

Inverness Airport Update on Activities and Developments relating to the Airspace Change Proposal (ACP)

Introduction

During the last 12 months Inverness Airport has been involved in numerous activities that both directly and indirectly supported the Airspace Change Proposal as submitted. Of primary concern is ensuring that despite the effect of the unprecedented COVID-19 pandemic, Inverness Airport continues to assess and demonstrate the relevance of the application and why the implementation of Controlled Air Space (CAS) in the vicinity of Inverness and introduction of performance based navigation approaches and departure routings is important for the airport and wider stakeholders utilising airspace in the region.

One of the most important metrics that needs to be considered is that of the number of flights carrying passengers to and from the airport, and projections based on the most accurate figures available to date.

Airport Passenger and Aircraft Numbers

Update on Post-Covid Recovery including Highlands and Islands Airports Ltd (HIAL) projections for Passenger Air Traffic Movements (ATMs)

Projections for passenger carrying air traffic movements (Pax ATM) to and from Inverness Airport, during the Covid recovery period covering 2022 to 2025, are represented in the graph below (*Figure 1: Mean vs Median Yearly Projections*). The mean yearly growth (3.62%) and the median yearly performance (4.96%) between 2013 and 2019¹ has been applied to actual Pax ATMs during 2022 (excluding December 2022, where actual movement numbers from 2021 have had the growth applied to them to provide the 2022 figure). These two growth rates show that Inverness Airport can expect

¹ 2019 is the most recent year where whole yearly performance, unaffected by Covid travel restrictions, is available for comparison.

to see a demand for pax ATMs at a rate of over 80% of 2019² figures by 2025 and, if future performance is more aligned to the median figure, there is a possibility that this will be achieved in 2024. These figures could prove to be conservative when it is considered that the % increase in Pax ATMs from July and August 2021³ to the same period in 2022 was 17.1% (June 2021 to June 2022 35.8%). Comparative autumn months showed an increase in excess of 10%.

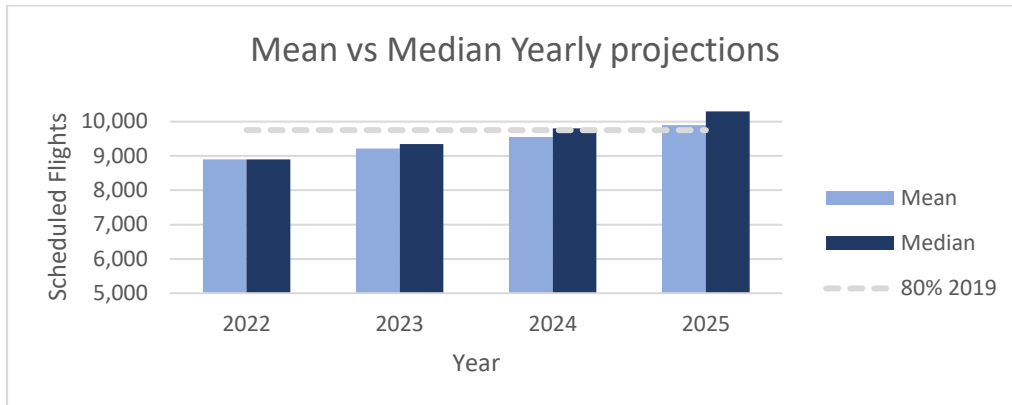


Figure 1: Mean vs Median Yearly Projections

When compared to load factor, of passenger to aircraft, the picture is even brighter. Demand for seats is still high as the comparative chart (Figure 2: Average Load Factor 2019 v 2022) demonstrates.

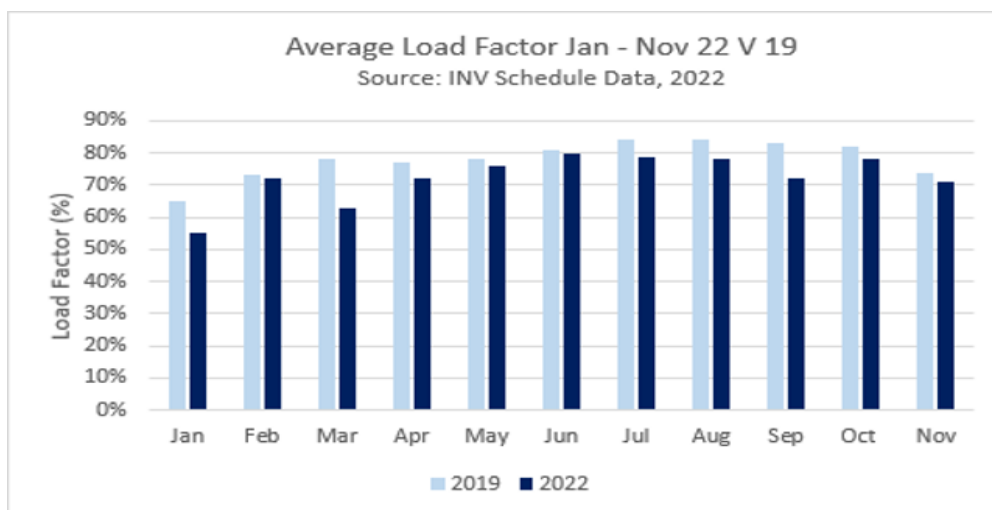


Figure 2: Average Load Factor 2019 v 2022

² 80% of 2019 figures is a representative figure to demonstrate a usable metric for an airport reaching a certain traffic level within a certain period.

³ 19 July 2021 reported at the end of Stage 4 Lockdowns (Institute for Government Website, 2022).

Air Traffic Control (ATC) Manning, Navigation Equipment and Procedures

Inverness ATC Resource Planning

12 dual-rated Aerodrome and Approach Surveillance Air Traffic Control Officers (ATCOs) are required to enable Inverness Radar Manning from 0600-2200. Through realisation of the training plan, that was presented at the meeting with the Civil Aviation Authority (CAA) last October, the requisite number of dual-rated ATCOs has now been achieved. Notwithstanding circumstances outside of the unit's control, ATCO manning will be stable by end of 2023 with a planned 17 ATCOs holding aerodrome and surveillance ratings at the Unit. This will ensure that any airspace change is supported by ATCOs, available to undertake the requisite conversion training and to assist with the development of, and the assimilation of, the changes in operating procedures.

Instrument Flight Procedure (IFP) Designs

Meetings between HIAL and both contracted IFP Designers have been ongoing with both companies completing work based on the communication, analysis and recommendations received in feedback from the CAA IFP regulator. This work was submitted for review and the IFP regulator and operational Inspectorate asked some clarifying questions. HIAL and their designers have provided updated versions of the designs and provided answers to the clarification questions. HIAL are currently awaiting a response from the CAA Instrument Flight Procedure (IFP) regulator and hopes to bring this element to a conclusion imminently.

Airport Surveillance Systems

The Surveillance systems upgrades originally planned for 2022 have now moved back to early 2024 to allow sufficient time to safely introduce an Alternative Surveillance Solution to meet the Inverness ATC Operational Requirement. The solution will enable Inverness ATCOs to continue to offer Approach Surveillance services to aircraft inbound, outbound and transiting airspace in the vicinity of Inverness Airport whilst the conventional airport based, co-mounted primary and secondary surveillance systems undergo the planned upgrade. One of the possible solutions for meeting this requirement is an Onward Routed Radar Data feed from the newly installed surveillance solution at RAF Lossiemouth. If selected as the optimum solution to meet the requirement, this may lead to an enduring agreement to receive and transmit data between Inverness and RAF Lossiemouth to

augment conventional surveillance systems and provide resilience for both Inverness Airport and RAF Lossiemouth.

Stakeholder Engagement

Letters of Agreement (LoAs)

Meetings have been ongoing between Inverness Airport and other aviation stakeholders. In July 2022 the Inverness Manager Air Traffic Services hosted a visit from a representative of the General Aviation Alliance (GAA) at the Control Tower Building at Inverness Airport. On the agenda was primarily sailplane activity at Alturlie Point and the proposed LoA between Inverness ATC and the Highland Hang Gliding and Paragliding Club (HHGPGC). This is a two stage process as the current draft LoA details the procedures for operations in the extant airspace i.e. Class G. However, dialogue will continue during the implementation phase to further explore the operation when it is predicated on sailplane operations and the integration of Visual Flight Rules (VFR) traffic in Class D airspace. Work continues on developing other letters of agreement with aviation stakeholders.

Regional Airspace User Working Group (RAUWG)

Unfortunately, Inverness ATC were unable to attend the RAUWG held at RAF Lossiemouth on Wednesday 27 July 2022. This was due to the Inverness representative testing positive for COVID on Monday prior to the event and it being too late to arrange a replacement. Efforts were made by HIAL to present an update to the working group via remote method. Unfortunately, the RAF were unable to accommodate this technical request. A brief presentation had been prepared that would have provided the attendees with a baseline of information regarding the proposed airspace design and classification. Additionally, it would have provided an update of the current status of the ACP and the activity that was currently ongoing. The presentation covered the impact Covid had on the airport during 2020 and 2021 and how the post-covid recovery was progressing, detailing predicted passenger numbers. This included the justification for what was a delayed implementation period to ensure that CAS was only implemented, if approved, when it was justified. Other updates included information as detailed in this update.

Wider Airport Developments and Passenger Experience Improvements

Inverness Airport Railway Station

Work continues on the Inverness Airport Railway Station. The picture below (*Error! Reference source not found.*) shows the site in April 2022 and the second (*Error! Reference source not found.*) shows the progress as reported by Network Rail in autumn 2022. The railway station will provide direct access to the airport for passengers from the Aberdeen to Inverness main line. Footpaths between the train station and the Terminal building have been improved. This work includes lighting to assist passengers transition from the train station to airport and vice versa. The £14 million project is due for completion in January 2023. Picture 3 in this section shows the airport ATC tower in the top left and the development at the end of October 2022.



Picture 1: Inverness Airport Railway Station development



Picture 2: Development of the Inverness Airport Railway Station Platform and Car Park



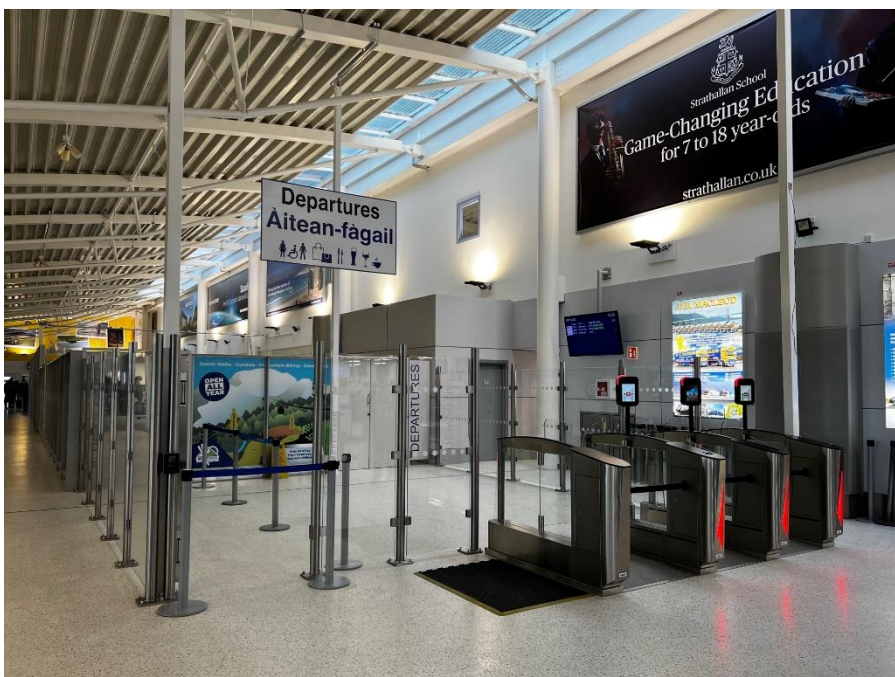
Picture 3: Inverness Airport Railway Station Oct 2022



Picture 4: Lit Pathway between Station and Terminal

E-Gates

Inverness Airport has installed Electronic Boarding Pass Reader gates. This will improve the customer experience coming through the airport whilst also increasing improved access control measures.



Passenger Guidance Barriers

Passenger guidance barriers were installed in July 2022. The guidance system is designed to provide safety, protection and guidance to and from the apron for passengers and staff.



ACI - Airport Service Quality award winners

A true reflection of the commitment to improvements that Inverness Airport has shown came in the form of an award from the Airports Council International in March 2022. The awards named Inverness Airport as the best airport in Europe with under 2 million passengers. The awards are voted for by 370,000 travellers across the world's airports.