

CAA assessment of the criteria for call-in by the Secretary of State of Inverness Airport's April 2021 airspace change proposal

CAP 2137

Published by the Civil Aviation Authority, 2021

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

First published 2021

Enquiries regarding the content of this publication should be addressed to: angela.decarlo@caa.co.uk

The latest version of this document is available in electronic format at: www.caa.co.uk

Contents

Contents	3
Chapter 1	3
Background	4
Introduction	4
Relevant Directions and Guidance	5
Chapter 2	8
CAA's assessment of the call-in criteria	9
Exceptions	9
Of strategic national importance	10
A significant impact (positive or negative) on the economic growth of the United Kingdom	11
A change in noise distribution and an identified adverse impact on health and quality of life	12
Any volume of airspace classified as Class G being reclassified as Class A, C, D or E	13
Chapter 3	15
CAA's overall assessment	15

Chapter 1

Background

Introduction

- 1.1 On 9 November 2017, Highland and Island Airports Limited (HIAL) submitted an airspace change proposal to the CAA (“Inverness Airport ACP”¹, ACP reference ACP-2014-04), proposing the introduction of a system of aRea NAVigation (RNAV) Standard Instrument Departures (SIDs) and RNAV1 Transitions, connecting a Standard Arrival (STAR) to the destination Initial Approach Fix (IAF). On 29 March 2021, the CAA received a request for the airspace change decision to be called in by the Secretary of State². Since the submission HIAL has provided a few updates³ that are briefly summarised in their letter to the aviation stakeholders⁴. The CAA’s assessment will be made against the details of the proposal submitted on 9 November 2017 and the above-mentioned updates (hereafter called the “IA Proposal”).
- 1.2 The Civil Aviation Authority (Air Navigation) Directions 2017 (as amended) (“**the 2017 Directions**”) Direction 6(1A) require the CAA to provide an assessment of whether the CAA considers the proposal meets one of more of the call-in criteria set out in Direction 6. Direction 6(1B) requires the CAA to take account of any guidance the Secretary of State has given to the CAA when doing so. This report represents the CAA’s assessment of the call-in criteria as they apply to the IA Proposal, and will be provided to the Secretary of State (SofS) to inform his decision whether he has a discretion to exercise to call-in the proposal for decision by himself rather than the CAA.
- 1.3 The remainder of this chapter outlines the relevant Directions and Guidance given to the CAA. Chapter 2 sets out the CAA’s assessment of each of the call-in criteria and Chapter 3 gives the CAA’s overall assessment of whether any of the call-in criteria are met such that a discretion for the SofS to call-in the IA Proposal arises.

¹ Available on the CAA website at [Inverness Airport ACP](#)

² Available on the CAA website on the same webpage.

³ Available on the CAA website at [Inverness Airport ACP](#)

⁴ Available on the CAA website at: [Inverness Airport Letter to Aviation Stakeholders](#)

Relevant Directions and Guidance

- 1.4 The 2017 Directions contain the primary definition of the call-in criteria and the exceptions which the CAA must consider in this assessment.

- (5) For the purpose of this direction, the “call-in criteria” are that the proposed change
- (a) is of strategic national importance,
 - (b) could have a significant impact (positive or negative) on the economic growth of the United Kingdom,
 - (c) could both lead to a change in noise distribution resulting in a 10,000 net increase in the number of people subjected to a noise level of at least 54 dB LAeq 16hr and have an identified adverse impact on health and quality of life or
 - (d) could lead to any volume of airspace classified as Class G being reclassified as Class A, C, D or E.
- (6) This direction does not to *[sic]* apply to a proposal which is –
- (a) submitted by, or on behalf of, the MoD,
 - (b) directly related to a planning decision which had already been determined by the Secretary of State,
 - (c) directly related to a planning decision made by another planning authority which involved detailed consideration of changes to flight paths in UK airspace, consequential on the proposed development, which the sponsor has taken into account when developing its proposal, or
 - (d) submitted to the CAA for approval before coming into force of these Directions.

- 1.5 The Secretary of State’s Air Navigation Guidance 2017, providing guidance to the CAA on its environmental objectives when carrying out its air navigation functions and to the CAA and wider industry on airspace and noise management 2017, published in October 2017, states that.

- 6.7 In accordance with the call-in criteria as set out in the Air Navigation Directions 2017, the CAA must require that the sponsor assesses whether the anticipated noise impact of its proposals will meet the relevant call-in criterion and provide that assessment to the SofS to enable the expected noise impact to be checked and determined by the SofS.

- 1.6 The statutory guidance (version 1.2, dated October 2019⁵) which the 2017 Directions require the CAA takes into account when undertaking a call-in assessment is hereafter referred to as “the Guidance” and is set out below:

⁵ Available on the CAA website at [SofS call-in criteria](#)