

## Inverness Airport Airspace Change Proposal Summary – January 2022

Since the Inverness Airspace Change Proposal (ACP) was submitted to the UK Civil Aviation Authority (CAA) the aviation world has been affected significantly by the Covid-19 pandemic and, to a lesser degree, Brexit. The unprecedented challenge of the worldwide pandemic has impacted on the industry as a whole and has made air traffic levels of the future much harder to accurately predict. Inverness Airport has continued to review its original submission to the CAA and in October 2021 met with key regulatory stakeholders to discuss the current situation and to ensure that the ACP would still be appropriate for predicted future operations.

Due to the uncertainty that exists and with the ACP at Stage 5 Regulatory Decision Phase, Inverness Airport felt it was appropriate to propose a delayed implementation if the ACP was approved. During the meeting delegates from Inverness Airport explained the justification for this to the CAA and this justification reflected the current and estimated future air traffic levels and resource resilience. In proposing this Inverness Airport wanted to ensure that any implementation of Controlled Airspace (CAS) took place at a time when the operational environment required it, as was the case when the ACP was originally submitted. Implementation, and the subsequent management of CAS, at a time when the air traffic intensity was not indicative of the levels under which the ACP was proposed was to be avoided as it would not be beneficial for any of the stakeholders.

Additionally, Inverness Airport proposed that elements of the ACP that were based on the operational intensity at the time of submission would be reconsidered prior to the implementation. This would ensure that the activation and deactivation times, and the seasonality, would be re-examined to ensure they reflected the operational reality at time of implementation and minimised impact on other airspace users.

Inverness Airport will continue to engage with stakeholders and develop Letters of Agreement and Memorandums of Understanding, as appropriate. The proposed delayed implementation will also assist in ensuring that there is sufficient time to finalise these agreements.

Finally, Inverness Airport is working with its Instrument Flight Procedure (IFP) Designers to ensure that the proposed IFPs all reflect the latest in design principles. Whilst this activity is not expected to lead to any substantial change it was felt prudent to ensure that the process was conducted to maximise any efficiencies for aviation stakeholders.