

Safety and Airspace Regulation Group

Title of Airspace Change Proposal	Doncaster Sheffield Airport (DSA) - RNAV SIDs/AIPs (ACP-2016-19)
Change Sponsor	Doncaster Sheffield Airport (DSA)
SARG Project Leader	[REDACTED]
Case Study commencement date	15 August 2018
Case Study report as at	22 August 2018
File Reference	ACP-2016-19

**Instructions**

In providing a response for each question, please ensure that the 'Status' column is completed using the following options:

- Yes
- No
- Partially
- N/A

To aid the DAP Project Leader's efficient Project Management it may be useful that each question is also highlighted accordingly to illustrate what is resolved Green not resolved Amber or not compliant Red as part of the DAP Project Leader's efficient project management.

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1.	Consultation Process	Status
1.1	<p><b>Is the following information complete and satisfactory?</b></p> <ul style="list-style-type: none"> <li>• A copy of the original proposal upon which consultation was conducted.</li> <li>• A copy of all correspondence sent by the sponsor to consultees during consultation.</li> <li>• A copy of all correspondence received by the sponsor from consultees during consultation.</li> <li>• A referenced tabular summary record of consultation actions.                             <ul style="list-style-type: none"> <li>- Evidence of all consultation actions have been provided to the CAA but not in a table summary format</li> </ul> </li> <li>• Details of and reasons for any changes to the original proposal as a result of the consultation.                             <ul style="list-style-type: none"> <li>- There has been no modification to the proposal as a result of the consultation</li> </ul> </li> <li>• Details of further consultation conducted on any revised proposal.</li> </ul>	<p align="center"><b>YES</b></p> <p align="center"><b>YES</b></p> <p align="center"><b>YES</b></p> <p align="center"><b>YES</b></p> <p align="center"><b>N/A</b></p> <p align="center"><b>N/A</b></p>

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<b>1.2</b>	<b>Were reasonable steps taken to ensure all necessary consultees received the information e.g. postal/e-mail/meeting fora?</b>	<b>YES</b>
	<p>174 stakeholders were emailed directly with links to the consultation materials on the DSA website and invited to respond to the consultation via email or in writing (post). These stakeholders were made up of aviation organisations and individuals, airlines and other airspace users as well as representatives from the National Air Traffic Management Advisory Committee (NATMAC). Non-aviation stakeholders targeted included representatives from County, District, Borough, and Town and Parish Councils from areas that are likely to be impacted by the change. Environmental organisations were also invited to respond to the consultation, as were Members of Parliament (MPs). The Airports Consultative Committee (ACC) was also contacted for response.</p> <p>This invitation to respond to the consultation was also followed by chaser emails to those who hadn't yet responded six weeks into the consultation, and then on a weekly basis three weeks from the end of the consultation closing.</p> <p>Eight drop in sessions were also provided by the airport, specifically for non-aviation audiences, during the consultation period – five of which were attended by stakeholders.</p>	
<b>1.3</b>	<b>What % of all operational consultees replied? (Include actual numbers).</b>	<b>YES</b>
	<p>11 invited for response, 7 submitted responses.</p> <p>63%</p>	
<b>1.4</b>	<b>What % of all environmental consultees replied? (Include actual numbers).</b>	<b>YES</b>
	<p>The Sponsor considered environmental consultees to include County, Borough, District, Town and Parish Councils over whose areas of interest the proposed SID procedures would fly. On this basis, 56 were invited to respond to the consultation, with 14 providing a response. 25%</p> <p>It is worth noting that the following organisations were also contacted for a response to the consultation, but none of them went on to provide feedback:</p> <ul style="list-style-type: none"> <li>▪ English Heritage</li> <li>▪ English Nature</li> <li>▪ Environment Agency</li> </ul>	

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	<ul style="list-style-type: none"> <li>▪ The National Trust (East Midlands)</li> <li>▪ The National Trust (Yorkshire)</li> </ul>	
<b>1.5</b>	<p><b>Were reasonable steps taken to ensure as much substantive feedback was obtained from the consultees e.g. through follow-up letters/phone calls?</b></p> <p>174 stakeholders were contacted directly via email to invite responses to the consultation. These initial invites were chased up six weeks into the consultation, and on a weekly basis three weeks from the end to those who had not yet responded.</p> <p>Eight drop-in events were set up by the airport whilst the consultation was running, five of which were attended by various organisations and members of the public.</p> <p>A presentation (using material from the consultation to ensure consistency) was delivered to the local DSA Infringement Team – attendees were made up of representatives from local and neighbouring flying schools, clubs (fixed wing and glider), private pilots and neighbouring airports.</p> <p>Adverts were placed in local press publications with a call to action for readers to respond to the consultation – with links to the DSA website. Adverts placed in every month that the consultation was running (October, November, December). These were specifically aimed at members of the public and targeted publications that covered large areas of surrounding DSA communities).</p> <p>The consultation period was also extended by one week in length to recognise concerns raised by a Parish Council who were unable to attend any of the publicised drop in sessions.</p>	<b>YES</b>
<b>1.6</b>	<p><b>Have all objections to the change proposal been resolved (or sufficiently mitigated)?</b></p> <p>There were various issues raised within the consultation, the Sponsor has broken these down into two categories:</p> <ul style="list-style-type: none"> <li>▪ Community noise concerns from; Tickhill, Dunsville, Stainton, Langold, Costhorpe, Carlton-in-Lindrick and Gringley on the Hill – the sponsor acknowledged these concerns but provided rationale as to why they do not believe them to be in issue, mainly because in most cases there is no significant difference between the proposed SID design and the existing design. In some circumstances (e.g. Tickhill) the community should see an improvement against the current SID. The consultation material did state that proposed departure routes have been matched to those</li> </ul>	<b>YES</b>

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currently in operation as far as possible, with minor modifications where necessary, or where a benefit to the community can be achieved.

- Objections against the additional portion of Controlled Airspace (CAS); Seven objections came from the GA community, mainly raising a safety issue with the proposal potentially creating 'choke points'. The sponsor acknowledges concerns but states that the proposed controlled airspace is no more than is necessary to contain the ROGAD SID. The sponsor states that their ANSP routinely gives permission for access to/crossing of DSA Control Zone and CTAs. This statement is backed up with data (maintained since 2014) that indicates ATC facilitates access in and around the DSA airspace to an average of approximately 17,500 GA aircraft per year, with the majority being provided airspace crossings.

The rationale provided by the sponsor as to why these objections have not led to a modification to the proposal is partly accepted. The CAA does not agree with Class D classification for the additional CTA X.

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**Outstanding Issues**

Serial	Issue	Action Required
1		
2		

**Additional Compliance Requirements (to be satisfied by Change Sponsor)**

Serial	Requirement
1	
2	

**Recommendations**

**Yes/No**

**Does the Consultation Report and associated material meet SARG requirements?**

**YES**

The consultation report and associated material meets the consultation requirements set out in CAP725.

## General Summary

Doncaster Sheffield Airport (DSA) has completed a consultation on the introduction of Performance Based Navigation (PBN) instrument flight procedures (IFPs) consisting of area navigation (RNAV) Global Navigational Satellite Systems (GNSS) departure and approach procedures.

The need for these proposed changes is largely driven by the DVOR rationalisation programme (led by NATS), which includes the removal of the Gamston ground based navigational aid (GAM VOR). The GAM VOR is used by the SIDs currently in use at DSA. The proposed RNAV IFPs also allow for business continuity in the event of a failure of the existing conventional approach procedures. This proposal includes an additional CTA portion to the east of the airport.

174 stakeholders were directly invited to respond to the consultation. Audiences covered both the aviation community as well as the local communities through various groups.

The consultation document and associated materials were available on the DSA website, these were supplemented with eight drop in sessions for stakeholders to attend, which were held at the airport. The consultation document was split into four parts:

- Part A – Explains some of the technical terminology for non-aviation audiences, an explanation around how the procedures are designed and how the proposed procedures will differ from existing conventional procedures, a section on departing aircraft procedures and how the changes proposed will impact on communities around the airport, this section also included a glossary of terms
- Part B – Goes into more detail around each of the proposed departure procedures, supported by technical annexes including environmental impacts of the procedures
- Part C – Explains the changes being made to arrival and approach procedures and is supported by technical annexes giving detail on the procedures for each runway
- Part D – Provides detail on how to respond to the consultation

DSA planned to carry out their Consultation between 25 September 2017 and 15 December 2017. However, the consultation was extended by an additional week to allow for further community engagement and to take into account the festive period. The Consultation therefore began on 25 September 2017 and ended on 22 December 2017 allowing for a continuous 13-week consultation period.

Having cross checked the raw response data with the conclusions drawn in the Sponsor's post consultation feedback report the analysis published by the Sponsor is an accurate summary of the result of the consultation. The stakeholders who formed part of the consultee list were encouraged to respond to the consultation, the majority supported the proposal (c. 54%).

There were 20 responses received from organisations outside the Consultee list and individual members of the public:

8 (40%) supported the proposal; and 12 (60%) objected to the proposal. Most objections related to community noise concerns and the additional portion of airspace, defined as CTA X in the consultation document.


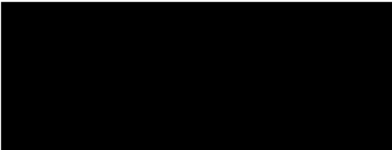


**Comments & Observations**

As a result of our assessment of the consultation associated with this ACP, it can be concluded that the consultation exercise has:

- Taken place when the proposal was at a formative stage
- Presented the consultation material clearly and outlined the potential impacts that needed to be considered (including an explanation about the impacts of R-NAV)
- Provided a sufficient timeframe to allow considered responses (25 September 2017 – 22 December 2017, a period of 13-weeks)
- Taken into account the product of the consultation – two ‘objection’ themes can be identified from those responses indicating they ‘object’ to the proposal; these are community noise concerns and objections against the additional portion of Controlled Airspace (CAS), details of which are covered in section 1.6 of this report. Although the objections have not led to a modification of the proposal submitted, the justifications put forward by the Sponsor for not modifying the final proposal as a result of the two themes are partly accepted. The CAA does not agree with Class D classification for the additional CTA X.



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<b>Consultation Assessment Sign-off/ Approvals</b>	<b>Name</b>	<b>Signature</b>	<b>Date</b>
<b>Consultation Assessment completed by:</b>	 <b>AR Representative</b>		22 Aug 2018
<b>Consultation Assessment approved by:</b>	 <b>Mgr AR</b>		13/11/2019
Mgr AR Comments: No Additional Comments			