

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE –7 MAY 2002

GLASGOW PRESTWICK INTERNATIONAL AIRPORT PROPOSED EXTENSION OF CONTROLLED AIRSPACE

Report by Director of Development Services

1 PURPOSE OF REPORT

- 1.1 To advise the Committee of a proposed bid to extend the controlled airspace at Glasgow Prestwick International Airport and to seek the Committee's approval to support the proposals.

2 BACKGROUND

- 2.1 The purpose of "controlled airspace" around a civilian airport and in its immediate flight (take-off and landing) paths is to regulate the movement of air traffic and thereby ensure the safety of aircraft and passengers.
- 2.2 The designation of "controlled airspace" is made by the Civil Aviation Authority (CAA) and is related purely to commercial passenger air traffic movements. Other air traffic movements (such as freight) are not eligible for inclusion in any bid for controlled air space.
- 2.3 Due to a lack of commercial passenger traffic, the amount of controlled airspace at Prestwick Airport was downgraded in 1993 by the CAA. Previously, the controlled airspace had extended to a radius of 15 miles which covered the various communities in the Cumnock and Doon area, but the downgrading reduced the controlled airspace to 1.5 miles. This is the situation today, which the bid for extension of the controlled airspace seeks to address.
- 2.4 Ryanair established operations at Glasgow Prestwick International Airport in 1995 and passenger numbers have increased significantly and consistently, as shown in the following table :

PASSENGER NUMBERS 1995 to 2002	
YEAR	PASSENGER NUMBERS (rounded)
1995	300,000
1996	500,000
1997	550,000
1998	550,000
1999	700,000
2000	900,000

2001	1.2 million
2002 (projected)	1.5 million

Air traffic movements have also increased significantly and consistently, as shown in the following table :

AIR TRAFFIC MOVEMENTS 1998 to 2002					
	1998	1999	2000	2001	2002 (projected)
Passenger Air Traffic Movements (relevant to bid for controlled air space)	7,967	9,391	9,314	11,414	12,555
Other Air Traffic Movements (not relevant to bid for controlled air space)	16,970	26,752	33,736	34,818	36,000

- 2.5** As a result of the increased level of air traffic, the issue of a re-instatement of the controlled airspace has been raised as a means of increasing the already high level of safety associated with commercial flights in and out of Glasgow Prestwick International Airport.
- 2.6** Following an unsuccessful attempt in 2001, Glasgow Prestwick International Airport has commissioned independent consultants (Cyrrus Associates Ltd) to undertake the preparation of a robust case for submission to the CAA in September 2002.
- 2.7** During the period in which the case is being prepared, there is a requirement for extensive consultation, to be undertaken in the period from mid April until early June 2002. The proposals have been presented to the Glasgow Prestwick International Airport Consultative Committee, on which Councillor George Smith is the Council's representative and it is in the context of that consultation that the matter is being presented to the Development Services Committee.

3 THE CONTROLLED AIRSPACE PROPOSAL

- 3.1** The requirements for controlled air space can be summarised as follows :
- the air traffic management system within the controlled airspace must be adequate to ensure that the prescribed separation can be maintained between aircraft within the airspace structure;
 - the airspace reserved must be the minimum necessary after taking into account environmental considerations into account;
 - airspace classification must be the minimum necessary to achieve the appropriate level of safety and efficiency and at the same time permit access to as many classes of user as practicable;

- there shall be suitable linking of routes between terminal and en-route airspace, with effective integration of departure and arrival routes and adequate terrain clearance within and adjacent to the proposed airspace.

3.2 The proposals for the controlled airspace to service Glasgow Prestwick International Airport include the following key elements :

- the controlled airspace shall be extended to a maximum radius of 16 nautical miles from the airport and shall be applicable from a height of 5,500 feet above ground;
- prescribed routes set within the requirements shown at 3.1 above shall be used for landing and take- off of all aircraft from the airport ;
- speed of aircraft, height of flight and distance from the airport have all been taken into account to create a framework within which there will be different levels of airspace restriction at differing heights and distances – effectively, the proposed controlled airspace will be of a “conical shape”, rising from ground level;
- within the proposed scheme, provision is being made for other airspace users (for example : private light-aircraft, micro-lights etc.) to have access to airspace at lower levels and shorter distances than is required by commercial aircraft using the airport.

3.3 Accordingly, the above proposals mean that much of the land area of East Ayrshire will be within the proposed controlled airspace. This is to be welcomed as airspace usage within the controlled area will be tightly controlled and regulated at all times by the Air traffic Control Service, increasing the level of safety for commercial aircraft, passengers, other airspace users and people at ground level.

4 LEGAL, PERSONNEL, POLICY AND FINANCIAL IMPLICATIONS

4.1 There are no legal, personnel, policy or financial implications.

5 RECOMMENDATION

5.1 That the Committee supports the proposals for the extension of the controlled airspace at Glasgow Prestwick International Airport and authorises the Director of Development Services to communicate that support to the appropriate parties.

STEPHEN CHORLEY
Director of Development Services

22 April 2002/jrs

BACKGROUND PAPERS

1. Presentation by Cyrrus Associates Ltd to Glasgow Prestwick International Airport Consultative Committee – (copy available for perusal in the Members' Lounge)

For further information please contact JOHN SPOONER, Business Development Manager on Extension 6143.

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AGENDA