



Inverness Airport ACP

Post Consultation Review

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Executive Summary

The consultation phase is a key part of the airspace change process. It allows the change sponsor to gather information and to understand views about the impact of a proposal. It allows consultees to provide relevant and timely feedback to the change sponsor. There will be variable, and often opposing, views between different stakeholder groups. The formal consultation phases for the Inverness Airspace Change took place in 2014/2015 and again in late 2016. The Inverness Airport Airspace Change webpages have remained active on the Airport's website to enable stakeholders to keep apprised of the project.

Consultation

To support the 2019 submission of the ACP, the Airport sought 'Building Consent / Construction' data from the Local Planning Authorities (LPA) for the years following the last (Addendum) Inverness Airport airspace consultation; data was provided covering single and multiple plot domestic housing developments (over 180 dwellings) consented or constructed since December 2016.

Non-Aviation Stakeholders

The Inverness Airport airspace change consultations conducted by HIAL, spanning 41-weeks over a two-year period is deemed to remain valid. This decision is based on two main points:

- 1) Literature generated by all the developers of these sites reference the proximity of Inverness Airport and therefore, all buyers will be aware of the Airport's operation. No additional comment not already received during the initial consultations would be expected. The Inverness Airport Airspace Change webpages have remained active on the Airport's website and no additional comment has been received.
- 2) The Inverness Airport airspace change is not predicted to alter routes to affect the documented new developments.

Aviation Stakeholders

Inverness ATC has an 'on-going' engagement with aviation stakeholders since the end of the last (addendum) consultation in 2016. The proposal has been adjusted to take account of feedback, particularly from the GA(S&R) community, in order to facilitate ease of access to the proposed CAS and maintain safety levels. The adjustment to aviation stakeholder feedback is deemed to remain valid. This decision is based on the main points of CAS type and Flexible Use of Airspace (FUA), through the use of suitable Letters of Agreement (LoA).

Environmental Assessment

Noise

There is only one significant new development near the Airport, Tornagrain (paragraph 1.1.1), since the last consultation but, this lies well outside the 55dB contour. Therefore, there is no predicted change to the number of dwellings exposed to a noise level previously considered by the Department for Transport (DfT) as nuisance noise (i.e. above 55dB) and there is no predicted change to the number of dwellings exposed to more than 51dB due to the ACP.

CO₂

Current Inverness Air Traffic Control radar vectoring tracks for Instrument Flight Rules (IFR) commercial traffic taking a UK Flight Information Service (UK FIS) under a Deconfliction Service (DS) or Traffic Service (TS) replicate these routes unless deviated due to unknown, non-participating air traffic. Deviations from the preferred tracks for Inverness Airport IFR commercial traffic remains a daily occurrence with the extant airspace arrangements. However, the ACP aims to create a known environment such that deviation from these routes becomes a rare event. Therefore, the fuel burn and emissions are expected to reduce slightly for each individual route.

Summary

The consultations conducted over two years and spanning 41 weeks, undertaken by Highlands and Islands Airports Ltd (HIAL) as part of the Inverness Airport Airspace Change, remain valid as there will be no change to extant baseline impacts for new residents in the vicinity of Inverness Airport and the City.

The environmental assessments completed by the Environmental Research and Consultancy Department of the Civil Aviation Authority (CAA ERCD) as part of the Inverness Airport Airspace Consultation remain valid as the environmental baseline is not altered by the ACP. No new developments are affected by the proposal or are previously unaware of the Airport's presence.

The 'Building Consent / Construction' data sought by the Airport from the LPAs to support Section 1 of this Assessment found no new developments to affect RNAV (GNSS) Instrument Approach Procedures (IAP) or the SID / STAR (Transitions).

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