



# DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

## 1. Change Title

Please enter a title for this intended change, (max 80 characters): \*

Glasgow Airport PBN SIDs and IAPs

## 2. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company
- An Unincorporated Association or other body
- Individual ( including sole traders and partnerships )

### 2a. A Company

Registered Company name (in full) \*

Glasgow Airport Limited

Registered Company Number

SC096624

Country of Company Registration

Scotland

Registered Office Address

Erskine Court, St Andrew's Drive, Paisley, Renfrewshire

Postcode

PAS 2SW

E-mail

[Redacted]

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.glasgowairport.com

Primary Point of Contact Name \*

[Redacted]

Telephone \*

[Redacted]

E-mail \*

[Redacted]

Secondary Point of Contact Name

[Redacted]

Telephone

[Redacted]

E-mail

[Redacted]

## 3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

## Aviation Consultancy

Registered Company name (in full) \*

Cyrrus Limited

Registered Company Number

06455336

Country of Company Registration

England and Wales

Registered Office Address

Cyrrus House, Concept Business Court, Thirsk

Postcode

YO7 3NY

Telephone

[REDACTED]

Email

[REDACTED]

Trading Name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.cyrrus.co.uk

Primary Point of Contact Name \*

[REDACTED]

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone \*

[REDACTED]

Email \*

[REDACTED]

Secondary Point of Contact name

[REDACTED]

Telephone

[REDACTED]

Email

[REDACTED]

## 4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): \*

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/ Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6)             | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17)                          | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5)                                  | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7)          |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point                               | <input checked="" type="checkbox"/> Release of Controlled Airspace   |

Please use the check box below to indicate whether this is an administrative change:

- Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

### 5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. \*

Glasgow Airport sits within a Class D CTR, surrounded by Class D CTAs underneath the ScTMA and has an array of conventional flight procedures consisting of 18 SIDs and a suite of IAPs. The GOW DVOR, the existing ground-based navigation aid upon which all the SID procedures (and some of the IAPs) at Glasgow are predicated, was due to be withdrawn by the operator NATS Services Ltd (NSL) as part of a national modernisation programme approved by the CAA. The permanent withdrawal of this navigational aid was scheduled for the early part of 2019 and an ACP project was on track to meet this schedule, until the recent announcement requiring Glasgow Airport to satisfy the requirements of ANG 2017 and CAP1616. A plan of how to maintain operations, whilst the CAP1616 process is followed, will now have to be agreed upon as it is unlikely that the change proposal will be implemented before 2020. Ultimately, in order that aircraft departing from Glasgow Airport can continue to access the ScTMA and the associated route network, following the withdrawal of the ageing GOW DVOR, it is necessary that Glasgow Airport modernises the existing flight procedures. It is proposed that an array of PBN SID procedures and IAPs utilising GNSS are designed and introduced to meet the Future Airspace Strategy. It is intended, at this stage, that the PBN IAPs would be implemented to act as redundancy for the eventuality that the ILS were to be unavailable. Once the proposals for IFPs have been settled upon with Stakeholders, the Airport will review the airspace construct in discussion with aviation stakeholders, to determine whether any rationalisation or changes are also required to the volumes of airspace it currently holds responsibility for.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

### 6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding \*

Please provide your proposed date for the submission of your change proposal to the CAA. \*

17 May 2019

Please provide your proposed AIRAC effective date \*

AIRAC 03/2020

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . \*

Not modular.

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: \*

5LNCs will be required for waypoints at the end of the SIDs and will be required for the T-Bar elements of the IAPs.