

All NATMAC Representatives
Leicestershire County Council
Nottinghamshire County Council
Derbyshire County Council

28 February 2005
8AP/66/03/13/01

NATMAC INFORMATIVE LETTER

Dean Colhaque,

INCREASE IN CLASS D CONTROLLED AIRSPACE IN THE VICINITY OF NOTTINGHAM EAST MIDLANDS AIRPORT (NEMA)

In my letter of 27 July 2004 I approved the airspace change proposal submitted by Nottingham East Midlands Airport (NEMA) on 1 October 2003. Subsequently NEMA asked that the promulgation be delayed to permit the airport to undertake further consultation in the local area and I informed you of my decision to agree to this request in my letter of 26 August 2004. NEMA's additional consultation was completed on 10 January 2005 and the result was submitted to the Directorate of Airspace Policy (DAP) on 20 January 2005. The purpose of this letter is to advise you of my decision having reconsidered the NEMA proposal in the light of the results of their further consultation.

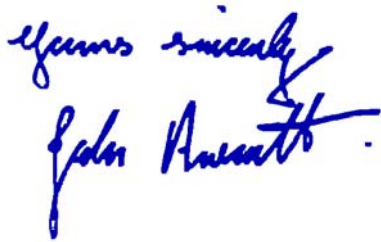
The CAA's statutory functions regarding Air Navigation arrangements are set out in the Transport Act 2000, the CAA (Air Navigation) Directions 2001 and the Guidance on Environmental Objectives; the Transport Act is available on the HMSO website (<http://www.hmso.gov.uk/acts/acts2000>), the others on the CAA website (<http://www.caa.co.uk/docs/7/DirectionstoCAA.pdf> and <http://www.caa.co.uk/docs/7/DTLREnvironmentalGuidance.pdf> respectively. In essence, with regard to changes to airspace, the CAA must maintain a high level of safety in the provision of air traffic services, secure the most efficient use of airspace whilst satisfying the requirements of users and mitigate to the greatest extent possible the environmental effect of civil aviation.

The effects of the Airspace Change Proposal (ACP) on safety and efficiency are unchanged from the original approval given in my letter of 27 Jul 04. The present arrangements are safe but in some areas risks are mitigated by capacity constraints and flow restrictions which cause delays. The proposed airspace arrangements remove a number of these risks and thus improve capacity and enhance safety. Moreover, the requirement for NEMA to continue to provide a crossing service on request, and a service to aircraft flying in the vicinity of the new Class D airspace together with data to permit the

monitoring of these arrangements, improves efficiency for all users flying in the East Midlands area.

Turning to environmental matters, the Authority's obligations are to mitigate the effects of civil aviation and provide environmental improvements where possible. You should know that there was a significant response to the additional consultation by NEMA. However, the great majority of responses sought designation of the airport or the restriction of night flights, both of which are beyond the powers of the CAA to effect and are matters for the Secretary of State. In addition, there was conflicting environmental data provided by the Airport and Leicestershire County Council and I therefore commissioned a report by the Environmental Research and Consultancy Department (ERCD) of the CAA to determine the environmental impact of this airspace change. The report by ERCD is attached. From this it is clear that there is a very significant overall environmental benefit, whilst in the few areas of additional impact the most practical mitigation has been applied. The height of holding traffic has been raised significantly from 3000 ft to Flight Level 80 (approximately 8000 ft) and greater opportunities for Continuous Descent Approaches (CDA) are created. Moreover, the tracking of aircraft profiles and the collection of environmental data gives confidence that the new arrangements can be monitored. I welcome the stance adopted by NEMA in making this data freely available.

I have therefore decided that the Airspace Change should go ahead. Promulgation will be on AIRAC 5/2005 dated 31 Mar 05 to be effective on 12 May 05. My staff will review the effectiveness of the change at the end of the year.

A handwritten signature in blue ink, appearing to read "Yours sincerely John Arscott". The signature is written in a cursive style.

J R D Arscott
Director

Attachment: ERCD Report: Assessment of the Methodology and Veracity of Nottingham East Midlands Airspace Change Proposal – Final Report on Consultation and Environmental Impact January 2005