856.65N 0011223.55W and extend vertically from the surface to 2000ft above aerodrome level. The ATZ will be active Monday – Friday (Summer 0800-1600Z, Winter 0900-1700Z) and weekends (Summer 0800-1700Z, Winter 0900-1700). ATZ activation will be supported throughout by an Air / Ground operation (118.925 Mhz). There will be no associated change in airspace classification, which will remain Class G.

In terms of timescales, you may recall that the request for an ATZ was co-incidental with an aerodrome licensing application. Indeed, as the aerodrome is served by an air/ground facility, an ATZ could not be introduced prior to the aerodrome achieving licensed status. Therefore the ATZ will be established as and when the Aerodrome becomes licensed. Promulgation will initially be through the publication of a NOTAM and longer term through the Lee-on-Solent aerodrome entry within the Aeronautical Information Publication. VFR charts will be appropriately amended in accordance with the normal publication cycle.

The notification of the Lee-on-Solent ATZ will be further supported by an AIC that will highlight concerns related to the ATZ's close proximity to the Southampton Control Zone (CTR) and the Solent Control Area (CTA). Specifically, by intending to avoid transit of the new ATZ, which abuts the Fleetlands ATZ, pilots might necessarily fly closer to the boundary of the Southampton CTR/Solent CTA than would have previously been the case, potentially increasing the likelihood of infringements of controlled airspace. The AIC will provide advice to pilots intending to operate within the vicinity of Lee-on-Solent and Southampton including:

- Encouragement to facilitate an ATZ crossing rather than aiming to transit through the narrow gap between the western edge of the ATZ and the Southampton CTR/Solent CTA.
- Encourage pilots electing to operate close to the lateral and vertical limits of the Southampton CTR/Solent CTA, but not crossing the new ATZ, to utilise the Solent Frequency Monitoring SSR code (0011) and monitor 120.225 MHz.
- Reference to Southampton CTR/ Solent CTA Guide that is lodged on the Fly On Track website.

If you have any queries concerning the detail of this proposal, your point of contact is Mark Smailes, Airspace Regulation (020 7453 6545) here at CAA House.

Yours sincerely,



M Swan
Director

Enclosure:

1. Charts showing proposed NDB/DME and RNAV (GNSS) Non-precision Approach procedures.

