

Meeting Minutes

Project Title	Leeds Bradford Airport Airspace Change
Client	Leeds Bradford Airport
Purpose of Meeting	To provide an update on progress with work to develop the Leeds Bradford Airspace Change
Date of Meeting	23 rd September 2016
Held at	Osprey Lincoln Office
Present	██████████ CAA Case Officer ██████████ CAA ██████████ LBA ATSM ██████████ Osprey Consulting Project Manager
For Information	██████████ Manager Airspace Regulation, CAA ██████████ Operations Director, LBA
Copies to	Listed above
Classification	Commercial in Confidence
Osprey Reference	70818/017
Issue	Issue 1

This document is of UK origin and has been prepared by Osprey Consulting Services Limited (Osprey) and, subject to any existing rights of third parties, Osprey is the owner of the copyright therein. The document is furnished in confidence under existing laws, regulations and agreements covering the release of data. This document contains proprietary information of Osprey and the contents or any part thereof shall not be copied or disclosed to any third party without Osprey's prior written consent.

© Osprey Consulting Services Limited 2016



Meeting Summary

Item
<p>Purpose and Scope</p> <p>The Leeds Bradford Airport (LBA) Airspace Change Proposal (ACP) had been ongoing since 2013, but was still in CAP 725 Stage 2, Proposal Development. The purpose of the meeting was to appraise the new CAA Case Officer and Consultation Specialist of the current status of the project and projected timescales.</p>
<p>Background</p> <p>A background to the project was provided, including a summary of a justification for change and details of challenges the project had faced resulting in delays. Details of the background and all aspects of the project can be found on the attached Powerpoint presentation 70818 016 LBA Refresher Framework.</p> <p>The current LBA airspace structure has not been changed for many years and can no longer accommodate the volume and performance of current aircraft operations. At present, all aircraft arrivals and departures are routed to the west of the Airport as there is insufficient airspace to the east. During the course of the ACP project (within the last 2 years), a review of procedures has been undertaken in conjunction with Prestwick Centre and efficiencies successfully introduced. However, those new procedures have delivered the full extent of the benefits that can be accommodated by the airspace available, but the volume of traffic that can be managed safely is at its limits.</p>
<p>Current Status</p> <p>New RNAV SIDs, transitions and approach procedures have been developed, although minor changes may still be needed to design an airspace structure that might be more conducive to accommodating other stakeholder needs. The new procedures had been developed in conjunction with Prestwick Centre and the PLAS (formerly NTCA) team, so would fully integrate with the current and known future en-route airspace structure. There were currently 2 queries outstanding that would have a direct impact on the procedures and airspace design that would be taken forward:</p> <ul style="list-style-type: none"> • Arrivals from the south would be accommodated by a MAMUL arrival, which had been developed on the assumption that the NTCA/PLAS project would deliver additional airspace across the “corner” between L603 and N601/East Midlands CTA. Further work was planned with the Prestwick team in late October, which would better inform this assumption. If this airspace was not to be delivered, or would not be in place in sufficient time for the implementation of the LBA procedures, a change to arrivals via EVSON would be required. • The planned LBA Runway 32 arrivals procedures would need to utilise airspace currently designated as part of the Doncaster Sheffield Airport (DSA) CTA. Discussions had taken place with DSA and informal agreements reached on LBA accessing DSA airspace. However, it is known that a review of the DSA airspace is currently ongoing, with the potential to reduce the volume of the DSA CTA. It was requested that the review take into account the needs of LBA to utilise the Class D

Item

DSA CTA; until the results of the review are announced, LBA will continue to work under the assumption that the current DSA CTA will remain.

Although the initial plans had involved developing new SIDs that allowed aircraft to route to the east of the Airport on departure, introduction of these changes would require a change to the Section 106 Agreement granted by Leeds City Council. The Airport Board is already engaging with the Council on other changes to the Airport's operations that were considered to be a higher priority than changing the departure direction and amending the Noise Preferential Route, so it had been decided to replicate the current SIDs to reduce the number of changes occurring simultaneously. This stance was welcomed by the CAA representatives present.

In developing the airspace structure, the Airport was taking a pragmatic stance and some controller intervention may be required on less frequently used routes in order to minimise the volume of additional airspace being requested, particularly to the north of LBA. For arrivals through RIBEL, controllers would have to issue descent instructions based upon Class A airspace boundaries in order keep aircraft fully contained; however, this route was currently only used 3 times a day and there were no plans to increase this frequency.

Stakeholder Engagement and Consultation

During the development of the proposal a number of aviation stakeholders have been engaged to gain feedback on the initial designs and how they might be mutually acceptable. Meetings had been held with following stakeholders:

- Airport Consultative Committee;
- MOD – through DAATM; RAF Leeming, RAF Linton-on-Ouse and Warton ATC;
- DSA;
- Leeds East Airport;
- Sherburn-in-Elmet;
- Local gliding clubs.

MOD representatives and local gliding clubs had requested that the base of the eastern portion of the proposed airspace was raised to 4,500 ft amsl to better accommodate their operations. Options were being explored, but to date the only way to meet such a request would be to introduce a non-standard rate of descent for LBA arrivals.

Next Steps and Timescales

The new procedures and airspace structure need to be finalised and incorporated into the Consultation Document. The CAA representatives offered to review the Consultation Document to provide advice and guidance on its content. It is planned to start consultation by January 2017, for completion by the end of March 2017 (ensuring the requirement for at least 12 weeks is met). The Proposal will be developed for submission to the CAA by July 2017, with a Regulatory Decision ideally by the end of October 2017. This would align with an implementation date of Spring 2018, to allow for “go live” prior to the build up to the busy summer period and to coincide with the major network changes, usually March/April.

Item

CAA Guidance

The Case Officer intends to visit LBA during November 2016 to gain a more thorough understanding of the Airport's operation and the interactions and impacts of PLAS.

The initial feedback from the CAP 1389 consultation would be made available during October 2016, with the revised CAP 725 published for consultation Spring 2017. This would result in the new CAP 725 process being implemented towards the end of summer 2017. Whilst it was acknowledged that the LBA ACP had been underway for some time already and the latest timescales had been set independently of the changes to CAP 725, it was recommended that, where possible and practical, the new process (as consulted in CAP 1389) is adopted.

A full and regular dialogue between the Airport, Project Manager and CAA Case Officer was encouraged in order to continue the project with its renewed momentum.

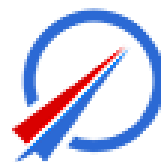
Attachment:

70818 016 LBA Refresher Framework – Issue 1

Leeds Bradford Airport

Refresher Framework Brief

23rd September 2016



Leeds Bradford[®]
Airport

Aim

**To provide an update on
issues and work to date on
LBA ACP**



Scope

Scope

- Background
- Issues encountered
- Current proposal
- Work to date
 - Stakeholders engaged
 - Environmental studies
- Moving forward
 - Actions
 - Timescales
- AOB



Background

Background

- Project started 2013
- Current LBA airspace unchanged since at least 1970s
- Changes in aircraft types and performance means airspace no longer fit for purpose:
 - Already published in AIP that procedures are not fully contained;
 - Very limited airspace for sequencing;
 - Struggling to contain increased volume of traffic.

Issues Encountered

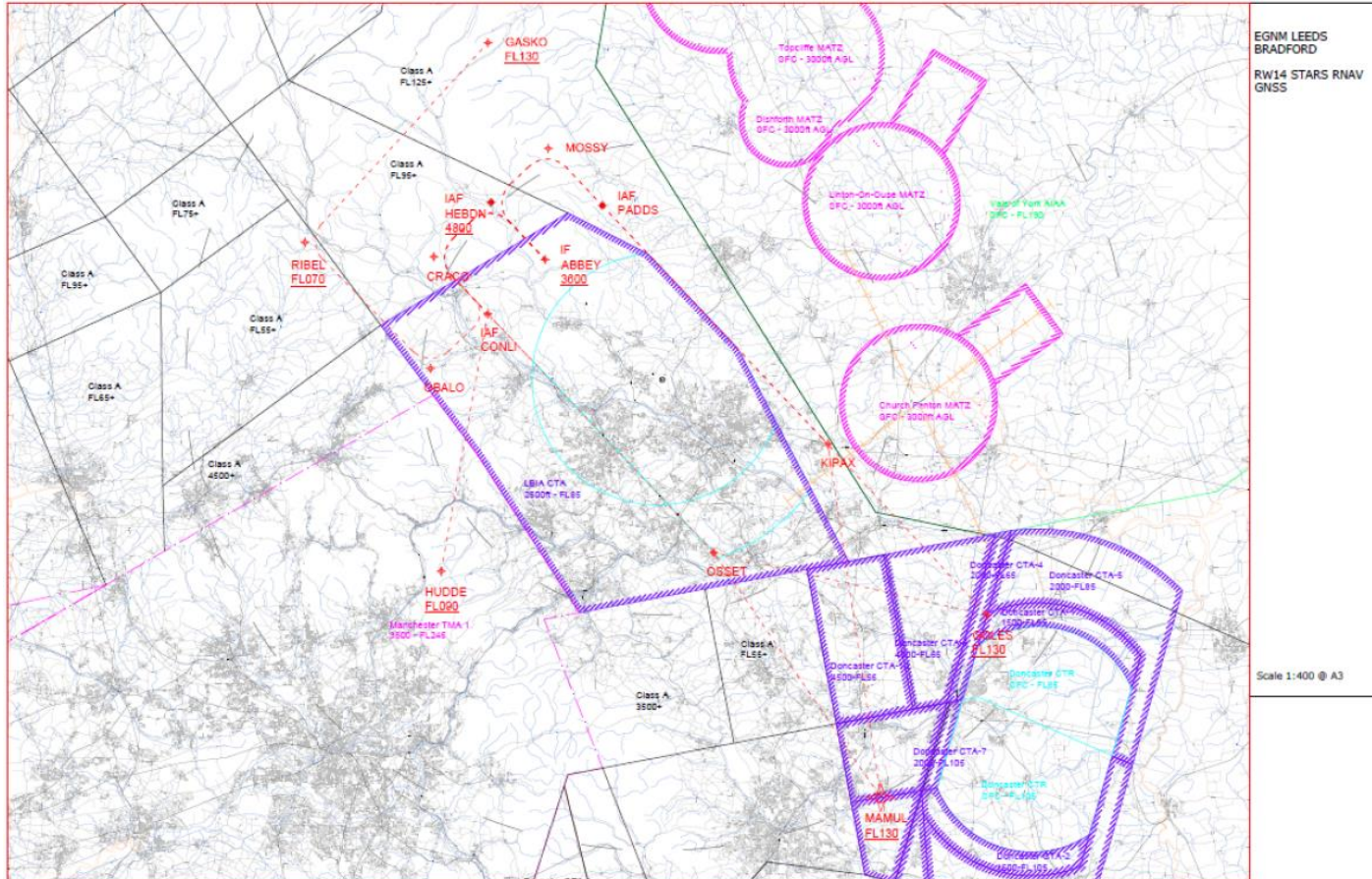
Issues Encountered

- Initial concept too ambitious and complex
- Would have been a significant adverse impact on other airspace users
- Turnover of staff and change of policies at CAA
- Lack of engagement from Prestwick Centre due to their workload on the NTCA programme
- Turnover of key staff at the Airport
- Concerns regarding Council planning requirements



Current Proposal

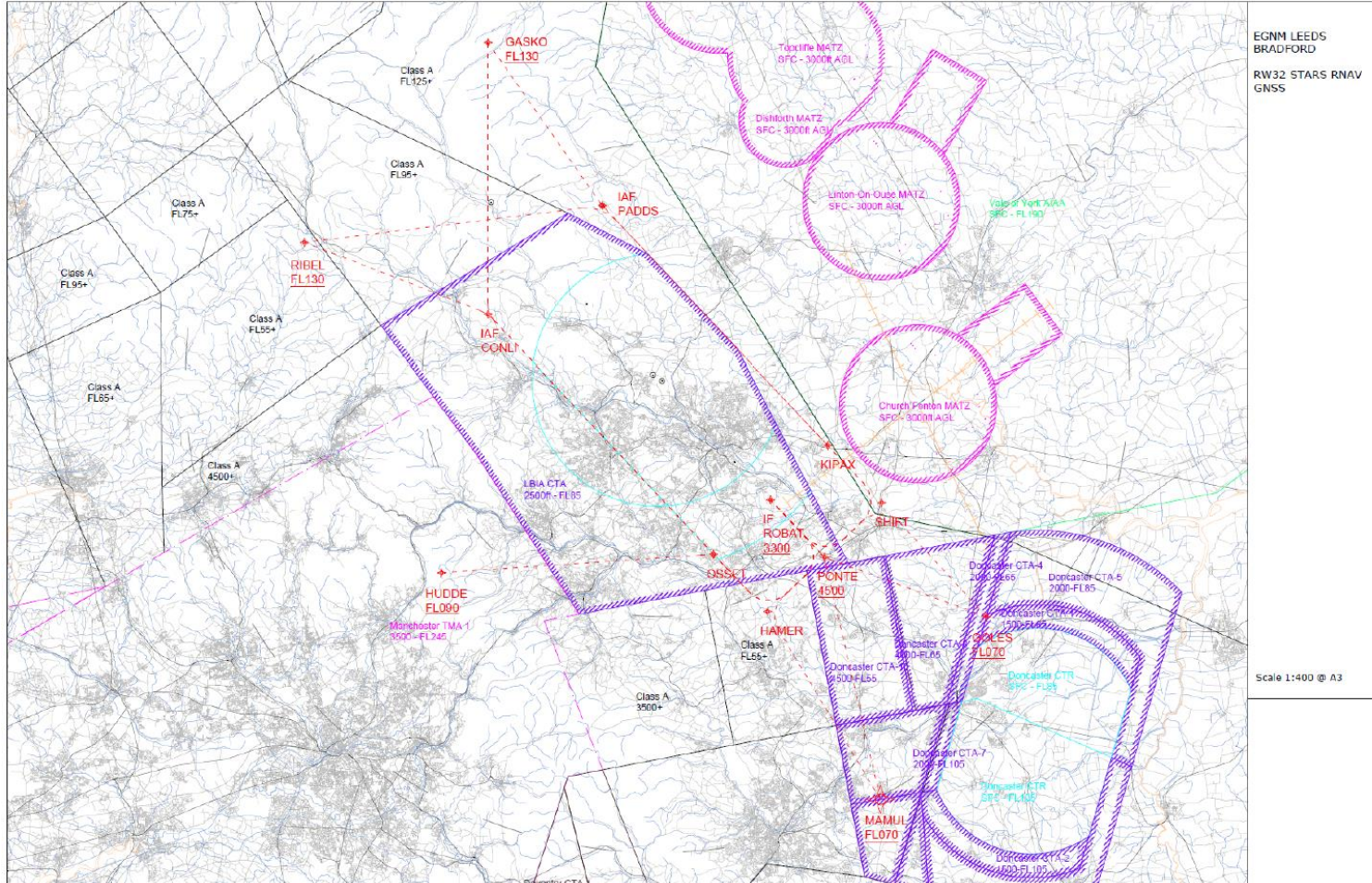
Current Proposal – Arrivals Runway 14



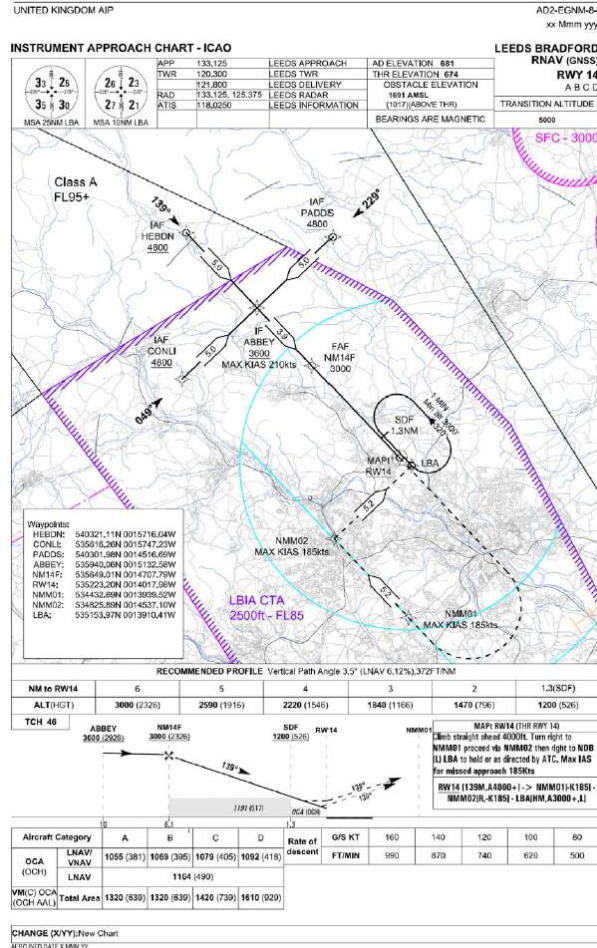
Current Proposal – Arrivals Runway 32



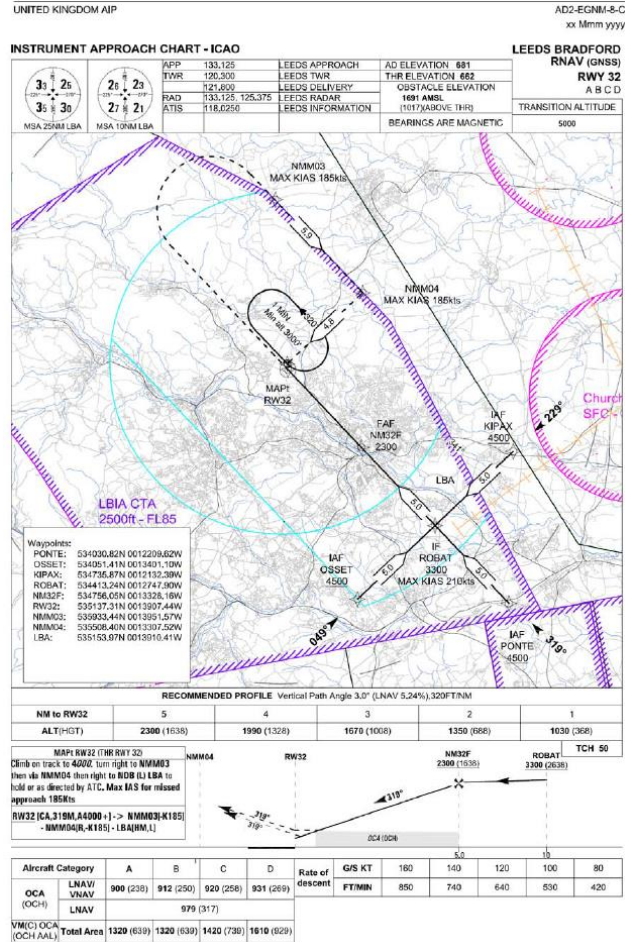
OSPREY
CONSULTING SERVICES



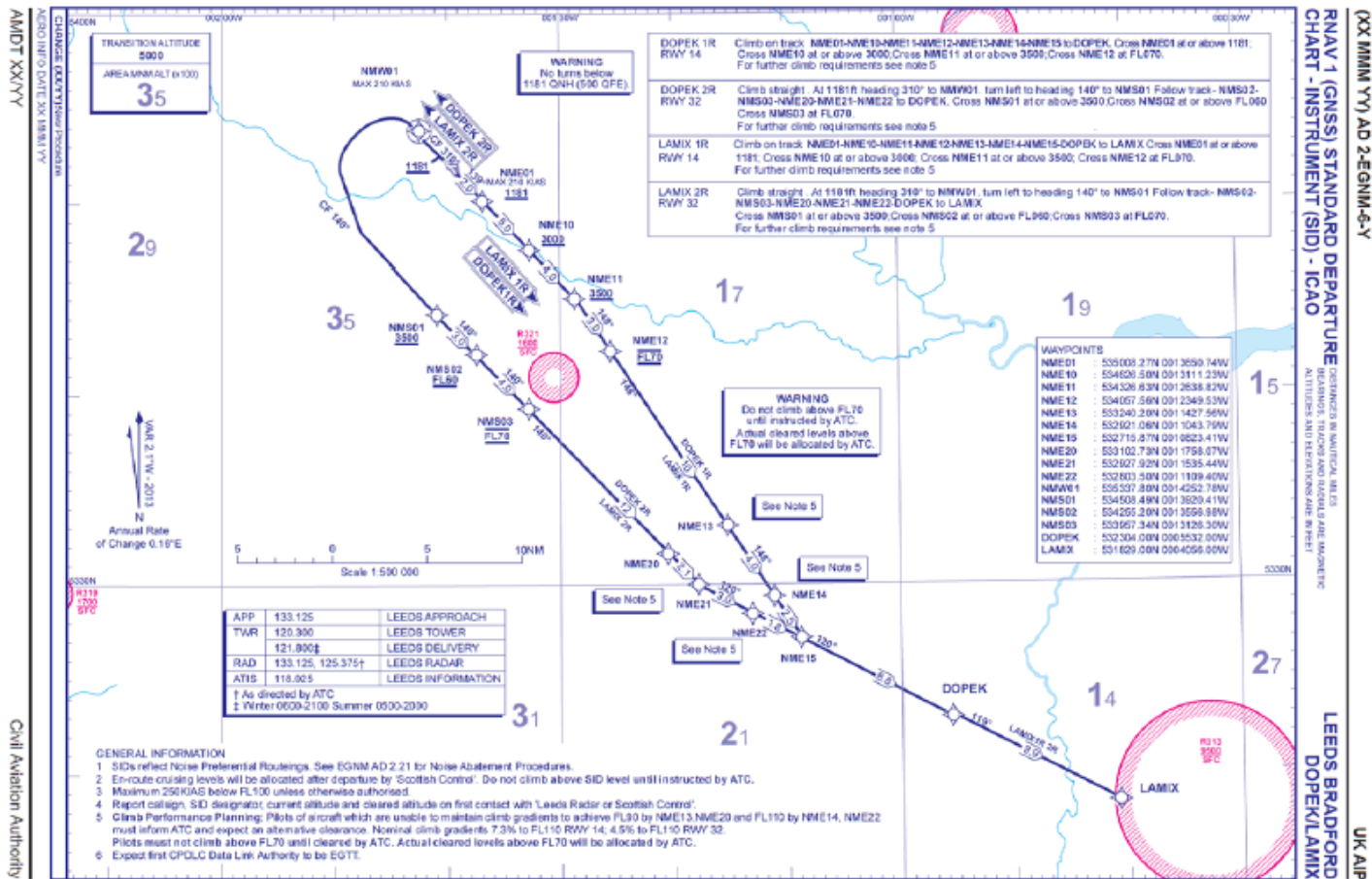
Current Proposal – GNSS Runway 14



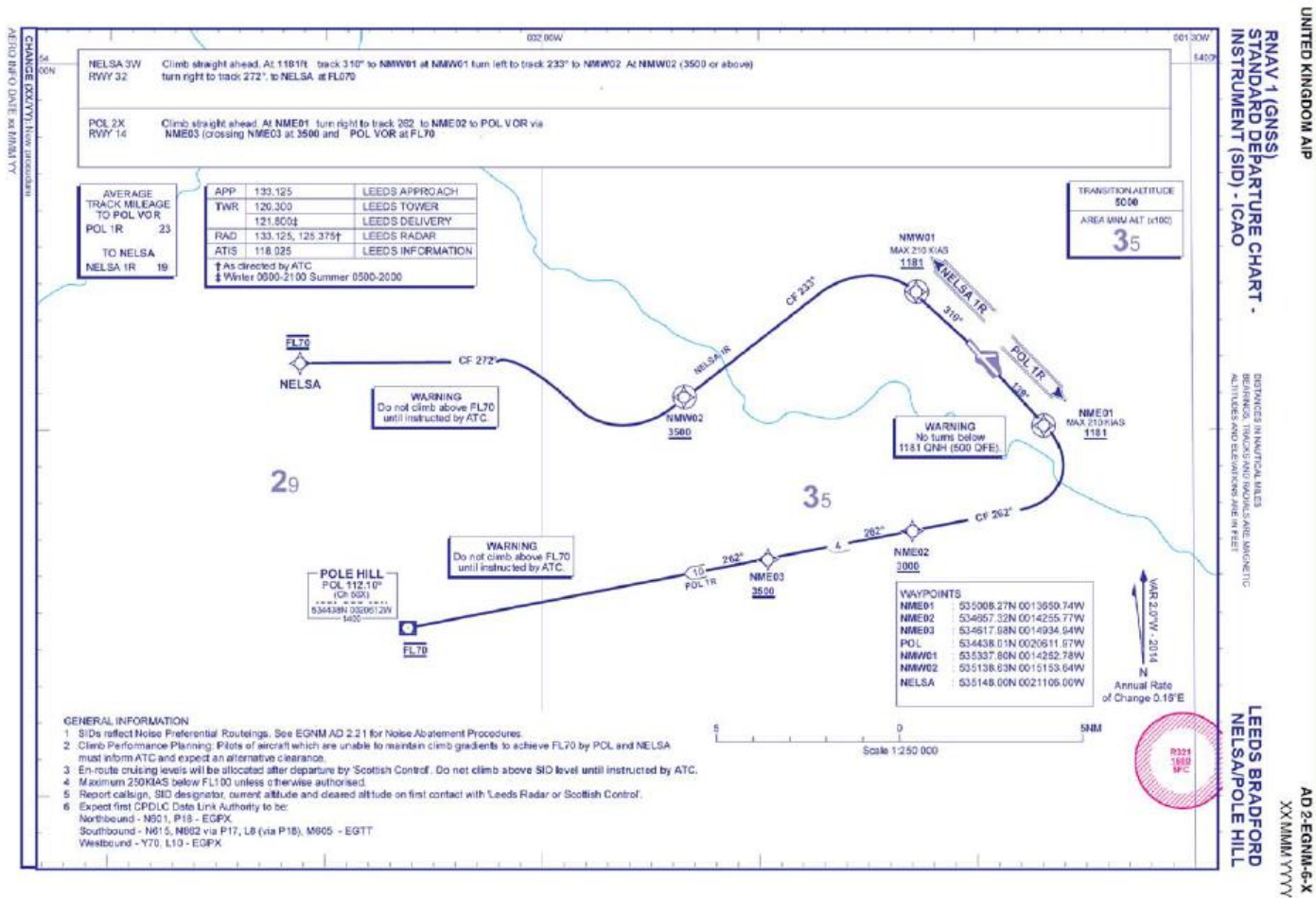
Current Proposal – GNSS Runway 32



Current Proposal – Departures DOPEK/LAMIX



Current Proposal – Departures NELSA/POLE HILL



Current Proposal - Airspace



Airspace – Design Notes

Airspace	Lower Limit	Upper Limit
CTR 1	SFC	FL85
CTR 2	SFC	FL125
CTR 3	SFC	FL125
CTA 1	3000	FL85
CTA 2	3000	FL95
CTA 3	3000	FL125
CTA 4	3000	FL125
CTA 5	3000	FL85
CTA 6	3000	FL85
CTA 7	3500	FL95
CTA 8	3500	FL125
CTA 9	3500	FL125
CTA 10	3500	FL125
CTA 11	3500	FL85
CTA12	3500	FL85
CTA 13	3500	4000
CTA 14	3500	4500
CTA15	3500	FL55
CTA 16	3500	FL85

Current Proposal – Issues and Potential Solutions

- MOD and local gliders have requested higher base on airspace to the east of LBA – can be accommodated by a higher descent gradient than required under PANS-OPS
- MAMUL 1R procedure was predicated on the implementation of “NTCA airspace” to the south of L975 - procedure will need to be re-drawn via EVSON
- MAP – requirement for second waypoint to specify direction of turn back to overhead not practical as aircraft climb at a greater rate than assumed under PANS-OPS – ATC intervention will be required





Work to Date

Work to Date - Stakeholders

- Multiple stakeholders engaged on designs agreed with Prestwick Centre:
 - MOD thro' DAATM and direct with RAF Leeming, RAF Linton-on-Ouse and Warton
 - Doncaster Sheffield Airport
 - Leeds East Airport
 - Sherburn-in-Elmet
 - Local gliding clubs
- Working on incorporating their needs into the overall design, or developing agreements for their access to the new airspace

Work to Date - Environmental

- Baseline data for current situation almost complete
- Finalising procedure designs to allow post-implementation assessments to be undertaken:
 - Desktop modelling completed of RNAV SIDs that “replicate” current SIDs, to remain within existing NPR



Moving Forward

Moving Forward - Actions

- Consultation document and full plan in development
- Environmental assessments for post- and post + 5 year-situation to be completed
- Development of robust letters of agreement with neighbouring airports
- Transition planning

Moving Forwards - Timescales

- Start consultation NLT Jan 2017 to be complete by end Mar 2017
- Proposal submission NLT July 2017 for Regulatory Decision by end Oct 2017
- Implementation Spring 2018



Leeds Bradford[®]
Airport



OSPREY
CONSULTING SERVICES

AOB?



Contact us:

enquiries@ospreycl.co.uk

www.ospreycl.co.uk

+44 1420 520200

Thank you!