

INVERNESS AIRPORT – AIRSPACE CHANGE PROPOSAL

Location: Aviation House, Gatwick

Date: 13th October 2021

Time: 12:30

Facilitator: [REDACTED]

Agenda Items

1. Update on the Instrument Flight Procedures (IAP/FCP) element of the Airspace Change Proposal (ACP) (including containment)
2. Disconnect between “operating hours” information in the UK Aeronautical Information Publication (AIP) and the ACP
3. Surveillance Designated Operational Coverage (DOC) areas in specific Control Areas (CTAs) and any required Air Traffic Management mitigations.
4. Update on the CAA’s duties under section 70(2) of the Transport Act 2000 – to satisfy the requirements of operators and owners of all classes of aircraft.
5. If the ACP is approved, projected implementation date, supporting evidence and justification to reinforce that decision.
6. AOB

Attendees

HIAL Inverness

[REDACTED] - Airport General Manager

[REDACTED] - Manager Air Traffic Services (Interim)

[REDACTED] - Manager Air Traffic Services (Designate)

Civil Aviation Authority

[REDACTED] - Airspace Regulator

[REDACTED] - Airspace Regulator

[REDACTED] - Legal Adviser

At the start of the meeting, it was agreed by all that the agenda was acceptable, that [REDACTED] (HIAL) would minute the meeting and distribute said minutes and that the 3 CAA representatives would co-chair the meeting.

[REDACTED] (CAA) then gave a brief history of the change from CAP725 to CAP1616 and why the Inverness proposal remained under the auspices of the CAP725 process.

[REDACTED] (HIAL) gave a brief explanation of the handover of the MATS role from himself to [REDACTED] and said that after the handover at the beginning of December both [REDACTED] would be ATC Points of Contact (POC). [REDACTED] agreed to be a POC with regard to non-ATC technical issues e.g. pax numbers, flights etc.

[REDACTED] gave all attendees the opportunity to add any specific AOB items, but none were proffered.

AGENDA ITEM 1 - Update on the Instrument Flight Procedures (IAP/FCP) element of the Airspace Change Proposal (ACP) (including containment)

The ACP Executive Summary indicated that 830k passengers using Inverness airport supported the justification for the proposed changes.

[REDACTED] (HIAL) explained that consultants who had developed the IFPs and IAPs for the Inverness ACP had received communication from the Airspace Regulator (IFP) requesting clarification of some of the IFP technical elements. [REDACTED] explained that HIAL were meeting with Osprey Consulting Services, Cyrrus and other stakeholders on 5/11/2021 to discuss resolution to the points that Airspace Regulator's (IFP) communication had raised.

[REDACTED] (CAA) asked who, specifically, would be attending the meeting on 5/11/2021. [REDACTED] gave details of specific individuals from those firms acting as consultants for HIAL, along with HIAL representatives.

[REDACTED] (HIAL) explained that Inverness ATC currently had procedures which enabled inbound flights to be held in both controlled and uncontrolled airspace. The containment of those holding patterns within any proposed CAS structure would therefore not be required as that would result in unnecessary inconvenience to other airspace users. [REDACTED] (CAA) explained that that this needs to be coordinated with the enroute CAA ATS inspector.

[REDACTED] asked if the CAA's decision on the ACP was dependent on the resolution of points raised in the Airspace Regulator's (IFP) communication.

[REDACTED] (CAA) requested that, following the meeting on 05/11/2021, HIAL were to advise (CAA) [REDACTED] of how the points raised by the Airspace Regulator (IFP) were to be resolved. [REDACTED] (CAA) also asked for HIAL to communicate the scope and timeline for the extra work that needed to be done in order to mitigate the issues.

[REDACTED] asked if it was possible that the CAA would award a conditional approval to the ACP. [REDACTED] advised that the CAA would not be able to give a decision until such time resolution to outstanding items had been at the very least agreed.

AGENDA ITEM 2 - Disconnect between “operating hours” information in the UK Aeronautical Information Publication (AIP) and the ACP

█ (CAA) asked if Inverness needed to operate for 16 hours per day, 7 days a week.

█ (CAA) asked how HIAL would justify the proposed utilisation of CAS 16 hours 7 days a week. █ (CAA) asked if Inverness was always busy enough during those 16 hours to justify the CAS.

█ advised that HIAL would reconsider the duration of CAS activation and ensure that the times, days and seasonality was justifiable.

█ (CAA) advised that doing that would show maturity on behalf of the sponsor.

█ suggested that it may be possible to have shorter daily CAS hours of operation during winter but also added that one carrier did sometimes vary hours at short notice which could mean that shortening CAS hours could be made more difficult.

█ (HIAL) used presentation slides to show radar operational hours requirements. █ gave an overview of staff retention, replacement and training forecasts. █ advised that Inverness needed 12 dual-rated ATCOs to run a desk plan that facilitated opening radar from 06:00 to 22:00 (local) hours every day. █ advised that Inverness’s ATC Training and Recruitment plan showed a plan for 19 fully valid ATCO by the end of 2022 and 12 by the end of Summer 2022.

█ (HIAL) pointed out that the current ACP proposal version needed correcting and asked how the corrections should be notified. █ (CAA) asked that HIAL give an update after 05/11/2021 along with a new edition of the ACP with redline corrections shown. █ (CAA) also requested updates to associated enclosures as necessary.

In accordance with the CAP725 process, Inverness airport had provided the basic draft AIP pages package within the AIP submission. Although rudimentary, it provided an indication to the case officers that the sponsor had considered the overall AIP AIS work package.

█ (HIAL) advised that Inverness would continue to operate procedurally during night shifts for the time being but if “Radar In The Tower” was introduced and there was an increase in movements at night then, █ asked, how would HIAL go about applying for longer hours (assuming the ACP as stands is approved). █ (CAA) advised that in the first instance HIAL would need to engage with CAA ATS En Route Inspector and the incoming CAA Aerodrome Inspector.

AGENDA ITEM 3 - Surveillance Designated Operational Coverage (DOC) areas in specific Control Areas (CTAs) and any required Air Traffic Management mitigations.

█ (CAA) raised the issue of small areas of poor radar coverage at the lower levels of CTAs 4, 6 & 8 in the ACP. █ (HIAL) shared radar coverage diagrams in a series of presentation

slides. ■ (HIAL) explained that the mapping shown in the slides was carried out against a 2m² target. ■ advised that there was a radar upgrade scheduled for 2022. ■ explained that the radar coverage maps were “worst case scenarios”. ■ explained that any areas of poor radar coverage would be mitigated by various means which included having overlays of the radar cover areas available at the radar consoles, training ATCOs to use procedures that eliminated risk e.g. higher descent profiles, vectoring around certain areas, including the issue in annual ABES training. ■ suggested that HIAL would use simulator exercises to train ATCOs what to do if “pop-up traffic” appeared in the areas concerned. There was more discussion about mitigation and ■ stated that the CAA were satisfied with HIAL’s response.

AGENDA ITEM 4 - Update on the CAA’s duties under section 70(2) of the Transport Act 2000 – to satisfy the requirements of operators and owners of all classes of aircraft.

■ (CAA) explained that Section 70(2) of the Transport Act 2000 gave the CAA the duty to consider environmental factors when assessing ACPs. The Act means that noise tests had to be undertaken around the area affected by the Inverness ACP. These tests showed that there were less than 10,000 people affected by noise levels of 54 dB or more and this meant that the existing ACP could continue under the auspices of CAP725 instead of CAP1616.

AGENDA ITEM 5 - If the ACP is approved, projected implementation date, supporting evidence and justification to reinforce that decision.

■ (HIAL) presented graphs showing increases in average and mean Passenger Air Traffic Movements (Pax ATM) between 2013 and 2019. ■ then showed projected estimates for Pax ATM up to 2024. ■ explained that HIAL’s projected movements were above 80% of actual movements in 2019 even allowing for a 5% margin of error. ■ (CAA) asked why HIAL used 80% as a benchmark and ■ explained that the CAA stated in correspondence relating to CAP 1616 applications that 80% could be considered as a benchmark figure for post-covid recovery.

■ (HIAL) stated that the domestic market was growing due to restrictions on European and International travel.

■ (CAA) explained that statistical convention suggests that the median growth should be used as well as mean and average.

■ (CAA) asked if Inverness thought that “staycations” may be skewing the figures.

■ (HIAL) explained that this was not the case as 50% of Inverness traffic consisted of connecting flights to Amsterdam and Heathrow. ■ explained the effects of Air Passenger Duty (APD) on international travel and that the U.S. inbound tourism market will strengthen as COVID rules relent. ■ explained that inbound tourism is very strong from the US and followed by tourists travelling through Amsterdam and from France and Spain. ■ explained that Inverness were hoping to increase their service rates on some routes to “Double dailys”.

█ (HIAL) presented a Gantt chart detailing how ATCO training and manpower plans would meet the requirements of increased movements. █ commented that the figures that █ presented mitigated any concerns about staffing.

█ made a short presentation about ATC related projects taking place at Inverness until end of 2023.

█ (CAA) commented that Radar training that may occur during the Inverness radar upgrade (when an ORRD feed from Lossiemouth may be used at Inverness) would have to be agreed by the CAA Inspectorate.

█ (HIAL) advised how passenger number projections indicated continued growth over coming years up to a maximum of 1.8 million annually by 2045. █ explained that projected numbers for current Inverness carriers were very encouraging and that discussions were under way with many new carriers to introduce new services.

█ (CAA) advised that for the purposes of the ACP the focus should be on ATM rather than passenger numbers. █ stated that the projected passenger growth would implicitly lead to more ATMs.

█ (CAA) asked if links to the airport were improving. █ gave details of the current work going on to install a railway station and the plan to transport passengers across to the terminal at Inverness Airport.

█ (HIAL) gave a summary of the entire presentation.

█ (CAA) asked when, if approval was given for the ACP, would HIAL be looking to introduce the new CAS. █ (HIAL) explained it would be in 2024 and █ stated that, ideally, it would be before the Summer to allow ATC staff time to become familiar with new associated procedures.

█ (CAA) advised that if the ACP was approved for implementation early 2024, the AIS AIRAC process would commence either October or November 2023.

█ and █ (CAA) explained that HIAL still needed to engage with other airspace users in order to keep them advised of updates and progress in potential changes to airspace.

█ and █ (CAA) explained that HIAL is still in Stage 5 of the CAP725 process. █ and █ (CAA) advised that HIAL need to update the ACP plan and advise of them of the findings of the meeting on 05/11/2021.

AGENDA ITEM 6 – Any Other Business

None

Meeting closed