



Department
for Transport

[REDACTED]
[REDACTED]
Airspace, Noise & Resilience

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[REDACTED]
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Airspace, ATM & Aerodromes
Civil Aviation Authority (CAA)

Via email: [REDACTED]

cc: [REDACTED]

7 June 2021

Dear [REDACTED]

The Civil Aviation Authority (Air Navigation) Directions 2017, Direction 6 Inverness Airport (INV) Airspace Design Change Proposal

Thank you for your email of 14 April 2021 to the Department, enclosing a copy of CAP2137 which set out the assessment by the Civil Aviation Authority (CAA) of whether the Highlands and Islands Limited Inverness Airport airspace change proposal met the call-in criteria as set out in Direction 6 of the Air Navigation Directions 2017 (as amended).

I am writing to let you know that the Secretary of State's decision **is not** to call this proposal in for determination.

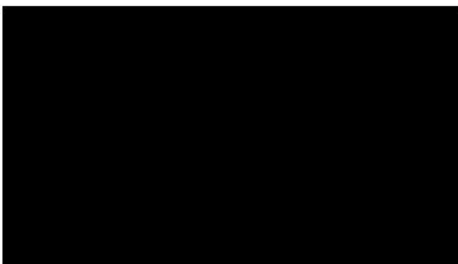
When making this decision, the Secretary of State:

- considered the proposal carefully against all the call-in criteria;
- agreed with the CAA's assessment in CAP2137 that the Inverness Airport airspace change proposal does meet call-in criterion d (Direction 6(5)(d) reclassification of uncontrolled airspace);
- took account of the views expressed by the General Aviation Alliance (GAA) in its call-in request and those expressed by the CAA in CAP2137;

- noted that this is a technical proposal whose effects are local in nature, and which does not raise any particular issues that suggest that the CAA would not be able to properly determine the application;
- concluded there are no significant reasons why the Inverness Airport airspace change proposal should not be determined by the CAA or that would make it more appropriate for it to be decided by the Secretary of State.

I am also writing to the GAA today to make it aware of the Department's decision.

Yours sincerely,

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