



Meeting Notes

Project Title	London Oxford Airport Airspace Change Process
Client	London Oxford Airport (LOA)
Purpose of Meeting	Framework Briefing
Date of Meeting	23 rd June 2015
Held at	Wallis Room, CAA House
Present	[REDACTED], CAA [REDACTED], CAA Mr Jim Walker, CAA [REDACTED], CAA [REDACTED], CAA [REDACTED] [REDACTED], [REDACTED]
Copies to	Listed above
Classification	Commercial in Confidence
Osprey Reference	70893 10
Issue	Issue 1

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Meeting Summary

The meeting was organised around the PowerPoint presentation attached at Annex A. The additional comments, suggestions and actions raised during the meeting are summarised below.

General

- The CAA welcomed the collaborative approach demonstrated between LOA and RAF Brize Norton (BZN) in the pursuit of the respect ACPs. The airspace in question is complex and highly utilised by many aviation stakeholders.

Justification

- The CAA asked whether the main justification of the change is 'Safety' or 'Efficiency'. ■ amplified that whilst the AIRPROX photograph was one of the main drivers, the UKAB had assessed the risk of a collision as a 'C' (no risk of collision since one pilot was visual with the other.) However, the coordination and passing of traffic information to avert a collision, sapped capacity from the radar and aerodrome controllers, and the pilot concerned, which overall is a degradation to safety. The CAA suggested that the justification should specify "the number of unknown aircraft operating close to IFR and VFR patterns saps capacity on air traffic controllers and pilots in order to ensure collisions are avoided."
- Greater statistical evidence would strengthen the case for a change to the airspace.
 - LOA have recorded 5 aircraft broken off from final approach to RW 19, 2 new AIRPROX reports, and one CAA 939 action since 19th May (following the Project Kick-Off meeting).
 - The scatter diagram depicting the survey conducted in July 2014 was well received. LOA should consider repeating the survey to amplify the justification for the change.
- **ACTION:** ■ will make the necessary changes to the justification narrative and will include the photograph of the aircraft flying through the gap between the ATZ and D129 as key evidence and justification.
- **ACTION:** ■ will investigate possibility of repeating the survey of aircraft operating within the final approach to RW 19 without speaking to LOA. A new survey will take place from 1st to 31st August 2015 logging all aircraft crossing the RW 19 approach during radar hours of operation.
- **ACTION:** ■ agreed to continue to collate data to provide the evidence required to support the ACP.

Options

- The CAA questioned how LOA would managed the RMZ if the current radar hours do not reflect airport opening hours. The initial point of contact would be to radar; outside of radar hours, the combine TWR/APP position monitors the frequency and would have the capacity to answer aircraft checking in. LOA now has 4 qualified radar controllers (23rd July 2015) and radar hours will be 0800-1830(L) 7 days per week by NLT 1st Jan 2016.
- The CAA questioned how LOA would handle a non-squawking aircraft that could be within the vertical limits of the RMZ. LOA would deal with this scenario as per the



existing rules associated with operating within Class G airspace, dependent upon the type of service offered to the LOA aircraft.

- The potential change to the BZN CTR could expose an area allowing unknown aircraft to fly close to the LOA visual circuit. This could be resolved by ensuring that the area continues to be protected by Class D airspace or by a combination of Class D and RMZ airspace.
- The CAA commented that the number of aircraft movements at LOA could exceed those at BZN, albeit with different types of aircraft. The CAA asked LOA about the decision to opt for RMZ rather than a Class D CTR, since LOA could potentially demonstrate that the number of aircraft movements at LOA exceeds the number handled by BZN.
- **ACTION:** ████████ to ascertain from their main customers whether a change to Class D airspace would significantly affect the operations at LOA.
- **ACTION:** ████ to consider further implications of a combined or adjoining CTR/CTA arrangement including consequences and obligations on LOA.

Airspace Design Considerations

- The CAA were content with the constraints applied concerning the potential design.

Initial Draft Airspace Design

- The initial design is immature; work has commenced to establish preliminary airspace designs for both airports.

Future Proofing

- The CAA questioned whether there was an intention to introduce new procedures; the slides stated a replication of existing procedures. A procedure for RW 01 is required; therefore, there will be new procedures, which must be articulated during the consultation.
- **ACTION:** ████ to check the documentation to ensure that the intention to include additional procedures is clearly articulated.

Airspace Challenges

- The airspace in Oxfordshire is used by many aviation stakeholders; any potential 'restriction' that is proposed is likely to be strongly contested by the GA, LAA and BGA communities.

Mitigations

- A series of revised and/or new Letters of Agreements with neighbouring aerodromes and significant flying organisations would be required to mitigate against any possible negative aspects of the RMZ airspace and to provide greater harmony between those operating within the Oxford AIAA.

Consultation

- The consultation process will be in parallel with, but separate to, that of the BZN project.
- There is no intention of hiding the existence of both projects from the public; each consultation document should cross-refer to the other. For web based consultation documents, hyperlinks can be included to direct the reader to the other consultation.



- The CAA suggested the use of specific questions together with a free text box within the Consultation Document.
- **ACTION:** ■ to liaise with Osprey BZN Project Manager to ensure that both the LOA ACP and the BZN ACP documentation cross-refers to the other project.
- **ACTION:** ■ will ensure that the ability to provide free comment is included within the Consultation document, together with specific questions that require answers/comments.

Environmental

- The CAA asked whether LOA has access to “Heat Maps” depicting the routes currently utilised most by LOA aircraft.
- The introduction of new procedures will potentially introduce noise to different areas; this fact must be articulated clearly within the Consultation Document.
- The scale of environmental assessments required will depend on how many new IFPs are produced and the size and nature of the airspace required.
- **ACTION:** ■ will investigate whether “Heat Maps” can be produced using LOA Radar Data captured.
- **ACTION:** ■ will ensure that the Consultation Document clearly identifies where new routes or procedures are likely to be introduced.
- **ACTION:** ■ will liaise with CAA Environmental Dept prior to engaging with ERCD, to obtain advice and guidance on what environmental assessments will be required.

Timelines

- In order to meet the aspirational target of Formal Consultation in November 2015, it is important that LOA decide as soon as possible, what their airspace requirement is, since this influences future work required.
- The CAA requested to be kept informed of any significant change to the timeline so that the work schedule of the Desk Officer can be updated accordingly.
- **ACTION:** ■ will keep the CAA Desk Officer informed regularly about progress on the project.

Looking Ahead

AOB

- ■ suggested the feasibility of LOA introducing a “Listening Squawk” to allow aviation stakeholders to indicate via a transponder that they are monitoring the LOA radar frequency. If the scheme is implemented within short order, statistics can be gathered on uptake and benefits gained from increased awareness of LOA operations.
- **ACTION:** ■ to investigate the feasibility of implementing a “Listening Out” Conspicuity squawk for LOA.



Summary of Actions

Description	Owner(s)
<p>■ will make the necessary changes to the justification narrative and will include the photograph of the aircraft flying through the gap between the ATZ and D129 as key evidence and justification.</p>	<p>■</p>
<p>■ will investigate possibility of repeating the survey of aircraft operating within the final approach to RW 19 without speaking to LOA.</p>	<p>■</p>
<p>■ agreed to continue to collate data to provide the evidence required to support the ACP.</p>	<p>■</p>
<p>■ to ascertain from their main customers whether a change to Class D airspace would significantly affect the operations at LOA. Already in progress.</p>	<p>■</p>
<p>■ to consider further implications of a combined or adjoining CTR/CTA arrangement including consequences and obligations on LOA.</p>	<p>■</p>
<p>■ to check the documentation to ensure that the intention to include additional procedures is clearly articulated.</p>	<p>■</p>
<p>■ to liaise with Osprey BZN Project Manager to ensure that both the LOA ACP and the BZN ACP documentation cross-refers to the other project.</p>	<p>■</p>
<p>■ will ensure that the ability to provide ‘free comment’ is included within the Consultation document, together with specific questions that require answers/comments.</p>	<p>■</p>
<p>■ will investigate whether “Heat Maps” can be produced using LOA Radar Data captured.</p>	<p>■</p>
<p>■ will ensure that the Consultation Document clearly identifies where new routes or procedures are likely to be introduced.</p>	<p>■</p>
<p>■ will liaise with CAA Environmental Dept prior to engaging with ERCD, to obtain advice and guidance on what environmental assessments will be required.</p>	<p>■</p>
<p>■ will keep the CAA Desk Officer informed regularly about progress on the project.</p>	<p>■</p>
<p>■ to investigate the feasibility to implement a “Listening Out” Conspicuity squawk for LOA.</p>	<p>■</p>