

Doncaster Sheffield Airport

Airspace Change Proposal for the Introduction of RNAV (GNSS) Departure and Approach Procedures

Sponsor Consultation Report
February 2018



Doncaster Sheffield Airport's Airspace Change Proposal for the Introduction of RNAV (GNSS) Departure and Approach Procedures is co-financed by the European Union's Connecting Europe Facility.

Executive summary

Doncaster Sheffield Airport (DSA) has completed a Stakeholder Consultation on the Introduction of Performance-Based Navigation (PBN) Instrument Flight Procedures (IFPs) consisting of Area Navigation (RNAV) Global Navigational Satellite System (GNSS) departure and approach procedures known as Standard Instrument Departures (SIDs) and Instrument Approach Procedures (IAPs) respectively. The RNAV (GNSS) SIDs and IAPs will hereafter be referred to as RNAV SIDs and RNAV IAPs.

The CAA requires that the introduction of, or changes to, departure and approach procedures be considered as an airspace change and are to be developed in accordance with the Airspace Change Proposal (ACP) process detailed in CAP725⁰¹. An essential feature of the ACP process is that the sponsor of the change (in this case DSA) must carry out a comprehensive consultation with both the aviation community and representatives of communities on the ground who might be affected by the proposed change.

This Report details the results of the Stakeholder Consultation carried out by DSA between 25 September 2017 and 22 December 2017, a period of 13 weeks.

A total of 174 aviation, environmental and local government organisations and representatives were consulted. The aviation consultees included local airspace user organisations, national representative bodies and air traffic management organisations. Environmental consultees included County, Borough, District, Town and Parish Councils over whose areas of interest the proposed SID procedures would fly. Certain national Environmental Organisations were also included, together with appropriate Members of Parliament.

DSA extends its thanks to all consultees and other individuals who took the time to participate in this important consultation.

Responses were received from 56 consultees giving a response rate of 32.2%. This is considered to be a good response to a technical airspace consultation of this nature and is sufficient to allow us to make a balanced judgement on the views of airspace user and community interests.

The views of individual members of the public or individual aviators were encouraged and have been taken into account in this Report of the Consultation. 20 submissions were received.

In general, those airport users and the wider aviation community who responded to the Consultation supported or stated that they did not object to the proposals.

The majority of non-aviation consultees (Councils, Parish Councils etc) stated that they supported the proposals or stated that they had no objection to make.

Eighteen consultees had issues of general concern or with regard to certain aspects of individual procedures which, for continuity, have been registered in this Report as “Objections”. The comments made by all consultees have been carefully analysed to determine if there are any material issues affecting the proposal as a whole or whether any alteration of the proposed SID designs would be practicable before submitting a formal proposal to the CAA.

DSA has taken a balanced and even-handed approach to the issues raised. The issues and the DSA consideration of them is detailed in the body of this Report.

Having satisfactorily carried out a Stakeholder Consultation in accordance with the CAA’s requirements, DSA intends to continue with the preparation of a formal proposal for submission to the CAA in accordance with the provisions of CAP725.

⁰¹ CAP725: CAA Guidance on the Application of the Airspace Change Process. Note: With effect from 2 January 2018 the CAA introduced a new Airspace Change Process (CAP1616). However, as this Airspace Change proposal was initiated under the previous, CAP725, scheme the CAA agreed that it will continue to be considered by them under the CAP725 process.

Abbreviations

DSA	Doncaster Sheffield Airport	GA	General Aviation
ACP	Airspace Change Proposal	GNSS	Global Navigation Satellite Systems (space-based navigation aids, e.g. GPS)
amsl	Above Mean Sea Level	ICAO	International Civil Aviation Organisation
ANSP	Air Navigation Service Provider	IFP	Instrument Flight Procedure
ATC	Air Traffic Control	MAP	Missed Approach Procedure
ATM	Air Traffic Management	NDB	Non-Directional Beacon (a ground based navigation aid)
ATS	Air Traffic Services	NTK	Noise and Track Monitoring Equipment
CAA	Civil Aviation Authority	PBN	Performance Based Navigation
CAP	Civil Aviation Publication	PDR	Preferred Departure Routes
CAT	Commercial Air Transport	RNAV	Area Navigation
DfT	Department for Transport	RNP	Required Navigation Performance
DME	Distance Measuring Equipment (a ground-based navigation aid)	SID	Standard Instrument Departure
FAS	Future Airspace Strategy	VOR	VHF Omni-Directional Radio Range (a ground-based navigation aid)
FMS	Flight Management Systems		
ft	Feet		

References

- [1] CAP725 – CAA Guidance on the Application of the Airspace Change Process, dated March 2016

- [2] CAP778 – Design and Operation of Departure Procedures in UK Airspace, dated November 2012

- [3] CAP785 – Approval of Instrument Flight Procedures, dated March 2010

- [4] CAP1184 – Transition to PBN in UK and Irish Airspace, dated June 2014

- [5] ICAO Doc 8168 (PANS-OPS) Volume 2: Construction of Instrument and Visual Flight Procedures, 5th Edition 2006

- [6] ICAO Doc 9613 – Performance Based Navigation Manual, 2nd Edition 1999

- [7] CAA Future Airspace Strategy, briefing paper dated November 2012

- [8] CAA Policy Statement – Policy for the Application of Performance-based Navigation in UK/Irish Airspace, dated October 2011

- [9] Department for Transport Guidance Document – Guidance to the CAA on Environmental Objectives relating to the exercise of its Air Navigation Functions dated January 2014

- [10] CAP1378 – Airspace Design Guidance: Noise Mitigation Considerations when Designing PBN Departure and Arrival Procedures, dated April 2016

- [11] CAP1379 – Description of Today's ATC Route Structure and Operational Techniques, dated March 2016

- [12] CAP1385 – Performance-based Navigation (PBN): Enhanced Route Spacing Guidance, dated April 2016

- [13] UK AIP – Doncaster Sheffield Aerodrome AD 2-EGCN-1, current

- [14] CAP1498 – Definition of Overflight, 1st Edition dated February 2017

Contents

Executive summary	3
Abbreviations	4
References	5
1. Introduction	8
2. Confidentiality	9
3. Statistics	10
4. Analysis of responses	13
5. Key issues arising from the responses	15
6. Conclusions	19
7. What happens next?	20
A. Background to the consultation and methodology used	21
A.1. Introduction	21
A.2. Consultation methodology	21
A.3. Consultees	24
A.4. Responses	25

List of figures

Figure 1:	Consultation Distribution and Responses	10
Figure 2:	Analysis of Consultee Organisations	13
Figure 3:	Analysis of Non-Consultee Organisations and Members of the Public	13
Figure 4:	Total Analysis of all Responses	14
Figure 5:	Track Keeping data of Code 6160 for a single month	18

List of tables

Table 1:	Distribution of Consultee Groups	11
Table 2:	Additional Individual Responses	11
Table 3:	Key Issues	17

1. Introduction

- 1.1. The CAA requires that the introduction of, or any changes to, SIDs and IAPs be considered as an airspace change and shall be developed in accordance with the process detailed in CAP725. An essential feature of the airspace change process is that the change sponsor, in this case Doncaster Sheffield Airport (DSA), must carry out a comprehensive consultation. This consultation must include the aviation community as well as local community representatives as both may be impacted, for different reasons, by the proposed changes.
- 1.2. The introduction of RNAV procedures is necessary for the following reasons, which were explained in greater detail in the Sponsor Consultation Document:
- The Gamston ground-based navigational aid (known as the GAM VOR) is being removed as part of a national rationalisation programme. The GAM VOR is used by the SIDs currently in use at DSA;
 - Preferred Departures Routes (PDRs), currently part of the DSA array of departure routes⁰² require the use of the GAM VOR for navigation and do not reflect CAA Policy for the application of PBN in UK terminal airspace. Therefore, it is proposed that these be replaced with RNAV SIDs;
 - To meet the requirements of the UK Future Airspace Strategy (FAS); and
 - In the case of the RNAV IAPs, provide redundancy to allow for business continuity in the event of a failure of the existing conventional approach procedures.
- 1.3. Prior to the consultation taking place, DSA included relevant stakeholders (aviation and community) in the development of the proposal to ensure an understanding and transparency in the proposal. These stakeholders were included in the form of Focus Groups whereby the issue was explained together with considerations towards developing solutions. The Focus Groups were able to contribute in the process of considering solutions to ensure what was proposed during the consultation process was the best possible solution to the aviation community (operational benefit) and those communities on the ground (environmental benefit).
- 1.4. The task of marrying the operational and environmental benefit was complimented by ensuring all elements related to safety were captured. A Hazard Identification (HAZID) workshop was held to capture the outcome of the Focus Groups.
- 1.5. This document reports the outcome of the 13-week consultation process and provides statistical analysis. It identifies key issues raised by stakeholders about aspects of the proposed procedures and provides DSA's consideration of, and response to, those concerns.
- 1.6. This Report, together with the Stakeholder Consultation documents and responses received, will form part of a formal Airspace Change Proposal (ACP) which will be submitted to the CAA in accordance with the requirements of CAP725.

⁰² The current PDRs were introduced when controlled airspace was introduced around DSA in July 2008 to provide linkage to the en-route ATS network.

2. Confidentiality

- 2.1. The CAA requires that all consultation material, including copies of responses from consultees and others, is included in any formal submission made to the CAA.
- 2.2. DSA undertakes that, apart from the necessary submission of material to the CAA and essential use by our consultants for analysis purposes, DSA will not disclose the personal details or content of responses and submissions to any third parties. Our consultants are signatories to confidentiality agreements in this respect.
- 2.3. However, consultees should be aware that CAA Policy requires that all material submitted as an ACP will be published on the CAA website once a Regulatory Decision has been made. DSA will endeavour to ensure, as far as we are able, that all material published by the CAA associated with this consultation is depersonalised to the maximum extent possible.

3. Statistics

3.1. A total of 174 Consultation invitations were sent to stakeholder consultee organisations or individuals, comprising airlines and other locally based airspace users, off-airport aerodrome operators and airspace users and members of the national aviation organisations represented on the CAA's National Air Traffic Management Advisory Committee (NATMAC)⁰³. For non-aviation stakeholders, Officials of County, District, Borough, Town and Parish Councils over whose areas of interest the proposed flight paths would route were consulted. Certain other representative environmental organisations were included, together with Members of Parliament (MPs).

3.2. Responses were received from 56 consultee organisations⁰⁴ representing a response rate of 32.2%. This is considered to be a good response to a technical airspace consultation of this nature. The consultee groups and number of responses are displayed in graphical form in **Figure 1** and in tabular format, with percentages, in **Table 1**.

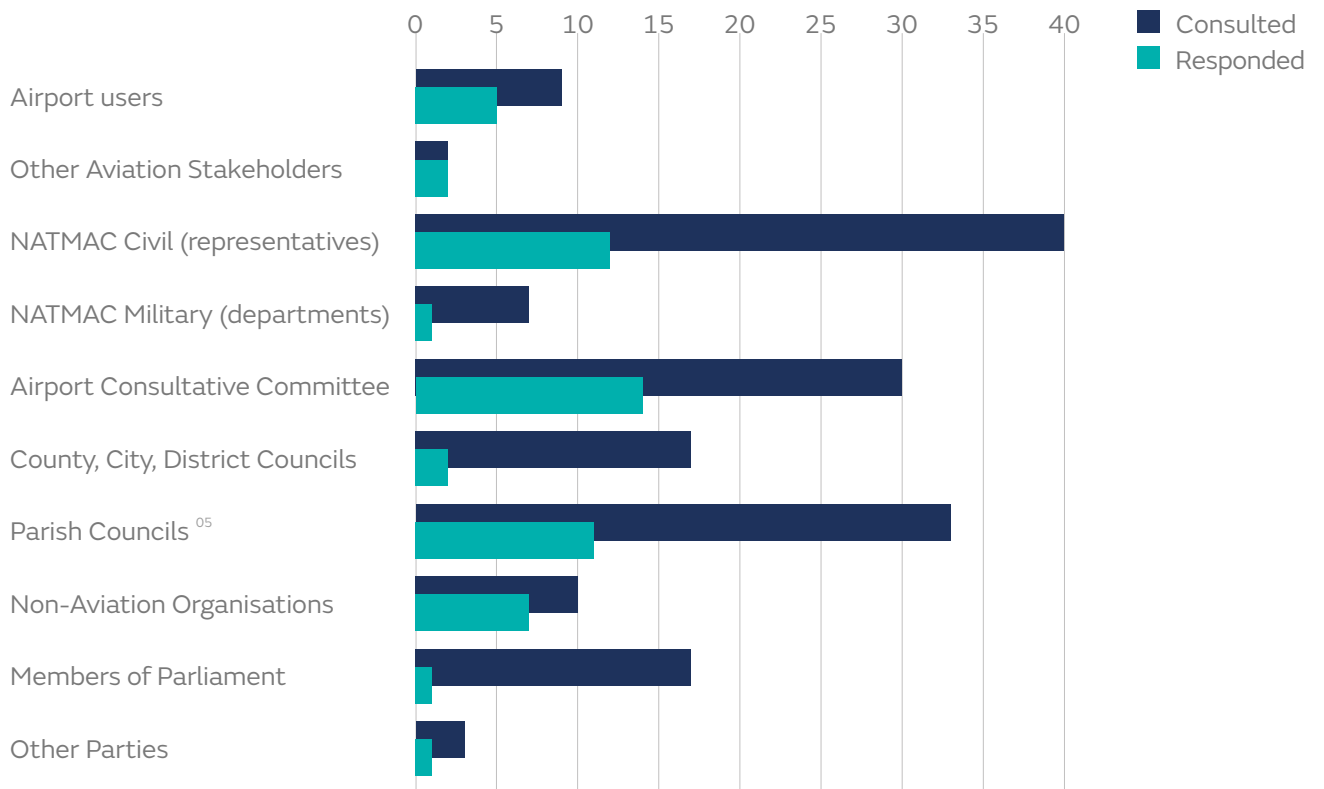


Figure 1: Consultation Distribution and Responses

⁰³ Some NATMAC organisations field more than one representative, each of whom was copied the Stakeholder Consultation invitation. In total 35 civil organisations are represented by 40 individuals and 7 military departments. The total NATMAC organisations consulted is 49. A further 2 CAA departments who sit on NATMAC are informed of the Consultation but are not permitted to comment.

⁰⁴ The response analysis reflects the number of organisations, as a whole, rather than the total number of individuals representing those organisations. Where more than one response was submitted by representatives of an organisation the points raised have been amalgamated into a single consultee view.

⁰⁵ For the avoidance of duplication, those Parish Councils who are represented in the Airport Consultative Committee (ACC) are counted in the ACC totals only.

Listed Consultee Groups	Number consulted	Responses	%
Airport users	9	5	55.6
Other Aviation Stakeholders	2	2	100
NATMAC Civil (representatives)	40	12	30
NATMAC Military (departments)	7	1 (for 7 consultees)	100 ⁰⁶
Airport Consultative Committee	30	14	46.7
County, City, District Councils	17	2	11.8
Parish Councils	39	11	28.2
Non-Aviation Organisations	10	7	70
Members of Parliament	17	1	5.9
Other Parties	3	1	33.3
Totals	174 consultees	56 responses	32.2

Table 1: Distribution of Consultee Groups

- 3.3. The breakdown and analysis of responses from the Consultee Group, in **Table 1**, are listed and detailed in **Section 4** of this report.
- 3.4. In addition, submissions from individual members of the aviation community and the public were welcomed. A total of 24 responses were received is detailed in **Table 2**. All relevant comments made, including responses from these submissions, have been taken into account and included in **Section 4** of this report with the exception of the Clarifying and External submissions as these did not offer a response.

Response	Number
Support	8
Object	12
Clarification	2
External	2

Table 2: Additional Individual Responses

⁰⁶ A single consolidated response is always sent representing the military members of NATMAC and it is therefore considered to be a 100% response.

- 3.5. Two indirect responses were from two hang-glider pilots responding to a separate consultation being carried out by Leeds Bradford Airport. These emails were copied to the DSA ACP email address and have been noted as external communications only as they did not offer a response or comment to the DSA ACP.
- 3.6. Two responses requested clarifying questions to the consultation, both were responded to with no further communication following.
- 3.7. The consultation page on the DSA website was visited 1,528 times; it is not possible to determine if any were repeat visits by the same person. Needless to say, this is a significant number of site visits against the number of responses received and may indicate a high level of community interest in the consultation.
- 3.8. During the consultation period, a presentation⁰⁷ was made to the DSA Local Airspace Infringement Team (LAIT) meeting. Members of this team consist of local and neighbouring aviation schools, clubs (fixed wing and glider) and pilots including neighbouring airports and a CAA Airspace Regulator.
- 3.9. DSA arranged additional 'Drop-in Sessions' for the consultees and the public to enable a better understanding of the Proposal. Five of the eight drop-in sessions made available were taken up.
- 3.10. The consultation period was extended by an additional week to accommodate a Parish listed in the Consultee Group who experienced internal communication issues. DSA engaged with the Parish Council and offered several options for a Drop-in session, as afforded to others. Unfortunately, the Parish Council were unable to have anyone available to attend the proffered dates. It was subsequently established that the main concern, for the Parish Council, are the circuit training flights which do not form part of the consultation. No formal response was subsequently received from this Parish Council.

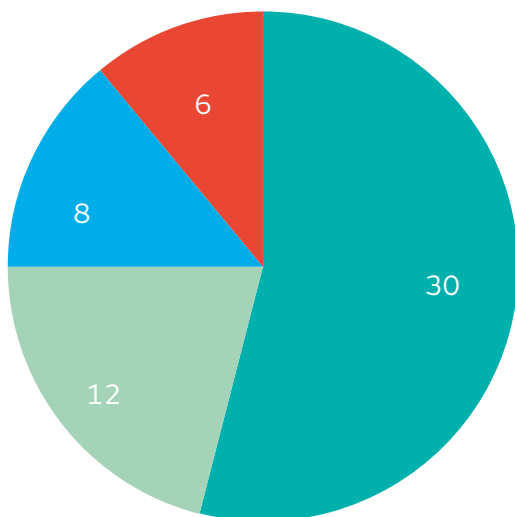
⁰⁷ The presentation mentioned in points 3.7 and 3.8 consisted of material in the existing ACP documentation to ensure consistency of information presented.

4. Analysis of responses

4.1. The following is an analysis of the data detailed in Section 3 of this report. The analysis is initially split into two, firstly dealing with the Consultee Organisations and then dealing with the individual responses received from other aviators and members of the public. The final analysis is done on a combination of all responses.

4.2. Of the 56 responses received from Consultee Organisations:

- 30 (53.6%) organisations **Supported** the proposal;
- 12 (21.4%) stated they had **No Objection** to the proposal;
- 8 (14.3%) had **No Comment** on the proposal; and
- 6 (10.7%) **Objected** to the proposal.

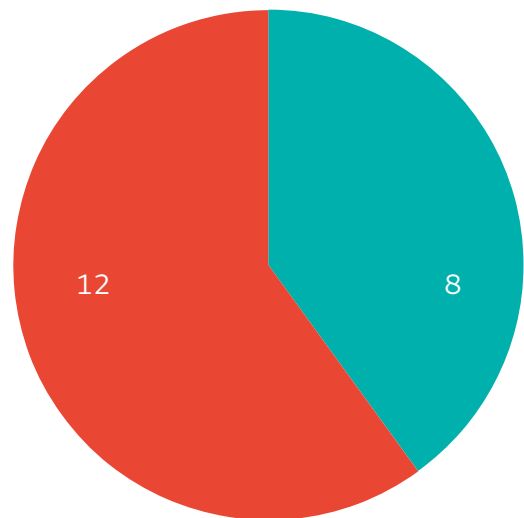


- Count of Support
- Count of No Objection
- Count of No Comment
- Count of Objection

Figure 2: Analysis of Consultee Organisations

4.3. Of the 20 responses received from organisations outside the Consultee list and individual members of the public:

- 8 (40%) **Supported** the proposal; and
- 12 (60%) **Objected** to the proposal.

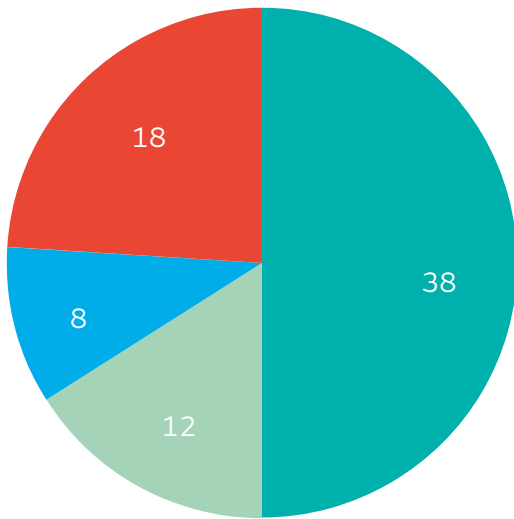


- Count of Support
- Count of Objection

Figure 3: Analysis of Non-Consultee Organisations and Members of the Public

4.4. The total number of responses from 4.2 and 4.3 is 76 and is broken down as follows:

- 38 (50%) organisations **Supported** the proposal;
- 12 (15.8%) stated they had **No Objection** to the proposal;
- 8 (10.5%) had **No Comment** on the proposal; and
- 18 (23.7%) **Objected** to the proposal.



- Count of Support
- Count of No Objection
- Count of No Comment
- Count of Objection

Figure 4: Total Analysis of all Responses

4.5. There was a cross-section of statements made with some responses and summarised below. Note that the key issues raised from the responses are detailed in **Section 5**.

- Seven of the 18 objections specifically had an issue with the additional portion of airspace, defined as CTA X in the Consultation Document, and not with the consultation as a whole, i.e. the introduction of PBN routes.
- A number of objectors stated a concern to the potential increase of noise to their communities. On closer reflection, these objectors appear to have considered the existing route structure and not the proposed routes, many of which are further away than the existing routes.

5. Key issues arising from the responses

- 5.1. Having analysed all the responses, DSA has identified key themes from those that objected to, or had comment on, the proposed procedures. For each of the key themes identified, DSA has taken a balanced approach in considering and responding to each issue.
- 5.2. Only two key issues arose from the objections and are listed in **Table 3** together with the DSA response to each issue. There is a clear delineation of where the two key issues arose from. Issue number one arose from community stakeholders whereas issue number two arose from aviation stakeholders.
- 5.3. The issues are presented in no particular order of importance other than to group issues of a similar nature or specific route close to each other. The list encompasses comments from those who supported or did not object to the proposals as well as those who specifically objected to elements of the Consultation.
- 5.4. It must be recognised in responding to the objections or comments received that:
 - The ICAO PANS-OPS procedure design criteria, which the CAA specifies must be used for the design of the procedures, allows little flexibility in the positioning and configuration of turns and the distances between waypoints;
 - The SID designs must be compatible with the overlying route network with which DSA's airspace interfaces;
- 5.5. With respect to environmental concerns, there were only a few isolated objections, i.e. the objections did not share a common concern over a particular area. Of particular importance was the vote of confidence issued by those communities' closer to the Airport who may be subject to more noise.

Issue #1

Community Noise over the following communities:

- Tickhill,
- Dunsville (including an unconfirmed new housing development),
- Stainton,
- Langold, Costhorpe,
- Carlton-in-Lindrick and
- Gringley on the Hill.

DSA comment

Tickhill

The proposed SID route is displaced a further 0.5 NM south-west than the current SID. The result should see an improvement against the current SID.

Dunsville

Concern was raised over the planning of 4,500 homes in the area between Dunsville, Edenthorpe and Kirk Sandall.

Research was conducted with respect to previous (last 5 years) and current planning permissions and it was found only 400 dwellings had been proposed on the outskirts of Armthorpe. The proposed SID design is only marginally different from the existing design.

Stainton

The proposed route is moving marginally east but with no significant difference to what is experienced today. Due to the increased climb gradient, aircraft are expected to be at least 500 feet higher than they are today and above 4,000 feet by the time they reach Stainton.

Langold, Costhorpe and Carlton-in-Lindrick

The proposed SID route is displaced further east than the respondents perceived. It appears that there was a perception that the proposed routes were directly overhead these communities. The proposed route has been designed to avoid flying directly overhead these communities.

However, whilst the route passes adjacent to these communities, in the context of the Civil Aviation Publication (CAP) 1498 it is technically considered to have 'overflowed' them. Nevertheless, these communities should experience less noise than they experience today as the route does not pass directly overhead.

Gringley on the Hill

The current route is aligned 0.15 NM to the east of the village. The proposed route is displaced 0.46 NM west of the village with aircraft expected to be above 7,000 feet and climbing at a minimum 7.3% climb gradient to meet the airspace containment criteria. The data has been reviewed using B737-800 simulated flights and under maximum weights (i.e. slowest climb performance conditions) the aircraft was able to reach 7,450 feet when passing this village.

The concerned resident pointed specifically to existing low-level traffic which may mean that the objection was based on current traffic which may not necessarily be flying the existing departure route. It is possible that the objector may be referring to either local GA or circuit training aircraft, neither of which are part of the consultation.

Issue #2

Seven objections to the additional portion of Controlled Airspace (CAS), (designated CTA X in the Consultation Document) to support controlled airspace containment of the ROGAG SIDs, resulting in less airspace being available to GA aircraft and resulting in a perceived safety issue as a result of creating 'choke' points.

DSA comment

We believe that the additional, small, portion of additional CAS is proportional to the requirement. No more controlled airspace than is necessary to contain the ROGAG SID has been proposed. There has been a general shift in traffic onto the ROGAG route since the DSA controlled airspace was established in 2008 and over 50% of CAT departures now depart via ROGAG.

The Preferred Departure Route (PDR) that exists today cannot be re-published, it must be replaced with a SID. The CAA expects that SIDs be contained within CAS unless a Safety Case can be written to their satisfaction.

It is appropriate that CAT traffic be afforded the protection that Class D airspace provides, hence our proposal.

We do not view the Class D airspace under our jurisdiction as an "exclusion zone" for GA traffic and our Air Navigation Services Provider most definitely does not routinely deny access to, or crossings of, the DSA Control Zone (CTR) or CTAs.

Records maintained since 2014 indicate that ATC is facilitating an average of more than 17,500 GA (per annum) aircraft in and around the DSA airspace with a majority being provided airspace crossings.

The figure below is indicative of the level of service provided to the GA community during a single month, the data is extracted from the 'Track Keeping' equipment and it is clear that GA community are accommodated in a diverse number of routes in and across the airspace for which DSA is responsible. The system has extracted only those aircraft allocated the 'conspicuity' code, 6160, which is generally given to GA traffic under a Basic Service. If a Traffic Service is required then a specific squawk code is allocated.

We believe the proposal will enhance the safety environment through the continued accommodation of GA aircraft across the airspace system resulting in the minimisation of 'choke' points. Safety is improved where communication is effective.

Table 3: Key Issues

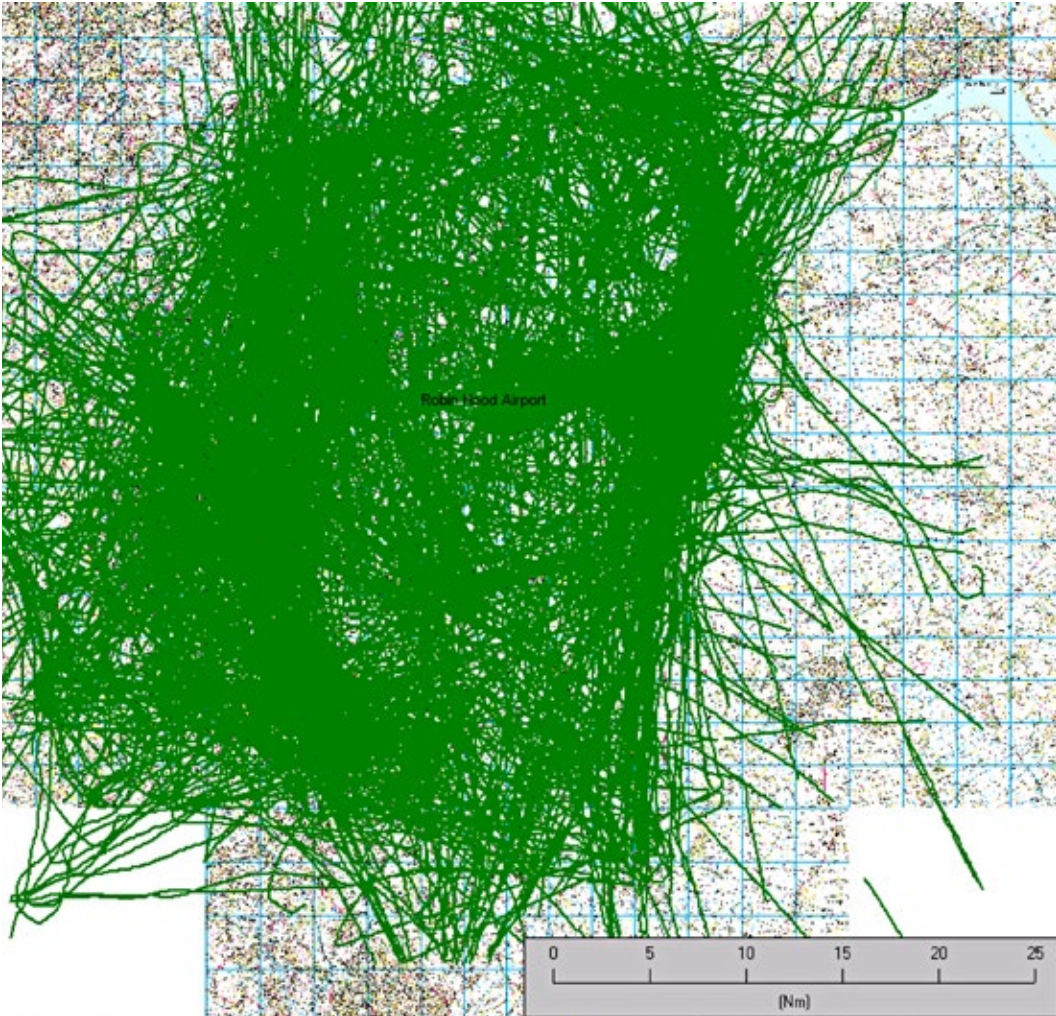


Figure 5: Track Keeping data of Code 6160 for the month of August 2017

6. Conclusions

- 6.1. The Stakeholder Consultation has been carried out in accordance with the requirements of the CAA as detailed in CAP725. A comprehensive cross-section of Industry, Environmental and Community consultees were included. The Industry consultees included representation at local and national level and included both airspace users and ATS provider interests.
- 6.2. Provision was made for individual members of the aviation community and individual members of the public to participate in the Consultation and make their views known. Due regard has been taken of the submissions received.
- 6.3. An adequate response rate (32.2%) from consultees has been achieved together with additional submissions from individual members of the public and aviation community. This is sufficient to allow a balanced judgement to be made on stakeholder responses on this change to the procedures for DSA.
- 6.4. DSA has found that no new or unexpected issues have arisen which would materially affect the fundamental case for the replacement of the conventional SIDs, and PDRs with RNAV (GNSS) SID procedures and introduction of RNAV IAPs, as required by the CAA.
- 6.5. DSA has found that, within the airspace safety and procedure design constraints, together with the necessary environmental objectives, the procedure designs as proposed represent the most appropriate balance between the competing demands. Therefore, no amendments to our proposals are intended as a consequence of the Consultation.
- 6.6. DSA concludes that given the safety responsibilities and accountabilities placed upon it under the Air Navigation Order and EC Regulations 550/2004 and 1035/2011 and the CAA regulatory requirements for procedure design, there are no material issues arising from the Consultation that would justify withdrawal or modification of the proposal.
- 6.7. Consequently, DSA considers that the case for the introduction of the proposed RNAV (GNSS) SIDs and IAPs is sound and that the designs to be submitted to the CAA are appropriate. In accordance with the CAA's regulatory requirements, DSA will develop a formal Airspace Change Proposal which will be submitted to the CAA.
- 6.8. In the event that a representative organisation wishes to present new evidence or data to the Group Director, Safety and Airspace Regulation Group, for his consideration prior to making his regulatory decision regarding a Change Sponsor Proposal, the representative organisation must submit, in writing, the information to the following address:
- Group Director
Safety and Airspace Regulatory Group
CAA House
45-59 Kingsway
WC2B 6TE

7. What happens next?

- 7.1. DSA will now develop a formal ACP (as specified in CAP725) for submission to the CAA for the introduction of RNAV (GNSS) SIDs and IAPs as detailed in the Consultation documents. Alongside this, the technical details of the procedure designs will be submitted to the IFP Regulation Department of the CAA in accordance with the requirements specified in CAP785⁰⁸.
- 7.2. We expect that the ACP will be ready for submission to the CAA in early March 2018.
- 7.3. Following receipt of the formal proposal, the CAA will carry out a documentation check to ensure that the DSA submission is complete and will request clarification and/or additional information if necessary. A Case Study will then be carried out by the CAA leading to a Regulatory Decision by the Head of the Safety and Airspace Regulation Group (SARG). This decision will normally be reached within a period of 6 months from submission of all documentation.
- 7.4. In the event that the Regulatory Decision supports the proposal then the Implementation Phase will begin. This takes a minimum of 56 days from the time that the necessary documentation is submitted to the Aeronautical Information Services (AIS) in accordance with the international requirements for the promulgation of aeronautical information.
- 7.5. It is anticipated that the proposed procedures for DSA could be implemented in December 2018. The actual date of introduction will be on an AIRAC⁰⁹ date to be agreed with both the CAA and NATS¹⁰, with 2 AIRAC Cycles (56 days) pre-notification to the aviation industry in accordance with standard ICAO requirements.

08 CAP785: Approval of Instrument Flight Procedures.

09 Aeronautical Information Regulation and Control: A publication and implementation system for aeronautical information established on a world-wide basis by ICAO which ensures that significant changes to aeronautical information are only implemented on specified dates and publication of the information also takes place on specified dates so that the users of the information have an adequate lead time to assimilate the changes and incorporate them into their operating systems.

10 NATS will need to make certain changes to its data handling systems and ATC documentation for which there are limited time-slots when this can be done.

A. Background to the consultation and methodology used

A.1. Introduction

- A.1.1. The CAA sets out its regulatory requirements and process for applications to change the status of airspace or associated arrangements in CAP 724 “The Airspace Charter” and CAP 725¹¹ “CAA Guidance on the Application of the Airspace Change Process”. An essential element of the airspace development process is for the Change Sponsor, in this case DSA, to carry out an extensive consultation with the airspace users who may be directly or indirectly affected by the change and with organisations representing those who may be affected by the environmental impact of the change.
- A.1.2. The development of the proposal to replace the historic PDRs with properly constructed SID procedures has been carried out in accordance with the CAP725 requirements. The proposal to contain these SIDs within controlled airspace is in accordance with current CAA Policies and is operationally compatible with the route network airspace arrangements. The consequent Stakeholder Consultation has been conducted in accordance with the CAA requirements.

A.2. Consultation methodology

- A.2.1. A comprehensive set of Sponsor Consultation Documents was prepared by the team at DSA with the assistance of Cyrrus Ltd, a specialist airspace management consultancy company with extensive experience of managing Airspace Change Proposals (ACPs) and conducting consultation to meet the CAA requirements. The CAA also provided advice on the development of the Sponsor Consultation Documents prior to their release.
- A.2.2. Due to the nature of the proposed consultation and the extent of material required, the consultation documentation was broken down into 4 main documents, covering the general explanatory issues, and was complemented by 5 technical annexes that detailed each of the proposed SID procedures. In this way, consultees could access the information relevant to their own locality without having to review details of routes not relevant to them.
- A.2.3. The consultation invitation letter was distributed to consultee organisations by email, detailing access links to the Stakeholder Consultation Document via the DSA website. Electronic distribution of, and website access to, consultation material is acceptable to the CAA and forms the standard method of undertaking such activities under CAP 725.
- A.2.4. The DSA website was updated with details of the Consultation providing a link to a discrete section of the website containing “Frequently Asked Questions” (FAQs) and each of the consultation documents.

¹¹ With effect from 2 January 2018 the CAA replaced CAP725 with a new airspace change regulatory process detailed in CAP1616. However, as this airspace change proposal (along with a number of others around the UK) were initiated under the CAP725 process, the CAA has agreed that it will continue to be considered under the CAP725 process.

- A.2.5. Paper copies of the Consultation Document were available to consultees on request. Three hard copy documents were handed out on request during the information drop-in sessions arranged.
- A.2.6. The Cabinet Office Code of Practice on Consultation and the CAA requirements specify a minimum period of 12 weeks for consultation. DSA carried out this Consultation between **25 September 2017 and 15 December 2017**. The consultation was extended by an additional week as it came to the attention of DSA that one of the communities had not been able to effectively engage due to a problem with the community's internal communications. It was also seen advantageous to extend for the additional week due to the encroaching festive season. DSA engaged extensively over the extended period with the Community in question to ensure they had the maximum opportunity to understand and respond to the proposal. The Consultation ended on **22 December 2017** allowing for a continuous 13-week consultation period.
- A.2.7. Within the consultation period, consultees were asked to consider the proposal and submit a response to DSA, either in writing or through a discrete email address.
- A.2.8. It was recognised that some non-aviation consultee organisations may not be well versed in aviation industry terminology or the CAA consultation process. Consequently, DSA provided drop-in sessions, at the Airport, for organisations and members of the public to attend in order to seek clarification of the terminology used or any other aspects of the Consultation or the proposed procedure design. Eight drop-in sessions were initially prepared with more available if required. Five of the eight drop-in sessions were used, consisting of five organisations and one member of the public, the remaining three sessions were not taken up. The presentation material used was extracted directly from the consultation documents so as to ensure consistency of information provided. All of the drop-in sessions were well received with positive feedback received after each. Of those that attended, three responded supporting the proposal, one listed as a 'No Objection' with the remaining two providing no response.

A.2.9. To ensure that members of the public who may have had an interest in the Consultation were provided with details of the proposal a number of Press Releases and articles were given to local newspapers. The summary of publications is as follows:

– **Today Publications**

An advert was included in the December editions of the (for Bessacarr & Cantley (9,250 homes) Bawtry (3,200 homes), Tickhill (3,200 homes), Rossington (5,900 homes) Harworth & Bircotes (3,600 homes) and DN2 (Intake, Town Moor, Bennetthorpe, 10,000 homes)) and Arrow publications (the Haxey & Westwoodside edition including Misterton, Wroot and Owston Ferry, the Crowle and Ealand edition, including Eastoft, Keadby, Amcotts and Luddington, the Epworth and Belton edition, including West Butterwick, Beltoft and Sandtoft, the Branton and Auckley edition and the Sprotbrough edition that includes Warmsworth and also the Hatfield edition that covers Hatfield Woodhouse and Dunsville). December issues were released in November, earlier editions were missed due to the required long lead-in times.

– **Doncaster Free Press**

Four adverts were included in this publication (circulation of 72,271), with an initial advert placed on 05 October 2017 and subsequently weekly from 23 November 2017.

– **Doncaster Gazette**

Three adverts were included in this bi-weekly publication with a circulation of approximately 20,000 with a readership, including online, of approximately 60,000. The first advert was listed on 13 October 2017 then again on 24 November and 08 December 2017.

A.2.10. In order to promote maximum response, DSA was proactive throughout the Consultation process. A review of responses received was undertaken six weeks prior to the end of the Consultation and, for those who had not responded, a reminder email or letter was sent. Subsequently this was followed up a further three times, at weekly intervals, leading up to the end of the Consultation. The notification process, following the launch, was followed up an additional four times.

A.3. Consultees

A.3.1. Development of the “Consultee List” is very much guided by the CAA requirements specified in CAP725 and DSA sought appropriate advice from the CAA in developing the list.

A.3.2. The CAA requires that the consultation must be addressed, inter alia, to those UK National Aviation Organisations represented on the CAA’s National Air Traffic Management Advisory Committee (NATMAC). The list of NATMAC organisations and their representatives was provided by CAA SARG. It should be noted that a number of NATMAC organisations field more than one representative. Thus, initially a total of 40 consultees represented 29 civil consultee organisations and seven military consultees represented six military departments, (current protocol dictates that a single consolidated military response is provided which represents all of the military departments). In addition, two CAA SARG departments who participate in NATMAC were informed of the Consultation but CAA internal protocols do not allow them to take part in Sponsor Consultations.

A.3.3. Local airport and airspace user groups were consulted, comprising the Airport Consultative Committee Chairman, Airlines which use DSA, on and off-airport Flying Training Organisations and certain adjacent aerodromes that might be affected by the proposed procedures.

A.3.4. With respect to Community and Environmental consultees, the CAA requires that the Consultation encompasses statutory bodies and appointed Councils, down to Parish Council level, throughout the area that would be overlaid by the proposed airspace design.

A.3.5. The final total of invited consultees was to 174 consultee organisations. The consultee list therefore comprised:

- 11 Airport users, including other aviation stakeholders;
- 29 Civil NATMAC member organisations, represented by 40 individuals;
- 7 Military NATMAC member departments, represented by six individuals;
- 30 Members of the Airport Consultative Committee (ACC);
- 17 County, City, District, Borough, and Town Councils;
- 39 Parish Councils or Parish Meetings;
- 13 Other non-aviation organisations;
- 17 Members of Parliament.

A.4. Responses


- A.4.1. Responses from consultees and others were received and assessed throughout the consultation period. The breakdown of responses from consultee organisations is given in the body of this Report.
- A.4.2. Two queries were received from consultees requesting clarification on the Consultation documentation. Responses were sent responding to their queries and no further correspondence was received.
- A.4.3. In analysing the responses from consultees and others, common “themes” to issues of concern were identified to which a consolidated DSA view is given in [Section 5](#) of this Report.

Doncaster Sheffield Airport
Sponsor Consultation Report
Introduction of RNAV (GNSS)
Departure and Approach Procedures

Version 1.0
Published 05 February 2018

Prepared by Cyrrus Projects Limited
© Copyright 2018 Cyrrus Projects Limited

The sole responsibility of this publication lies with the author.
The European Union is not responsible for any use that may
be made of the information contained therein.

An aerial photograph of the Doncaster Sheffield Airport, showing a long runway with a taxiway and a large terminal building. The image is overlaid with a dark blue gradient and a thin teal horizontal line.

Doncaster Sheffield Airport
Heyford House
First Avenue
Doncaster DN9 3RH

flydsa.co.uk