

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

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 23<sup>rd</sup> 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 airports 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 an 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.