



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

EDINBURGH AIRPORT AIRSPACE CHANGE UPDATE REPORT

REPORT BY HEAD OF PLANNING, ECONOMIC DEVELOPMENT & REGENERATION

A. PURPOSE OF REPORT

The purpose of this report is to update the panel on the current position and likely future activity on Edinburgh Airport Limited's desired airspace changes.

B. RECOMMENDATION

It is recommended that the panel:

1. notes the content of the report; and
2. notes that further reports will be provided to the panel once Edinburgh Airport Limited's Airspace Change Proposal is made available for consultation.

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; making best use of our resources; working in partnership
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>West Lothian Council has no statutory powers to regulate air traffic routes or noise. Air Traffic Routes are regulated by the Civil Aviation Authority. Noise from aircraft in Edinburgh Airport is regulated by Edinburgh Airports Limited.</p> <p>Should the decision to change the flight paths progress, West Lothian Council will be a statutory consultee in that process. There are no Strategic Environmental Assessment, Equality, Health or Risk Assessment issues associated with this report at present.</p>
III Implications for Scheme of Delegations to Officers	There are no implications from this report.
IV Impact on performance and performance Indicators	There are no impacts from this report.

V	Relevance to Single Outcome Agreement	<p>Our economy is diverse and dynamic, and West Lothian is an attractive place for doing business.</p> <p>We live longer, healthier lives and have reduced health inequalities.</p> <p>We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.</p>
VI	Resources - (Financial, Staffing and Property)	There are no resource issues as a result of this report.
VII	Consideration at PDSP	This is an update report for panel members. Reports on the previous Airspace Change Process proposals were made to the panel and Council Executive.
VIII	Other consultations	No consultations at this stage. This is an update report only.

D. TERMS OF REPORT

D1 Background

Edinburgh Airport Limited's previous Airspace Change Proposal was submitted in August 2018.

The proposal was subsequently rejected by the Civil Aviation Authority in November 2018. The principal stated reason was that, *'Edinburgh Airport Limited has submitted a proposal that does not accord with the material that was provided to stakeholders in consultation or the outcomes of those consultations'*. In addition, there were unexplained data changes, whereby *'stakeholders would not be in a position to understand the effect of the change as submitted'*.

D2 Drive for change

There remains a Europe-wide drive to update air navigation routes to Area Navigation (RNAV) standards. This involves use of satellite-based position tracking, rather than navigation between fixed ground-based radio beacons. Irrespective of any other proposals or desire for increased capacity, RNAV equivalents of existing routes must be developed.

D3 Change of Statutory Process for Airspace Change Proposals

The previous statutory Airspace Change Process [CAP 725](#) was superseded on 9 February 2018. It has been replaced by [CAP 1616](#). It is not possible for Edinburgh Airport Limited to further update the work carried out under CAP 725. Any further application for airspace change must meet the requirements of CAP 1616.

CAP 1616 is a seven-stage process, including multiple substages. A summary is provided at Appendix 1.

D4 Desired Capacity Increase

Edinburgh Airport Limited has previously indicated its desire to increase the capacity of the airspace surrounding the airport and, therefore, the throughput of the airport itself. This would be most apparent at peak periods. It is, therefore, expected that in developing RNAV based flightpaths, the airport will take the opportunity to expand the options available for departing and arriving aircraft.

For technical and safety reasons it is important to ensure flights do not follow closely behind a preceding one. This is particularly important when a smaller aircraft is following a larger one. It should, therefore, be expected that a splitting of westbound departure routes as close as possible to the runway (as in the rejected CAP725 proposal), will again be proposed.

D5 Progress and position to date

CAP1616 is prescriptive about the process to be followed. This process includes community engagement. Early engagement as part of scoping the proposal is required at Stage 1B of the required process.

An officer from the Council's Environmental Health team attended an initial workshop run on behalf of Edinburgh Airport Limited on 1 October 2019 as part of stage 1B. Its primary purpose was to gather general community views.

As a result of this and other workshops Edinburgh Airport Limited were able to determine a number of proposals for the design principle stage of the process. These are included in the Application for Airspace Change Stage 1 Gateway document submitted by Edinburgh Airport Limited to the Civil Aviation Authority on 3 January 2020. The application is available to view on the [Civil Aviation Authority](#) website.

The current position is, therefore, summarised as follows:

- Edinburgh Airport Limited's previous Airspace Change Process was rejected by the Civil Aviation Agency;
- there remains a need to update flightpaths to meet modern RNAV standards;
- the original Civil Aviation Authority prescribed process (CAP 725) has now been replaced by a new process (CAP 1616);
- as part of the change to RNAV standards, Edinburgh Airport Limited still desires to increase the frequency with which aircraft can take off, requiring routes to diverge as close as technically possible to the end of the runway;
- Edinburgh Airport Limited have carried out community engagement as part of scoping the change required for Stage 1B of CAP1616.
- Edinburgh Airport Limited have submitted an Application for Airspace Change Stage 1 Gateway document to the Civil Aviation Authority for approval.

D.6 Future

Following the earlier rejected proposal, Edinburgh Airport Limited will be keen to

demonstrate complete compliance with [CAP 1616](#). It is anticipated that Edinburgh Airport Limited will seek to increase airspace capacity (including flight frequency) as part of the proposals.

Formal consultation on any proposals will not take place until Stage 3 of the process. The proposals will only proceed if approval is given by the Civil Aviation Authority.

E. CONCLUSION

Edinburgh Airport Limited has previously advised of its requirement to modernise airspace routes serving the airport. It wishes to increase capacity as part of the process, and consequently it can be expected this will result in over-flying of parts of West Lothian which have not previously been affected.

Officers will provide further reports to the panel and Council Executive if and when Edinburgh Airport Limited consult on their proposals.

F. BACKGROUND REFERENCES

[Edinburgh Airport SIDs / STARs Airspace Change Proposal \(2016- November 2018\)](#)

Appendices/Attachments: CAP1616 – Stages of Air Change Proposal process:

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Appendix 1: The seven-stage CAP 1616 airspace change process

Source: [CAP1616](#)

The airspace change process (permanent changes to the notified airspace design)

Figure 1: Overview of the airspace change process

