

**Aberdeen International
Airport**



**Aberdeen
International
Airport (AIAL)**

Consultation Summary Document

ACP-2019-82

**Date: April 2024
Document Version: Final
Status: Public**

Introduction

Background

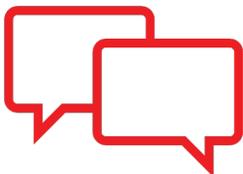
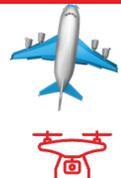
Aberdeen Airport is consulting on two changes to the airspace surrounding the airport. These proposals are part of an industry-wide drive, led by the Civil Aviation Authority (CAA) who regulate the UK's airspace, to modernise UK airspace infrastructure.

As part of this consultation, we are asking for your feedback on the following two proposals:

1 The introduction of modern satellite-based arrival procedures which would be used by a very small percentage of arrivals for resilience and training purposes



2 The release of a section of the Controlled Airspace (CAS), which is not routinely used by the aircraft arriving or departing from Aberdeen Airport, for the benefit of other airspace users



The consultation runs for 12 weeks from Monday 29 April – Sunday 21 July 2024

The Airspace Change Process

To make these changes, we are required to follow the CAA process known as [CAP1616](#); a 7-stage process for implementing and engaging on airspace change. This consultation is part of Stage 3 of the process.



During Stage 1 we engaged with a group of representative stakeholders to create the Design Principles for this proposal. During Stage 2 we used the Design Principles to develop and assess different options and we carried out more detailed analysis to understand the benefits and impacts of these options. More information about these stages can be found on our [Airspace Change Portal page](#).

Our proposals for consultation

Section 1: Modernising Aberdeen arrivals



The first part of our ACP proposes to introduce modern satellite-based arrival procedures which would be used by a very small percentage of arrivals for resilience and training purposes. These arrival procedures would use a type of technology called Performance-Based Navigation (PBN) and **they aim to replicate as closely as possible how aircraft arrive today.**



What are PBN arrivals at Aberdeen?

Performance-Based Navigation (PBN) arrivals use satellite technology which would be in addition to ground-based equipment. This helps improve operational performance, reduce delays, and improves resilience against failure of ground-based equipment.

Key facts about the arrival proposal:

- ✓ **The purpose of the change is to improve resilience and offer modernised arrivals at Aberdeen Airport.**

The new procedures will operate alongside our existing arrival procedures to Aberdeen Airport. They are expected to be used when existing navigation aids are unavailable, or if airlines would like to undertake training.

- ✓ **We have optimistically estimated these new arrivals would be operated by only 5% of Aberdeen Airport arrivals.**

Based on historic information about existing navigation aid availability, and usage for training at other airports, this is likely to be an overestimate and actual usage would be lower.

- ✓ **The majority of aircraft will continue to arrive as they do today.**

The proposed change applies to a very small percentage of Aberdeen Airport's arriving aircraft - we anticipate more than 95% of arrivals will continue to arrive as they do today.

- X **This proposal does not involve any changes to departing aircraft or the helicopter route structure.**

Introducing PBN departures would reduce the flexibility needed to integrate helicopter and fixed wing operations which could negatively impact capacity, noise and carbon emissions. Helicopters may elect to use the proposed PBN arrivals however there would be no changes to the wider helicopter route structure.

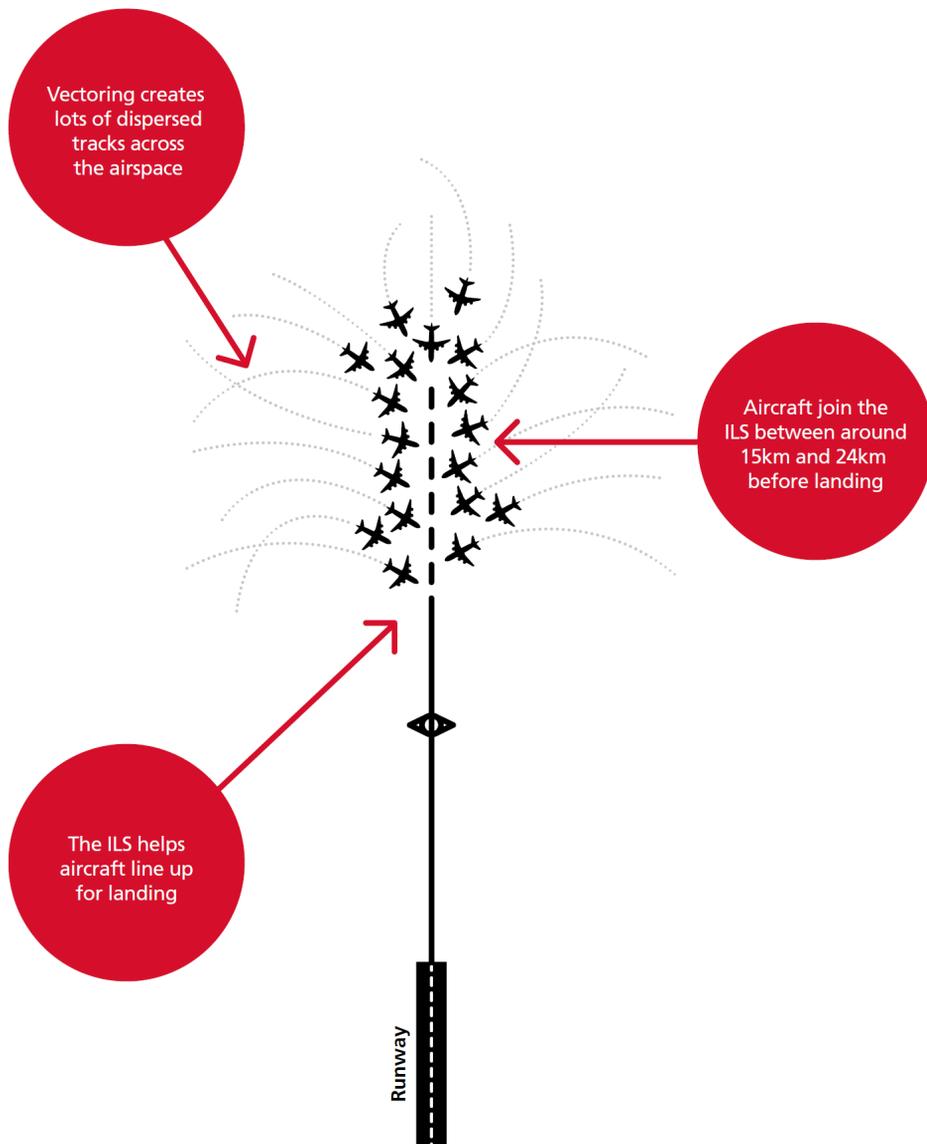
Our proposals for consultation

How do aircraft arrive at Aberdeen Airport today?

Arriving aircraft are given instructions about where to fly, and at what height, by Air Traffic Control (ATC). This creates lots of different tracks across the airspace which is often referred to as dispersion.

Some aircraft at Aberdeen land visually. This means pilots do not use navigation aids when arriving but instead following ATC instructions and then locate the runway visually before lining up their aircraft to land.

Alternatively, pilots can use a navigation aid called the Instrument Landing System (ILS). The ILS helps an aircraft line up with the runway before landing. Aircraft join the ILS anywhere from around 15km to 24km before landing when arriving at Aberdeen airport.



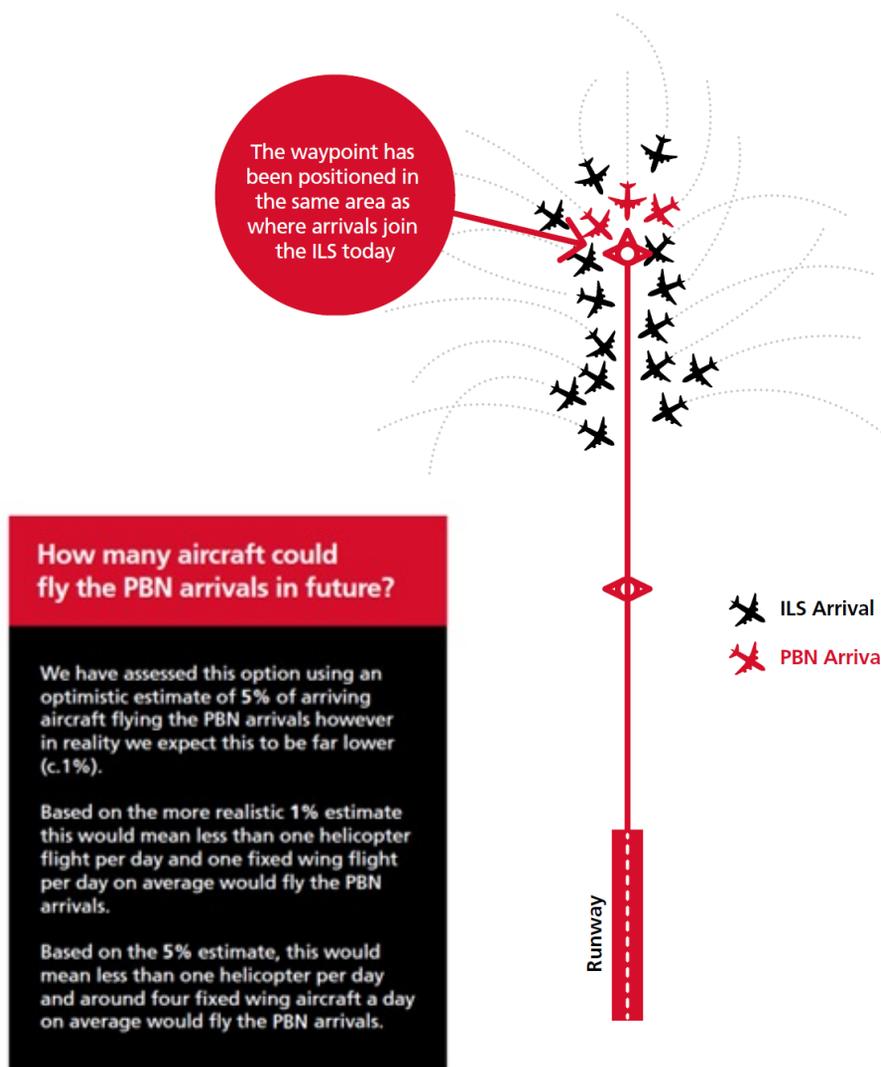
Our proposals for consultation

How would aircraft arrive in future if this change was implemented?

The vast majority of aircraft (95%+) would continue to arrive as they do today (as per the image on the previous page). If the ILS was unavailable, or if an airline wanted to undertake a training flight, then some aircraft could use the new PBN arrival procedures if they were introduced through this ACP.

Aircraft flying the PBN arrivals would be directed by ATC towards a satellite-based waypoint which would be positioned in the same area where aircraft join the ILS today. There will continue to be dispersion across the airspace, however there may be a small amount of concentration around the waypoint if this change is introduced.

Because of the very small number of aircraft expected to fly the PBN arrivals and the waypoint positioning, we do not anticipate any material changes to how aircraft arrive today as a result of this ACP.



Our proposals for consultation

What are the benefits and impacts of this change?

As part of the CAP1616 process, we are required to assess in detail the positive benefits and negative impacts of implementing these PBN arrivals.

The following table provides a very high-level summary of this assessment.

Assessment category	Assessment outcome summary
Noise	No material change*
Fuel burn and carbon emissions	No material change*
Air quality	No impact
Biodiversity	No impact
Tranquillity	No material change*
Resilience	Improved resilience for Aberdeen Airport
General Aviation	No impact
Costs	There are some monetary costs to Aberdeen Airport and Air Traffic Control to implement and deploy the change.
Safety	Improved safety performance
Airspace Modernisation	Introduces modern satellite-based arrivals at Aberdeen, which is one of the objectives of the Airspace Modernisation Strategy.

*For more information about how we have assessed this, please see the [main Consultation Document](#).

Our proposals for consultation

Section 2: Controlled Airspace around Aberdeen Airport

Aberdeen Airport is contained within Controlled Airspace (CAS). Within Aberdeen’s CAS, aircraft are required to follow instructions from Air Traffic Controllers (ATC). CAS is provided primarily for the safety of its users, mostly commercial airlines.

Other airspace users, who typically fly for non-commercial purposes such as gliding, often fly outside of CAS where they do not have to follow instructions from ATC.

Airspace modernisation aims to improve access to airspace. Aberdeen Airport has analysed how its existing CAS is used, and identified an area which can be safely released. This benefits other airspace users whilst having no material impact on the operation or environmental performance of Aberdeen Airport.

Which part of airspace could be released in future?

The map shows the southwest corner of Aberdeen’s Airspace (CTA-3), highlighted in red, which we are proposing to change. We are proposing that the highlighted area of CTA-3 would have the base level increased from 3000ft to 4500ft.

The area outlined in red would be re-named CTA-4 and be promulgated from 4500ft - Flight Level (FL)115.

For more information please see our [main Consultation Document](#).



Our proposals for consultation

Key facts about the Controlled Airspace proposal:

- ✓ **It would release 27.8nm³ of CAS**
This benefits other airspace users including General Aviation and Unmanned Aerial Systems (drone) operators
- ✓ **Releasing the CAS will not impact aircraft arriving or departing from Aberdeen Airport**
- X **There are some small impacts to some of Aberdeen’s existing arrival procedures**
The [Full Options Appraisal](#) contains detailed information on the small adjustments which would be required to Aberdeen’s direct arrival procedures if this proposal was implemented.

What are the benefits and impacts of this change to Controlled Airspace?

As part of the CAP1616 process, we are required to assess in detail the positive benefits and negative impacts of implementing this release of CAS.

The following table provides a very high-level summary of this assessment.

Assessment category	Assessment outcome summary
Noise, tranquillity, biodiversity	No material change from aircraft arriving/departing Aberdeen*
Fuel burn and carbon emissions	No material change*
Air quality	No impact
Resilience	No impact
General Aviation (GA)	27.8nm ³ of CAS released. This improves access and benefits GA operators.
Costs	There is a small cost for Aberdeen Airport and Air Traffic Control to implement and deploy the change.
Safety	There are some minor amendments required to Aberdeen’s existing direct arrival procedures. No adverse impact on safety has been identified.
Airspace Modernisation	Improves GA access to airspace which is one of the objectives of the Airspace Modernisation Strategy

*For more information, please see the [main Consultation Document](#).

Share your views

Find out more

You can find out more on our [Consultation website](#), including our [Main Consultation Document](#) and our [Frequently Asked Questions](#).

If you want to hear about the proposals from our team and ask questions, we will be holding online and in-person events. For more information, or to register to attend the webinars, please see our Consultation website [here](#).



In person drop in

Tuesday 21 May 2024
between 2pm-8pm



Community Webinar

Tuesday 14 May 2024
at 6pm



Aviation Industry Webinar

Monday 3 June 2024
at 1pm



General Aviation Webinar

Thursday 13 June
2024 at 6pm



Open to all Webinar

Friday 21 June 2024
at 4pm

We want to hear your views on these proposals. To respond to the consultation, please click on the link below or go to our website: <https://consultations.airspacechange.co.uk/aberdeen-airport/airspace>

[Click here to respond to our Consultation](https://consultations.airspacechange.co.uk/aberdeen-airport/airspace)

The consultation runs for 12 weeks from 29 April – 21 July 2024 (23:59hrs). To submit your feedback, please use the link on our Citizen Space consultation website.

If you require hard copy or translated materials, please contact our team using the details below and we will arrange to post you copies of the consultation materials, along with a feedback form and postage-paid envelope so you can share your views with us. Please note that all feedback responses will be anonymised and published on our Citizen Space consultation website.

Email: airspace@aiaairport.com

Telephone: 0800 298 7040

Website: <https://consultations.airspacechange.co.uk/aberdeen-airport/airspace>

