

GMATS

Highlands and Islands Airports Ltd.
Head Office,
Inverness Airport
Inverness IV2 7JB

Our Ref:

06 March 2019

Principal Airspace Regulator
Airspace, ATM & Aerodromes
Civil Aviation Authority

Dear

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First of all I hope this letter finds you well and apologies for the late response but I have been on leave for a good part of Feb. Your letter of the 1st Feb and previous correspondence refers.

HIAL for its part has sought to engage with stakeholders on every occasion over the past seven years with a view to accommodating their unique and varied requirements. Despite having conducted two separate rounds of public consultation and having made significant changes to the proposed airspace configuration and classification in order to facilitate the needs of the vast majority of stakeholders we still find ourselves struggling to address the issues of a somewhat belligerent minority stakeholder. The company has already made a significant investment in the equipment and resource required to ensure that airspace users will have adequate access to the proposed airspace block should they wish to avail of the enhanced safety benefits of flying in controlled airspace. In the meantime, Inverness Airport continues to manage the safety and business risks associated with air traffic service provision at a steadily growing airport in Class G airspace.

In response to the CAA's suggestion regarding the enhanced use of FUA to resolve the impasse with the CGC, the project team has reviewed the draft HIAL/CGC LoA which now includes a number of what can only be termed as significant concessions using the FUA principle. The revised LoA offers the CGC greater access to the disputed portion of CTA-8 whilst still providing appropriate protection for commercial IFR flights. We are of the firm opinion that the procedures contained in the revised LoA

local access
global outlook

represent maximum utilisation of the FUA principle and a significant concession to the CGC and that any further concessions in this sector of the ACP would seriously impact on the safety objective of the ACP, a copy of the revised LoA is attached for your information.

Needless to say, I hope that the CGC will recognise the significant concession being offered by Inverness Airport and see the merits of signing up to the LoA thereby allowing the CAA to reach a definitive decision on what has become a seven year long ACP process.

Best regards as usual.

