

# Inverness Airport ACP Brief

9<sup>th</sup> July 2019



# Agenda

1. Introductions
2. Timeline
  - Rationale for ACP
  - Timeline
  - Consultation(s)
  - Post Consultation Activity
3. HIAL Preparation for CAS
4. Airspace
  - a. Supporting LoAs
  - b. Engagement
  - c. Increase in Pax & Movements Numbers
  - d. Application of FUA
  - e. Part-ATM
5. Decision

# Timeline

## A. Initial Framework Briefing – 25 Apr 2013

- ACC
- Focus Group
- Draft Procedures

## B. First Consultation

- 29 Sep 2014
- 29 weeks (to allow further GA engagement)
- 145 consultee individuals or organisations
  - 18% response (26) from the 145
  - 116 further individual responses (majority from the GA community)
- Use of Inverness GA Focus Group (IGAFG)
- Consultation Feedback
  - Volume
  - Access (Class D, ATCO Responsiveness)
  - Note: Class E+ to align with Class F re-designation
  - Choke Points
  - Routes

# Timeline

## C. Changes

- Inclusion of GNSS (RNAV) IAPs
- Reduction in the lateral extent of the Class D airspace;
- Reduction in the number of Class D Control sectors from seven to six;
- Reduction in the vertical limit of the Class D Control Zone (CTR), from surface to FL95 to now surface to 2,000ft
- Reduction in the common ceiling altitude of the Class D CTAs from FL95 to 5,500 ft amsl;
- Class E + *Transponder Mandatory Zone (TMZ)* CTAs have replaced some previous Class D CTAs.

## D. Second Consultation

- 15 Aug 2016
- 12 weeks
- 101 consultee individuals or organisations
  - 17% response (17) from the 101
  - 105 further individual responses (majority from the GA community)
- GA engagement continued through the IGAFG & emails
- Main Focus & Major Feedback
  - EASA VFR
  - Volume (Gliders)

# Preparation for CAS

- Significant Investment in terms of Funds and Resource
- ATCOs increased from 11 to 17
  - Planning for Inverness ATCO & Lossiemouth ATCO Training
- New RDP with additional Control Position
- Hours of Radar Service expanded 1730 to 2230
- Ongoing engagement with RAF Lossiemouth
  - Remain fully supportive
  - Tornado replaced by Typhoon
  - Operational intensity remains + QRA
  - Use of Kinloss as a RLG
- Ongoing engagement with NERL Prestwick
- Ongoing engagement with GA Stakeholders

# Airspace (1<sup>st</sup> Consultation)



# Airspace (2<sup>nd</sup> Consultation) – Class D below 5500ft



# Airspace (2<sup>nd</sup> Consultation) – Class E+ above 5500ft





# Airspace

- Stakeholder Engagement & Associated LoAs
  - PDG – Commercial helicopter access
  - Bristow –
  - HEMS (Air Ambulance)
  - RAF Lossiemouth – v proactive
    - Tain Range
  - Engagement with Feshiebridge & Easterton
    - Two focused meetings
      - Letters & emails
      - Site Visit
    - Opposition to CAS in general
    - ‘IFR’ soaring in Class G

# Airspace

- **Substantial Increase in Commercial Operations at Inverness Airport**
  - Regional Benefit – *554 FTE jobs at the Airport, £23.3m income and £33.3m GVA.*
  - Scheduled Movements – *6356 per annum*
  - Passengers – *900k last year & expected to be 960k this year then reach 1m the following year*
  - New routes in past 3 years to *London Heathrow, Amsterdam, Zurich, Palma and East Midlands*
  - Daily scheduled pax movements increased from *14 to 20*
  - Unscheduled & GA movements increased from around *7,000 in 2014 to over 10,000 now*
  - Incidents?
- **FUA - BGA**
  - Initial position to expand 'Gussi Box' down into CTA-8
  - Turn off CTA-8 (above Feshiebridge) Wed pm & during competition w/e
- **Glider IFR?**
  - Feshiebridge 'IFR' Holders - Less than 20 we believe
- **ATM-IR (Part-ATS)**

# Expected CAA Decision?